2. Vision for Exeter International Airport

2.1. Exeter International Airport’s vision is to be:

“The Airport of choice for the South West”

2.2. This will ensure that Exeter International Airport:

- Remains the principal gateway to Devon and Cornwall;
- Maximises its contribution to the South West economy being the catalyst to attract high quality skilled employment to the Exeter & East Devon New Growth point;
- Supports the development by Flybe of their Training Academy; and
- Becomes carbon neutral in its ground operations by 2015, or after the first major stage of airport terminal development.

2.3. To achieve this, our Master Plan sets out the development plans for the Airport to 2030. The objectives are to:

- Continue to put people first by meeting and exceeding the expectations of our customers, stakeholders and the community;
- Improve affordable access to more destinations, with a better frequency for business and leisure travellers to and from the region;
- Maintain a sustainable airport by carefully managing our relationship with the environment. In the short-term the Airport Environmental Management Strategy (EMS) will ensure that Exeter International mitigates and compensates for residual impacts; and in the medium-term through development, create a sustainable carbon-neutral airport that is recognised for minimising environmental impacts at source;
- Provide the right infrastructure, at the right time, at a cost that the airlines and their passengers can afford;
- Reduce the need for passengers to travel long distances to other airports, principally in the South East and to develop international linkages through good connections to major European hubs;
- Maintain the highest standards of safety for passengers, staff and the community to ensure that all of our activities are carried out safely and securely;
- Uphold the highest standards of Air Traffic Control (ATC) and airspace safety and to develop the airfield to ensure continuous improvement in operational safety;
- Maximise the contribution that Exeter International Airport provides as an economic driver creating employment and stimulating investment in support of the economic growth and development of the region;
- Work with Flybe, to create a training academy of regional importance that will develop a highly trained work force for the Airport, aeronautical industries and the businesses surrounding the Airport;
- Set out the long-term growth plans of Exeter International Airport in order that these are taken into account by local authorities in preparing their development, economic and transport plans and associated policies to make investment decisions;
- Develop a vibrant and profitable business as a stable and a secure foundation to ensure future investment and continued development of Exeter International Airport;
- Improve public transport access to the Airport and increase opportunities for sustainable travel to Exeter International Airport;
- Ensure that Exeter International Airport makes a full contribution to the profile and image of Exeter, Devon and the South West by developing high quality facilities that reflect the aspirations of the region;
- Establish a plan to improve the physical appearance of Exeter International Airport, its buildings and landscape to become the Regional ‘shop window’ reflecting the culture, heritage and natural features of the region; and
- Enable the continued use of the Airport by General Aviation and flying schools and support the development of existing and additional aviation related Small Medium Enterprises (SMEs) within the boundaries of the Airport.

Regional Economic Improvement

2.4. The Airport is already one of the largest employment sites in the region and its growth will increase employment, both directly at the Airport and also by acting as a catalyst to the growth and development of the region.

2.5. There are great benefits for the Airport and region with Flybe locating their base at Exeter International Airport. As well as their headquarters on site, the location of Europe’s largest regional airline engineering facility supports a large number of highly skilled jobs in the South West.

2.6. Whilst continuing to work closely with Flybe to expand their facilities, Exeter International Airport will also encourage and attract others to base their operations at the Airport.
2.7. Exeter International Airport is committed to using local suppliers and local produce where possible to supply services to the Airport. We will encourage our on-airport business partners to also support the local supply chain.

2.8. Exeter International Airport is developing a community relations programme and we encourage communities to take an active interest in our operation. We aim to reach out and support local projects and initiatives whilst at the same time developing our business.

Educational Excellence

2.9. The Flybe Training Academy to be established at the Airport will harness and build on the strengths of all current training departments.

2.10. Delivering courses that meet the needs of the airline and airport industries offers highly skilled employment opportunities for flight crew, cabin crew, engineering and ground operations staff.

