

INVERNESS AIRPORT DRAFT MASTER PLAN 2020 CONSULTATION

FEBRUARY 2021

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Introduction



Inverness Airport and our team at Highlands and Islands Airports Limited (HIAL) are pleased to present this draft master plan outlining the next exciting stages of growth in the development of our airport.

Recent years have seen great growth across our airport. Whilst COVID-19 has certainly paused growth, we see this as a short term pause in our development ambitions.

Visitors to Scotland and Inverness who use our airport directly contribute to the local economy. Our planned growth will provide more travel opportunities for our local residents, deliver more visitors, greater business opportunities and further jobs. We firmly believe our airport will remain a tourist gateway and important hub for the Scottish region.

Our master plan for Inverness Airport covers the period from 2020 to 2045. The object of the master plan is to provide a realistic and adaptable plan to respond to actual growth of the airport and providing appropriate facilities for our passengers, staff and businesses.

The master plan was in the later stages of development when the COVID-19 pandemic was declared. Whilst this has disrupted the development of the master plan we are responding to this with appropriate measures and we begin the document with a statement on the impacts of the pandemic and our intended response.

Inverness Airport works in harmony with the local environment and community, and we expect to deliver our plans with minimal impact on to the environment.

Our draft master plan is being made available to a wide range of parties and we welcome your feedback as we look forward to a positive future together.

A handwritten signature in black ink, appearing to read 'Graeme Bell'.

Graeme Bell, General Manager, Inverness Airport

The Airport in 2020

Inverness Airport is the largest airport serving the Highlands and Islands region in Scotland and is the largest airport owned and operated by HIAL. The airport acts as a vital link to many Scottish communities and provides accessibility to people living, working and doing business in the Highlands and Islands. The airport also caters to visitors to the region providing enhanced opportunities for tourism in the area.

We offer a point-to-point route network across Scotland and major cities in the UK, Ireland and the Netherlands. Destinations also include seasonal flights to routes including Palma, Zurich, Bergen, and Reykjavik.

At the time of writing some of these routes are suspended due to the pandemic. However, the route map opposite illustrates the core routes from the airport and our desire is to see each of these routes return whilst adding additional routes.

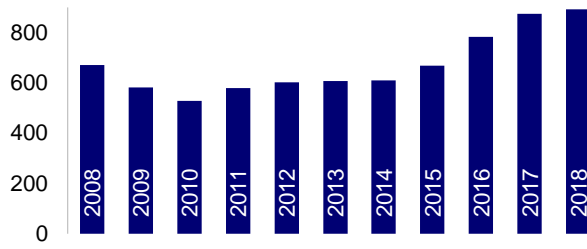
There has been a steady increase in passenger numbers year on year since 2010. Recent growth in passenger numbers has been enabled by an increase in flights to regional airports and European destinations offered at the airport including flights to Heathrow, Schiphol and Manchester. There have also been an increase of passenger numbers on routes to Birmingham, Gatwick and Luton.

For the most part, incremental facility enhancements and improvements, along with the creation of a dedicated international arrivals facility, have managed to maintain a suitable level of comfort for passengers and staff.

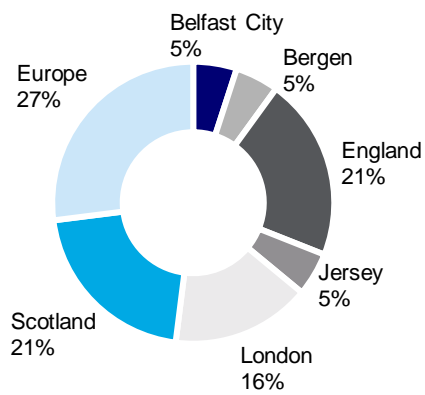
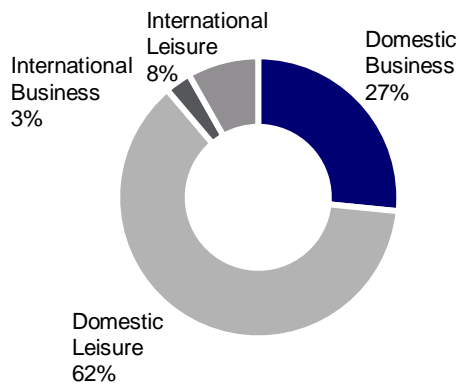
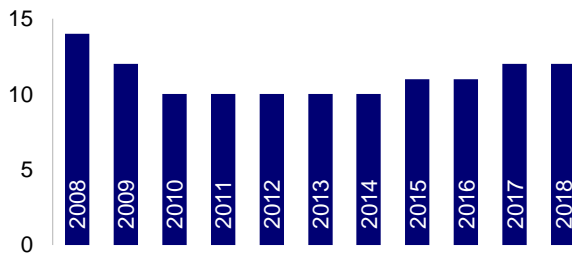
In recent years however, it has become clear that the terminal has become increasingly constrained in several areas. Car parking and surface access requirements are evolving and the demand is increasing. Opportunities are being missed with respect to airfield developments that will allow the airport to grow.



