

Minutes of the Cross-Party Group Aviation Group AGM and November Meeting

13th November 2024

1200 – 1330

Q1.04

MSP Attendees

Graham Simpson MSP
Daniel Johnson MSP
Sharon Dowey MSP
Brian Whittle MSP
Fergus Ewing MSP

Non-MSP's Attendees

Roddie MacPhee – ABTA Scotland
Paul Cronje – SPAA (on teams)
Thom Rawlinson – Easyjet (on teams)
Luke Farajallah – Loganair
Oliver Clark – ABTA (on teams)
Gavin Morrison – AGS Airports
Karen Musgrave – Barrhead Travel (on teams)
Peter Campbell – AOA (on teams)
Charandeep Singh – Scottish Chamber of Commerce
Greg Maxwell – Edinburgh Airport
Mike Tibbet – SPAA
Steve Kay – Airlines UK (on teams)
Jane Golding – Sustainable Aviation Test Environment
Simon Newitt – Heart Aviation
Ian Clarke - NATS
Warwick Malcolm ADS Group (on teams)
Janice Hogarth (Secretary)
Abigail Fletcher (parliamentary adviser)

Apologies

Joss Croft – UK Inbound
Ross Southgate – BALPA

Tracy Docherty – If Only
Alan Campbell - IAG
Dale Keller - BARUK

Welcome and Apologies

The meeting was opened by Graham Simpson who as Co-chair would be chairing this meeting and alternating with Daniel Johnson who would chair the next meeting and he welcomed everyone to the meeting.

Agenda item 1

A presentation was made by Simon Hewitt from Heart Aviation and Luke Farajallah from Loganair.

Simon gave a background to the Company which is based in Sweden but has offices all over the US and their mission is to decarbonise and democratize air travel and they are particularly focused on regional air travel looking at electric flights which will allow airlines to regrow and expand their regional networks.

The aircraft they are building are the ES30 which will be a 30seater aircraft which will have a 200 km range and 30 minute charge time. This will be a hybrid aircraft which is a battery electric plane with a reserve hybrid system which will create lower emissions per seat in comparison to larger legacy regional aircraft and also have much lower operating costs.

Perhaps incentives on landing fees and tax incentives could be considered.

Heart already have orders on their books for this aircraft from United and Air Canada and it is hoped that the prototype will be ready and certified by 2029.

Luke Farajallah from Loganair continued explaining the exclusive partnership that Loganair have with Heart Aviation signed in September of this year and he explained that the partnership was ideal for coverage of the majority of their network with 200 M for all electric aircraft and 600 Km for hybrid. The hybrid aircraft would have 2 conventional engines and 2 electric ones.

Agenda item 2

Presentation from Jane Golding of Sustainable Aviation Test Environment who spoke about *delivering Sustainable Regional Aviation and Improved Connectivity for the Highlands and Islands*.

Jane spoke about the feasibility studies being carried out to match technology with needs but covering not just environmental concerns but also social concerns. Hitrans

cover 50% of the land in Scotland and they are looking at improvements to islands transport but not just aviation. They are looking at passengers and also medical needs. It is understood that more connectivity to the central belt would be good.

They are looking at a 9 – 19 seater inter island aircraft powered by hydrogen which they hope to be ready for 2027.

They are also looking at the Airlander which would carry 100 – 130 passengers and cover up to 2000 miles and could include passengers and cargo. This would run on helium and electric via 4 combination engines at a speed of 90 mph.

A further option is a vertical lift off aircraft which would carry 4 – 6 passengers over 100 – 200 miles
And this should be ready by 2027.

Finally, there were heavy lifting drones which were already being trialled and could be ready in 2025 to carry from 30 – 10 kgs. This logistically could then cover some mail delivery as well as medical supplies

Ian Clarke from NATS queried Heart Aviation on how strenuous the certification process was being carried out and they responded with details of the path being underway and added that they were working closely with the CAA.

Roddie MacPhee from ABTA commented that all ground electric points and charging mechanisms should carry commonality to enable cables to be attached to all aircraft at any airport

Gavin Morrison from AGS Airports commented that electric was easier to work with than hydrogen but added that there was a need to look at both and Glasgow were already working on a multi modal system, They currently receive help from Scottish Government but the UK Government needs to look at further support.

Greg Maxwell from Edinburgh Airport said that Edinburgh were also working with ground handlers and hydrogen options were being created via a hub which would give benefits not just to the airport but also buses and other industries and Greg referred to the surface strategy on the EAL website.

There was discussion on SAF as being the main route toward decarbonisation and a key enabler for medium to long haul aviation and the production must be speeded up to enable airlines to meet the SAF mandate from 2% in 2025 to 10% by 2030

It was recommended that the CPG write a letter of support to Mike Kane to support the future funding of the project that SATE had been involved with to the next phase.

Daniel Johnson will chase a response from UK Government to reschedule the meeting postponed from May due to the Election.

There was discussion in relation to an approach from the Scotsman to attend CPG meeting but it was agreed by the members of the group not to proceed with this.

The approach from Oxfam to become part of the group in relation to correspondence received on tax issues in relation to private jets was left to be reviewed by members of the group.

Agenda item 3

Election of Co-Conveners

Graham Simpson agreed to continue as Co-conveners of the group and as Ivan Mckee was now unable to continue as with this new role in Scottish Government. Graham will now be joined by Daniel Johnson as the new Co – Convener. Janice Hogarth asked for formal acceptance of this motion and this was agreed.

Election of Secretariat

Graham Simpson asked if Janice Hogarth was prepared to continue as Secretary which she agreed to and Graham then asked the meeting for formal acceptance of this which was also agreed.