2.11. This training academy will provide;

- The delivery of a unified and efficient training operation;
- Modular courses offering more flexibility in training;
- Modern apprenticeship facilities;
- Increased training capacity;
- New facilities and training aids; and
- External training for both other airlines and from outside the industry.

2.12. Flybe has long put training at the heart of its business and was the only UK airline to sign the Government Skills Pledge in June 2007. January 2008 then saw the airline named as one of only three companies in the UK to have achieved the high standards required to become an Awarding Body for Government approved qualifications.

2.13. Exeter International Airport has committed to a skills pledge to show publicly and demonstrably the importance we place on investing in the skills of our people.

2.14. Through the pledge, Exeter International Airport commits itself to support all its employees to develop their basic skills and work towards relevant and recognised qualifications. This will ensure that all staff are skilled, competent and able to make a full contribution to the success of the company.

Passenger Services

2.15. In 2002 Flybe launched a range of low cost, short haul operations from Exeter International Airport stimulating demand for a high quality alternative to train or car for domestic travel and increased demand for international travel links to and from the South West. A range of quality routes have developed with virtually all UK regions served together with an increasing range of international business, leisure and regional centres.

2.16. Reciprocal benefits will arise from inbound tourism, international trade and inward investment from European businesses. In particular the Airport is seen as a catalyst to the development of Skypark and the Exeter Science Park and other East of Exeter Developments through improved transport links.
2.17. Flybe operate, and Exeter International Airport hosts environmentally best in class aircraft that help to contribute to our aim of minimising the effects of our operations on the environment.

2.18. Numerous routes, networks and improved frequencies will be added for leisure and the business traveller. In addition to the scheduled network, Exeter International Airport has a strong inclusive tour and charter (package holiday) network. However, the Airport will continually promote inbound business and leisure traffic to ensure that a maximum contribution can be made to the regional economy.

2.19. Exeter International Airport has supported a specialist long-haul charter operator to Canada for more than 21 years and other specialist charter operations. Some growth in long-haul charter and specialist operations is forecast, however, due to the size of the catchment area we do not assume the establishment of a network of regular scheduled long-haul networks. Exeter International Airport will work with airlines to establish excellent connections to the Inter-Continental networks through our connections to European hub airports.

2.20. Whilst current economic conditions have resulted in a reduction in passenger numbers in 2008 and 2009, it is predicted that growth in economic activity will lead to increased passenger numbers from Q3 2010 and we are confident that the forecast made in the Draft Master Plan will be achieved. The Airport forecasts that passenger traffic will grow from the 1.05 million passengers per annum (mppa) handled in 2007 to 1.9 mppa in 2015 and 3.4 mppa in 2030. This growth will be achieved through an improved network and increased frequency of services with Air Traffic Movements (ATMs) growing from 18,600 in 2007 to 24,750 in 2015 and 38,000 in 2030.

### Cargo & Royal Mail Services

2.21. Exeter International Airport is the main hub airport in the South West for the Royal Mail “skynet” network distribution of first class mail. The importance of this service and the volume of mail processed through Exeter International Airport has increased as a result of recent legislation limiting the speed of road HGVs.

2.22. Exeter International Airport is proud to support this vital link to the UK mail distribution system to ensure that the Royal Mail can sustain its delivery charter and commitments to the South West.

2.23. Exeter International Airport will work with the Royal Mail to develop better facilities to improve productivity, reliability and service standards.

2.24. As the Exeter route network develops it is likely that hold cargo will increase. Whilst this Master Plan does not assume that Exeter International Airport will become a major cargo distribution centre, appropriate development will take place as demand for air cargo increases, including the provision of transit, storage and distribution facilities that will complement the proposed adjacent Inter-Modal Freight Exchange to the north-east of the Airport.

### Business, General Aviation and Flying Schools

2.25. Exeter International Airport supports a wide range of Business, Corporate and General Aviation as well as flying schools that are part of its history and heritage. These include pilot training, use by private and executive aircraft, the Police, Military & Government Departments together with the maintenance and repair of small aircraft.