Thousand Passengers



Thousand Air Traffic Movements



Infrastructure at a Glance

Passenger Terminal

- Constructed in 1999 and has since been modified several times in response to increasing passenger numbers and changes to operational requirements.
- Two floors – all passenger processing occurs on the ground floor. The smaller first floor consists solely of staff areas including administration offices and conference rooms.
- The terminal contains limited commercial offerings located before and after the security checkpoints.

Airfield

- Two runways – primary runway for commercial operations and a secondary runway which is suitable for light aircraft only and seldom used.
- North apron – used by general and business aviation only.
- South Apron – adjacent to the passenger terminal and used by commercial flights.

Surface Access

- 324 long stay car parking spaces.
- 629 premium, drop-off / pick-up and short stay car parking spaces.
- 196 car rental spaces.
- 129 employee parking spaces.
- Direct road connections to Inverness and the wider region via the A96.
- Dedicated taxi rank located close to the terminal entrance and exits.
- Bus services – connections to Inverness every 30 minutes. Hourly services to the nearby towns of Nairn, Forres and Elgin.
- Inverness Railway Station is a 25-30 minute taxi journey away from the airport and provides connections to local destinations in the Highlands and other Scottish cities such as Aberdeen, Edinburgh and Glasgow.

Our Future Growth

In order to plan for the future development of our airport we have conducted a traffic forecast exercise. Traffic forecasts are intended to provide airports with long term traffic projections. They are used to inform expansion and development requirements. Note that it is extremely difficult for traffic forecasts to be accurate due to the range of variables including technological, financial, economic and regulatory factors, in addition to unforeseen global events that may impact upon the industry.

Due to unforeseeable events, such as the COVID-19 outbreak, and the uncertainty in traffic forecasts, traffic forecasts are subject to sensitivity analysis and multiple growth scenarios to provide a range of anticipated growth

A high-level traffic forecast with three growth scenarios has been produced for Inverness Airport by Altitude Aviation. The three scenarios are Base Case, Low Case and High Case

Our traffic forecast indicates that the airport will continue to grow through the period of the master plan. Looking towards 2045 the forecasts indicate a range of between 1.5 million passengers in the Low Case, to 2.1 million passengers in the High Case.

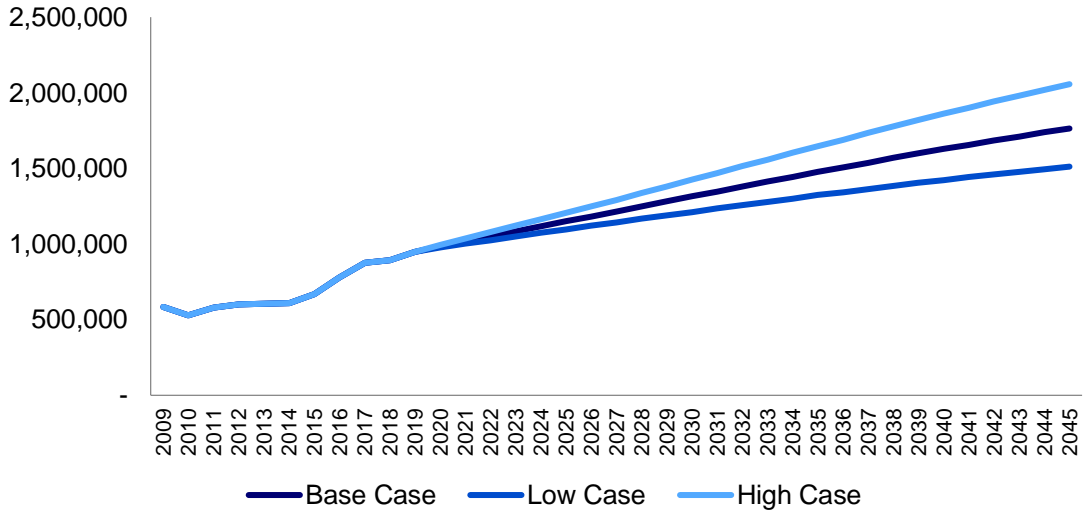
The steady growth to approximately 1.8m passengers by 2045, as indicated by the Base Case, will effectively double the size of the existing airport. Most of the growth is attributed to UK domestic growth. Intra Scotland passenger numbers are anticipated to remain steady at similar levels today. The International market is forecast to grow, reaching 12.4% of total market share in 2025.

