

determined to develop Exeter as the 'Airport of Choice' in the South West - helping local people, businesses and visitors avoid the long and unreliable surface journeys to airports elsewhere. To achieve this requires the Airport to grow its portfolio of routes, which currently stands at more than fifty destinations, to other parts of the UK, Europe, North America and Canada and we anticipate this choice will grow to include a more extensive European network and longer haul destinations. We will also look to increase inbound tourism to the region to benefit the local economy and grow visitor numbers to the South West.

In addition to providing for growing demand for air transport, the Plan safeguards the interests of private and corporate aviation as well as ensuring the continued operation of the Royal Mail hub for the South West.

No New Runway

Despite the forecast growth in aircraft movements, the Plan identifies no need to build new runways or to significantly extend the existing one.

More Passenger Journeys

We believe that by 2030 approximately 3.4 million passenger journeys will start or finish at Exeter International Airport. Accommodating this level of demand with facilities that reflect the qualities and standards of service sought by the region will require significant capital investment.

Planning

A detailed planning study concluded that because of environmental, surface access and other factors; future development, including the engineering facilities and the training academy should focus on the south side of the Airport. However, the ability to support new investment in airport related facilities to the north of the runway will be safeguarded with a review to be carried out by 2015.

Local Emphasis

Exeter International Airport is determined to develop for the benefit of the people it serves. We will continuously engage with stakeholders across the region to help ensure that we grow in a sustainable way, reflecting the green ambitions of the region whilst still delivering long term economic benefits. In particular we support the East of Exeter Developments and look forward to integrating the airport with Skypark, Cranbrook and the Science Park ensuring that we provide the best possible route network to support the economic development of these projects and communities.

Noise

The majority of responses to the draft Master Plan concerned noise, night flights and flight paths. We appreciate that airports have to do as much as possible to reduce the disturbance caused by aircraft and we are committed to doing all that we can to mitigate the effects of noise. I am pleased to announce that Exeter International Airport will introduce a binding Night Noise Quota system to limit the disturbance caused to the community, a quota level that will be regularly reviewed and commit to develop and introduce a Quiet Operations Policy to promote a noise reduction plan that will mitigate noise generation and annoyance caused to our neighbours.

The Way Forward

This Master Plan confirms our intent and whilst it does not infer planning permissions it will be used as the guide for future applications to East Devon District Council.

By their nature, airports are dynamic and changing businesses and we will review this Master Plan in approximately five years time taking account of demand, future forecast growth and macro influences to ensure that we can always present an up to date intent of our Development to the Region.

Summary

I would like to take this opportunity to thank all those people who took the time and trouble to comment on our draft Master Plan. We look forward to developing the Airport to support the social and economic fortunes of the Region, and developing our facilities so that all in the Region can be proud of their Airport.



Jamie Christon

Managing Director
Exeter International Airport