2.26. Business and Executive Aviation is predicted to grow rapidly supporting both inward and outbound business and leisure. Through its Exeter Corporate
Aviation (ECA) subsidiary Exeter International Airport will invest to provide facilities to support this important sector.

2.27. General Aviation (GA) and flying school movements are not predicted to grow as rapidly as passenger or business aviation. However, their use of the Airport is supported and new facilities will be provided for them as well as the Small Medium Enterprises (SME) aircraft maintenance companies currently located at the Airport.

Aircraft Engineering

2.28. Flybe has committed to develop further aircraft maintenance facilities at Exeter. Flybe currently operate nine engineering bays, six in the Walker Hangar and three in old WW2 buildings. This Plan provides for additional engineering bays to be constructed adjacent to the Walker Hangars to replace existing bays and to provide four additional bays.

2.29. In addition, a range of buildings will be provided to support maintenance activities. This will free up the space required for the development of the terminal facilities and will significantly improve the appearance of the Airport.

2.30. A substantial area of land to the north of the runway will be reserved for the future development of aircraft engineering.

Sustainability

2.31. Exeter International Airport will continually reduce the impact that our activities have on the environment.

2.32. As part of our planned growth, this Master Plan sets out actions that will be taken to ensure that any environmental impact on those living close to the Airport, the local ecology and cultural heritage are minimised through improved operations, good design and by mitigating or compensating for any residual impacts.

2.33. As the Airport grows, it will make an increasing contribution to the Regional economy. Development and growth of supporting companies will reduce the effects of social exclusion providing additional job and training opportunities to the community.

2.34. The Airport has adopted an EMS that includes a range of policies and operating procedures to reduce emissions, noise, minimise the volume of generated waste and to develop a range of conservation practices.

2.35. Exeter International Airport’s sustainability commitments are:

- Through development to ensure that the Airport’s ground operations become carbon neutral by 2015 or after the first major stage of Airport Terminal Development;
- In the short-term Exeter International Airport will reduce carbon emissions by investing in a number of energy saving measures and compensating through carbon offsetting in local schemes;
- Together with other South West airports Exeter International Airport will develop carbon off setting schemes that contribute to the local economy and environment;
- Align the Exeter International Airport EMS to the Regional Climate Change Action Plan;
- Work with the Exeter & East Devon New Growth Point Area team to develop area wide sustainable energy sources;
• Where appropriate develop on-site renewable energy sources;
• Design future developments to meet the BRE Environmental Assessment Method (BREEAM) Very Good rating;
• Adapt, convert and develop the Airport infrastructure to reduce its carbon footprint;
• Develop a night noise quota system to ensure that noise levels do not increase above current levels;
• Exeter International Airport will encourage a greater use of public transport targeting a shift from 80% reliance on the private car for journeys to the Airport in 2007 to 60% by 2030;
• Develop a Green Travel Plan to encourage staff to reduce their dependency on the car as the method of travel to the Airport;
• Minimise the volume of waste created and reduce the amount of waste sent to landfill by developing a site wide recycling centre that increases recycling by 30% and reduces waste per passenger by 50% by 2015;
• Develop a biodiversity action plan to manage conservation policies; and
• Develop a community engagement programme encouraging staff to support the community.

Methods of achieving these commitments are provided in paragraphs 8.46 to 8.74.

2.36. Exeter International Airport appointed consultants to undertake studies into the effect of the Airport’s expansion on noise and air quality for the local communities. The conclusion of these studies was that using Government noise criteria the impact of growth at Exeter International Airport will have only a minimal local effect and that in general, air quality within the vicinity of Exeter International Airport is good and the expansion of the Airport is not expected to jeopardise the continued achievement of the Government Air Quality Strategy Objectives.

Land

2.37. To enable growth and development; the Airport will need to expand outside of its current operational boundary.

2.38. Consequently this Master Plan indicates expansion into land to the south east of the current airport boundary.