In parallel with passenger numbers, air traffic movements (ATMs) (the take-off and landing of an aircraft) are expected to grow in line with passenger numbers at the airport. The Base Case scenario indicates that ATMs will grow to just over 19,000 by 2045.

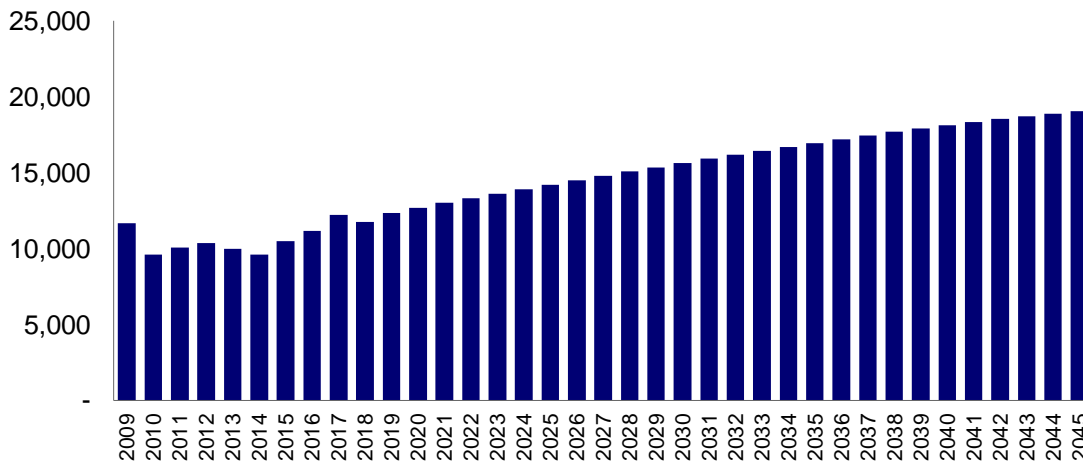
The forecasts indicate that the airport will continue to grow and this will be predominantly through further expansion of the UK market with a modest growth of international passengers. The intra-Scotland market will remain steady but will be smaller in proportion to the other markets, due to their increased growth.

The airport must develop its infrastructure to cater for the anticipated growth. The following sections provide proposed developments to address the forecast demand. The master plan will also ensure flexibility in the event that the anticipated growth does not materialise or even exceeds the forecast.

Forecast Passenger Numbers



Forecast Air Traffic Movements



Master Plan Developments

Traffic Forecast

- Passenger numbers grew by approx. 55% between 2014 and 2019.
- By 2045, annual passenger numbers are forecast to reach 1.8 million according to our base case scenario.
- This demand could be met with just over 19,000 aircraft movements annually by 2045.
- The passenger mix is expected to remain similar to today with most growth coming from the UK domestic travel market.

Passenger Terminal

- The terminal needs to be expanded and reconfigured to provide sufficient capacity for the forecast passenger numbers up to 2045.
- Reconfiguration of the terminal has considered factors such as the optimisation of departing and arriving passenger routes, changes to operational requirements, enhancements to technology and commercial offerings i.e. retail and food / beverage.
- Expansion to the terminal may require the relocation of other facilities such as the HIAL Head Office or ground service equipment sheds.
- Several options have been developed and are shown in the following section.

Airfield

- Development of the South Apron to formalise stand markings and provide 8 dedicated aircraft stands. This will improve operational safety and increased apron capacity for aircraft and ground service equipment.
- Weather protection for passengers boarding and disembarking either through the provision of airside buses between the terminal and aircraft, or a canopied walkway that minimises the time that passengers spend in the open.
- Runway extension – a high level study has been undertaken to explore options to extend the main runway. This would enable leisure routes to destinations further than currently offered, for example the Canary Islands.
- Pavement strengthening of the apron, taxiway and runway surfaces to accommodate heavier aircraft.

