



An Introduction to RABA

Exeter Airport

Who is RABA?

- The Regional and Business Airports (RABA) Group represents 37 UK regional airports with scheduled passenger throughputs of less than 3 million passengers per annum (mppa).
- Established in 2013 with the aim of ensuring the Davies Commission took into account the contribution and needs of the UK's smaller regional airports in its work.
- Key outputs of this lobbying effort are an MoU from Heathrow and a promise to ensure that more regional airports within the UK are connected to Heathrow when R3 opens.
- Subsequent policy submissions to the DfT, the CAA, the Transport Select Committee, various UK MP's aviation groups and the European Commission.
- The RABA Group's focus is on 'policy' issues of specific interest to smaller airports, including route development funding, and increased connectivity for our members and campaigning against disproportionate costs imposed on smaller airports

RABA Group: 37 Member Airports

Alderney	Exeter	London Oxford
Barra	Glasgow Prestwick	London Southend
Benbecula	Gloucestershire Airport Staverton	Norwich
George Best Belfast City Airport	Guernsey	Pembrey
Blackpool	Humberside	Plymouth
Campbeltown	Inverness	Robin Hood Doncaster Sheffield
Cardiff	Islay	Southampton
Carlisle	Isle of Man	Stornoway
City of Derry	Jersey	Sumburgh
Cornwall Airport Newquay	Kirkwall	Tiree
Coventry	Lands End	Wick John O'Groats
Dundee	Lee-on-Solent	
Durham Tees Valley	London Biggin Hill	

RABA Group Objectives

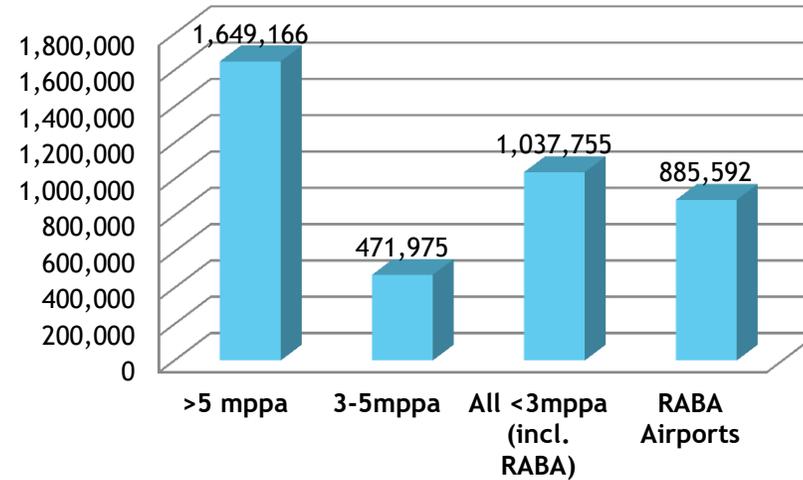
The Regional And Business Airports Group has been set up to:

- ▶ Create a strong and distinctive 'voice' for smaller airports and the cities and regions they serve
- ▶ Secure more equitable access to both domestic markets and international destinations from every part of the UK.
- ▶ Press for a fairer approach to policy that abandons reliance on one size fits all approaches
- ▶ Help ensure that, airports are seen for the greater regional economic and social impact they generate and must not be judged on pure profit
- ▶ Facilitate wider regional support, from MP's, Local Enterprise Partnerships, Regional Chambers and Tourism Agencies.