Surface Access

- Car parking reconfiguration – a requirement for increased long stay and employee parking capacity was identified. The total area of land currently used by parking was calculated as being sufficient for the near future and could accommodate the additional capacity through reconfiguration that maximises parking spaces per area.
- Several areas have also been identified for potential expansion of car parking or other landside facilities.
- Short stay car parking will continue to be located within a short walking distance of the terminal entrances and exits.
- Land use planning aims to re-purpose areas for new parking zones where possible rather than purchasing new land.
- Reconfiguration of drop-off / pick-up zones, taxi ranks and bus stops will take place at an early stage to address capacity requirements and also accommodate a new rental car facility.
- A dedicated rental car facility is proposed in the first five years to free up space within the terminal and provides a custom built facility for rental agencies.
- Safeguarding for electric and autonomous vehicles in anticipation of these becoming more common in the future. Inverness Airport will not commit to one type of technology at this stage and will be flexible in its approach. Inverness Airport will potentially share resources with its neighbours and work with the IABP and Transport Scotland as plans develop.

- Inverness Airport Railway Station – a new railway station is proposed on the Inverness-Aberdeen train line. It will be located on the southeast side of the airfield. The distance between the new facility and the terminal will require a form of shuttle transport. This is being explored and is anticipated to focus on a bus connection operated at frequent intervals.

Terminal Development Options

When planning the passenger terminal, it is essential to ensure that the busy hour traffic can be accommodated, with the provision of facilities that have an adequate number of processors and area for departing and arriving passengers.

Minimum space requirements were calculated for each terminal facility to identify its requirements for the coming years, for example the number of check-in desks required or additional security lanes needed. This also results in a suitable gross floor area requirement for the terminal building to adequately contain relevant terminal facilities whilst maintaining a comfortable Level of Service (LoS) for passengers.

The concepts presented have been designed to provide intuitive passenger flows enabling fast-track movement of business and frequent travellers and walk-through retail space to enhance the commercial experience. Expansion can be achieved in a phased manner without compromising passenger level of service and operations.

- Option One.** 90m expansion towards the north.
- Option Two.** 70m expansion towards the north.
- Option Three.** 70m ground floor expansion towards the south and a 22m ground floor expansion towards the north.
- Option Four.** Completely new terminal building constructed on the south side of the airfield enabling the existing building to be utilised for different purposes.

Terminal Development Options | Existing

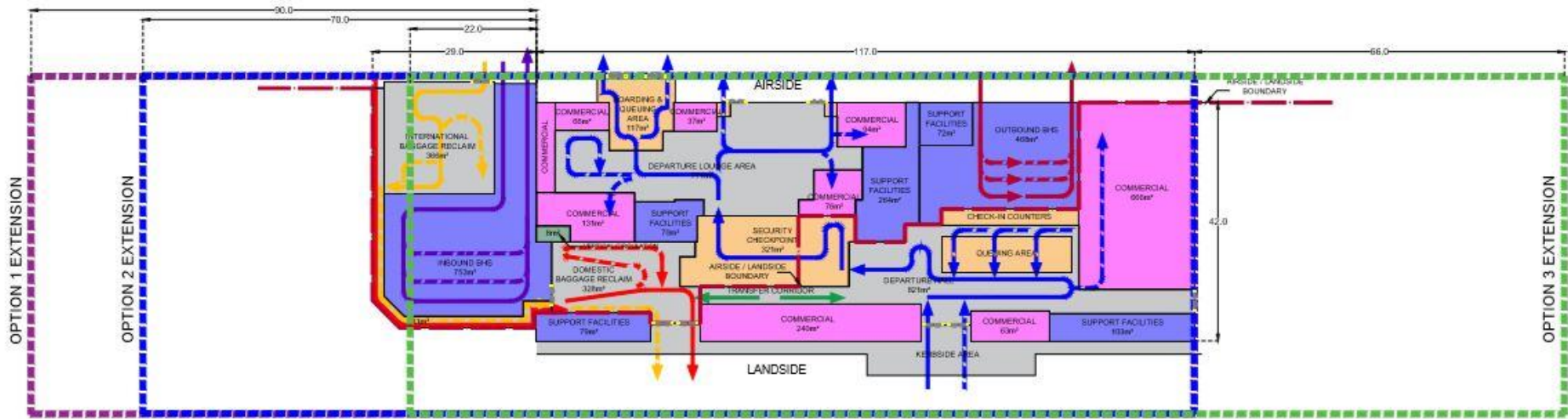


Figure 1 Existing Terminal Layout

LEGEND

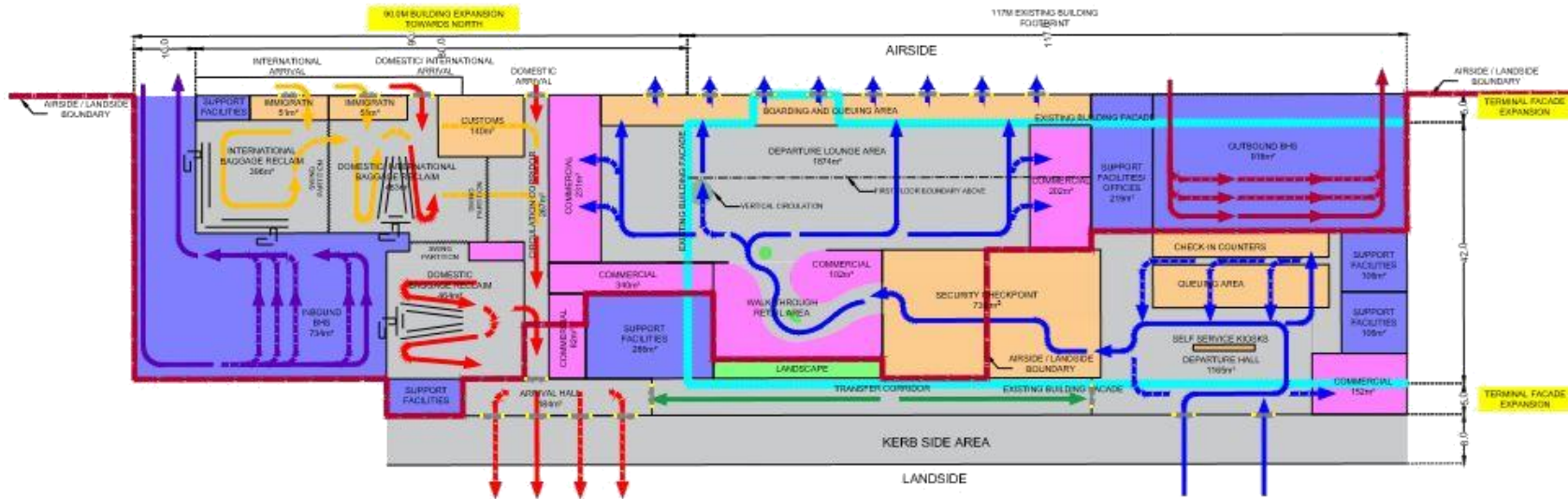
- PASSENGER AREA
- PROCESSOR AREA
- COMMERCIAL
- SUPPORT FACILITIES
- EXISTING BUILDING
- LANDSCAPE
- OPTION 1 EXTENSION
- OPTION 2 EXTENSION
- OPTION 3 EXTENSION

Terminal Development Options | Option One

The first option proposed is an expansion solution that expands the existing passenger facilities on the ground floor so they can accommodate the future passenger demand comfortably.

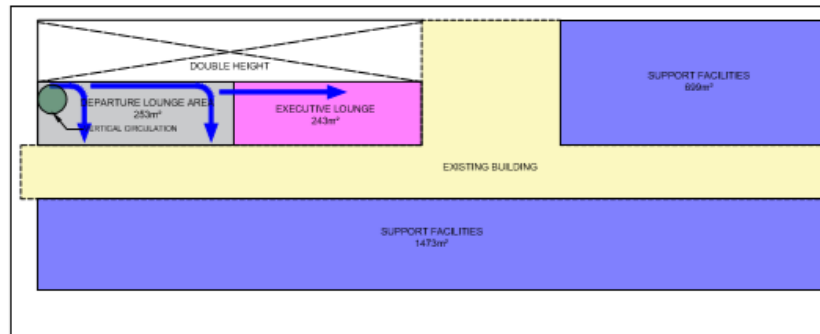
The similarity of this development to the existing layout is planned in order to accommodate immediate demand without major disturbances to the current operations.