RABA Group's Contribution – Key Perspectives

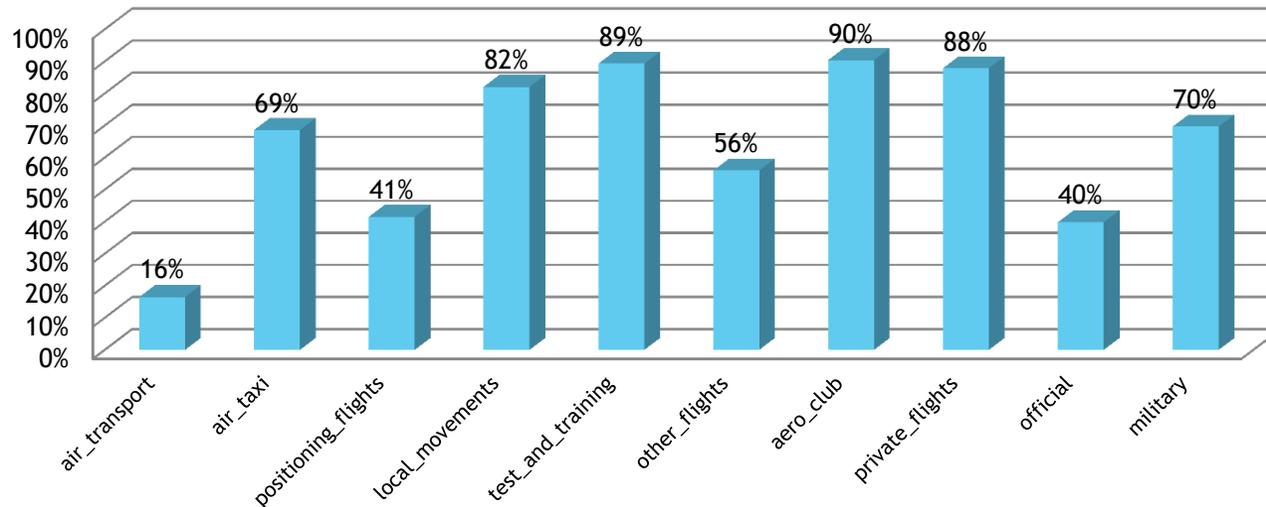
In terms of aircraft movements smaller airports are significant >

In terms of specific sectors small airports are very significant \/\



Aircraft movements 2015/16 - CAA

% total UK Aircraft movements in the <3mppa Airport sector - CAA



RABA Group's Contribution



Regional and Business Airports provide significant catchment coverage for many parts of the UK, and are especially significant for

- UK secondary and tertiary cities
- Niche sectors such as Business Aviation

Numbers of Cities Served by Different Types of Airport					
Airport Typology	Category of City			Total	% age
	Core	Secondary	Tertiary		
National Hub (50-75m)	1	2	4	7	5.8
National Gateway (25-50m)		3	2	5	4.2
Regional Gateway (10-25m)	2	6	3	11	9.2
Large Regional (5-10m)	5	7	16	28	23.3
Medium Regional (3-5m)	4	9	7	20	16.7
Small Regional (1.5-3.0m)		2	1	3	2.5
Large Local (0.5 -1.5m)	3	8	10	21	17.5
Small Local (Less 500K)	0	8	6	14	11.7
Niche Local (BusAv + up to 100k)	0	6	5	11	9.2
GA only (little or no - BusAv)	-				
Total GVA served	15	51	54	120	100

RABA Group's Contribution – Economic Impact

25 RABA airports directly employ over 2,000 FTEs and over 5,000 indirect FTE employees and makes an estimated GVA contribution to the UK in the order of £735million.

Two thirds of the reporting airports have associated business parks with many thousands of additional employees benefitting from their proximity to an airport.

Indeed frequently local economic development plans place great emphasis on these airport associated employment clusters.

In some areas aviation also plays an important role in the delivery of mail, express parcels and perishable goods, and in the export of perishable or high value low weight items.

RABA Group's Contribution – Conclusions

RABA Group represents a significant proportion of UK airports.

These are especially important in remote and peripheral areas and in terms of serving secondary UK cities.

The airports host other vital aspects of UK aviation such as flight training, specialist and business aviation, and special missions aviation (reconnaissance, SAR, defence, surveillance, fire fighting/disaster response/relief management, aero-medical, social, political, VIP etc.)

These airports and adjacent businesses are significant employers in their own right and their GVA contribution to the UK economy is significant; perhaps even more important they also impact significantly on regional development

Further potential exists to nurture associated employment clusters and turbo-charge the secondary and tertiary regions that they frequently serve.

They frequently reach parts of the UK economy that larger airports cannot reach!

RABA Group - *A PLAN FOR TRANSFORMATIVE ACTION*

RABA Group is developing a 'Manifesto', supported by sector-specific evidence, of actions that can transform the sector, and better support the catchments that RABA airports serve.

This Manifesto has several realistic and achievable aims, which are currently being finalised by Members.



This will significantly contribute to the upcoming Aviation Strategy consultation, and additionally to wider economic and regional development ambitions of the government.

We contend any comprehensive post Brexit re-balancing of the UK economy must include the development of smaller Regional and Business Airports sector in their policy and planning.

The survival of our smaller airport's industry is vital to regions and we need to adopt national policies to support them, as is done e.g. In Ireland, where funding mechanisms support smaller airports whilst remaining 'state aid' compliant