- Expansion of terminal building towards north by 90 metres and upper level
- Expansion solution with passenger facilities maintained on ground level
- Intuitive passenger flows that enables fast-track movement of business and regular travellers
- Walk-through retail space planned for maximum commercial footfall



LEGEND

- PASSENGER AREA
- PROCESSOR AREA
- COMMERCIAL
- SUPPORT FACILITIES
- EXISTING BUILDING
- LANDSCAPE
- VERTICAL CIRCULATION
- DEPARTURE FLOW
- INTL ARR FLOW
- DOM ARR FLOW
- TRANSFER FLOW
- OUTBOUND BHS FLOW
- INBOUND BHS FLOW
- AIRSIDE/LANDSIDE BOUNDARY
- FIRST FLOOR BOUNDARY
- EXISTING BUILDING FACADE

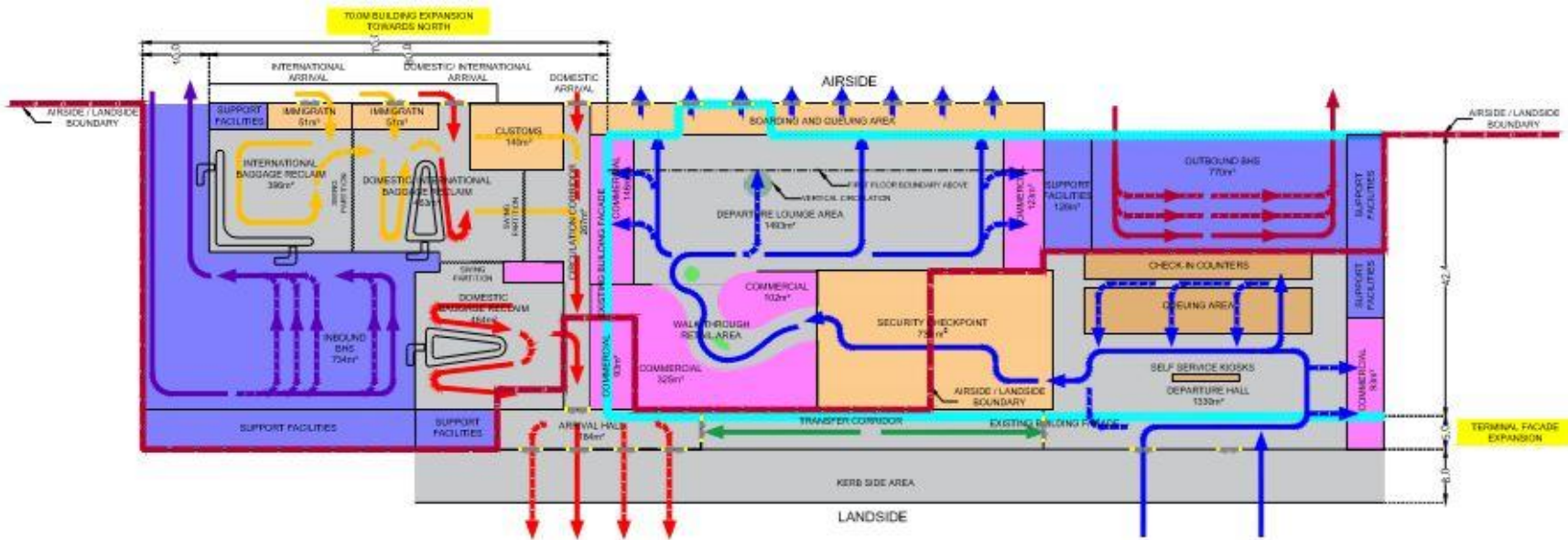


Terminal Development Options | Option Two

The second option is very similar to the first option. The main difference from the first option is its shorter length of terminal building extension.

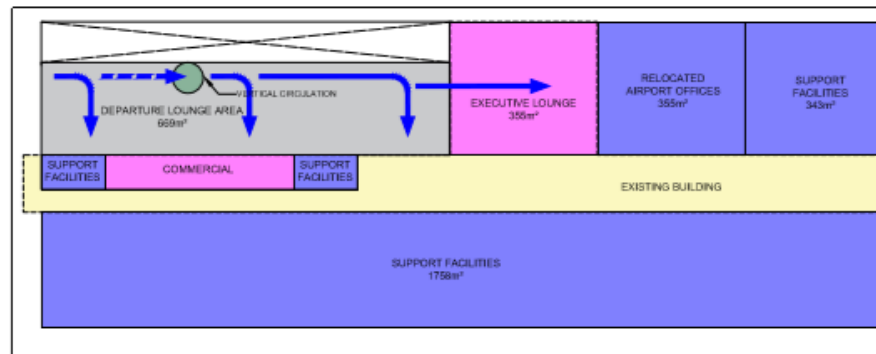
This option is a practical solution in terms of phasing the building without any major disruptions to the passenger movement and level of service

- Expansion of the terminal building towards the north by 70m and upper level
- Compact solution with passenger related facilities both on ground and upper level of terminal
- Existing connection of terminal with airside and landside retained due minimal building expansion
- Congestion in arrivals resolved by adding a baggage reclaim belt with swing operations



LEGEND

- PASSENGER AREA
- PROCESSOR AREA
- COMMERCIAL
- SUPPORT FACILITIES
- EXISTING BUILDING
- LANDSCAPE
- VERTICAL CIRCULATION
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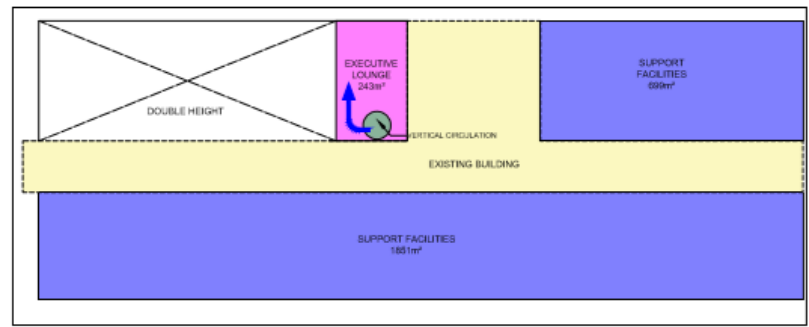
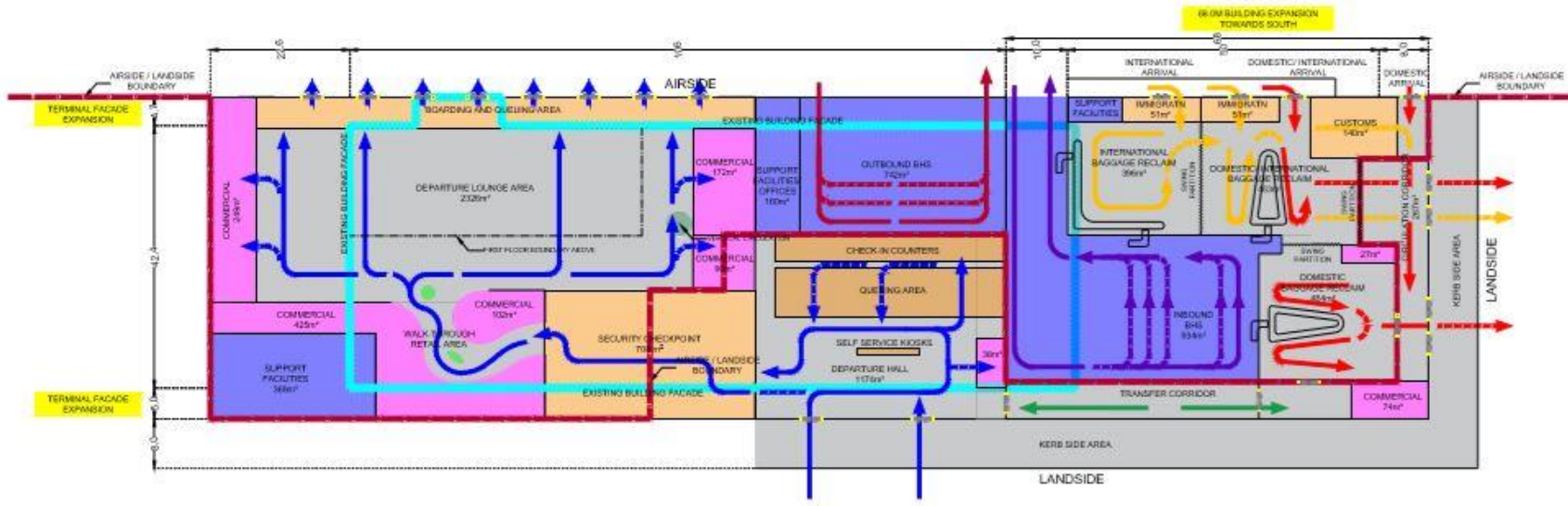


Terminal Development Options | Option Three

The third option differs significantly from the first two. The idea behind this concept was to combine the outbound and inbound baggage handling systems together. It is likely that it would enable operational efficiency and better coordination of baggage carts with the rest of the airfield operational system.

Unlike the first and second option, the third option proposed involves the expansion of the terminal building on its southern side. The expansion is envisaged to be approximately 70 metres and includes expansion of the upper level.

- Expansion of terminal building towards south by 70m, north by 22m and upper level
- Distinct solution proposed to combine outbound and inbound BHS together
- Arrivals relocated on south to enhance passenger experience with improved landside arrangement
- Relocation of cafeteria, kitchen and other facilities for enhancing the check-in experience



- LEGEND**
- PASSENGER AREA
 - PROCESSOR AREA
 - COMMERCIAL
 - SUPPORT FACILITIES
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 - LANDSCAPE
 - DEPARTURE FLOW
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 - FACADE

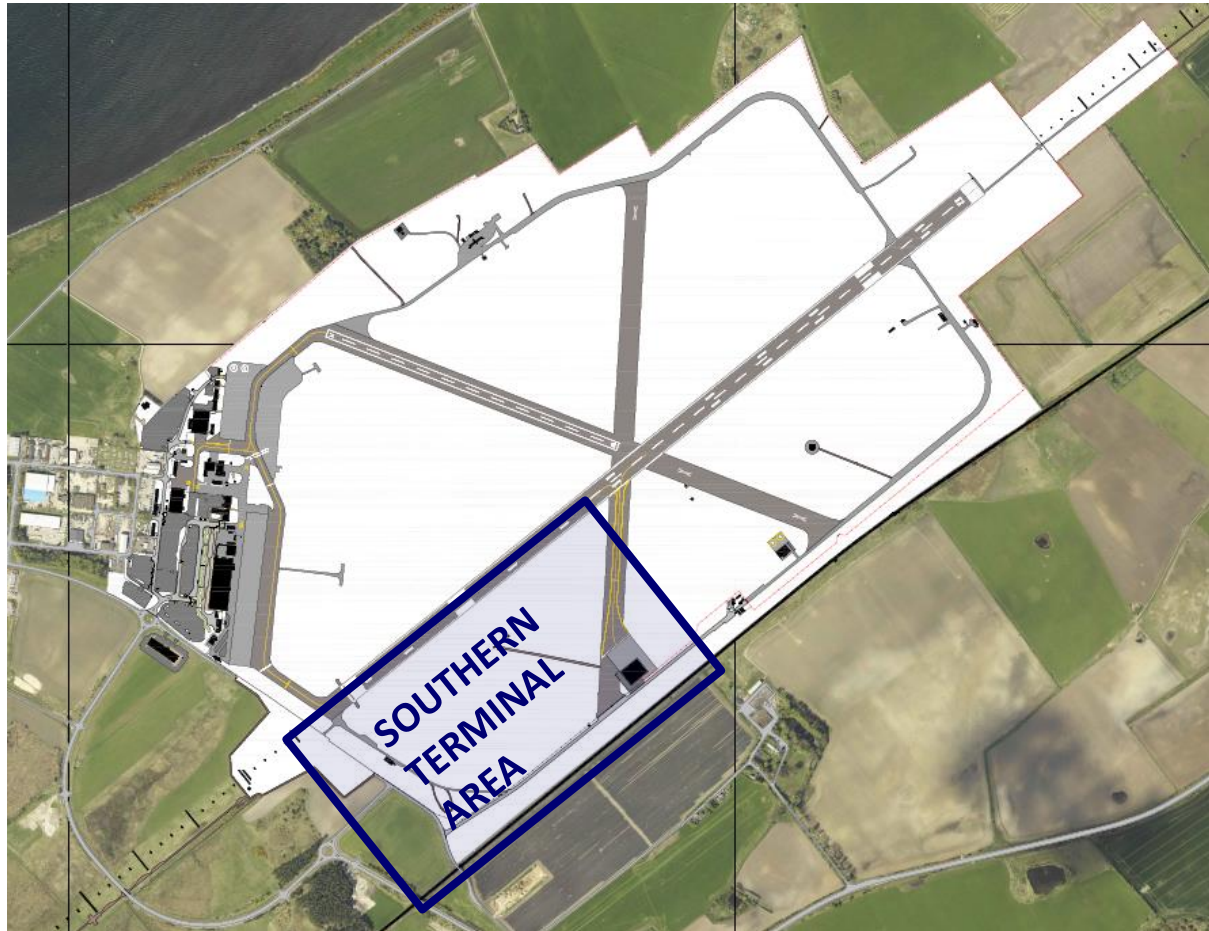
Terminal Development Options | Option Four

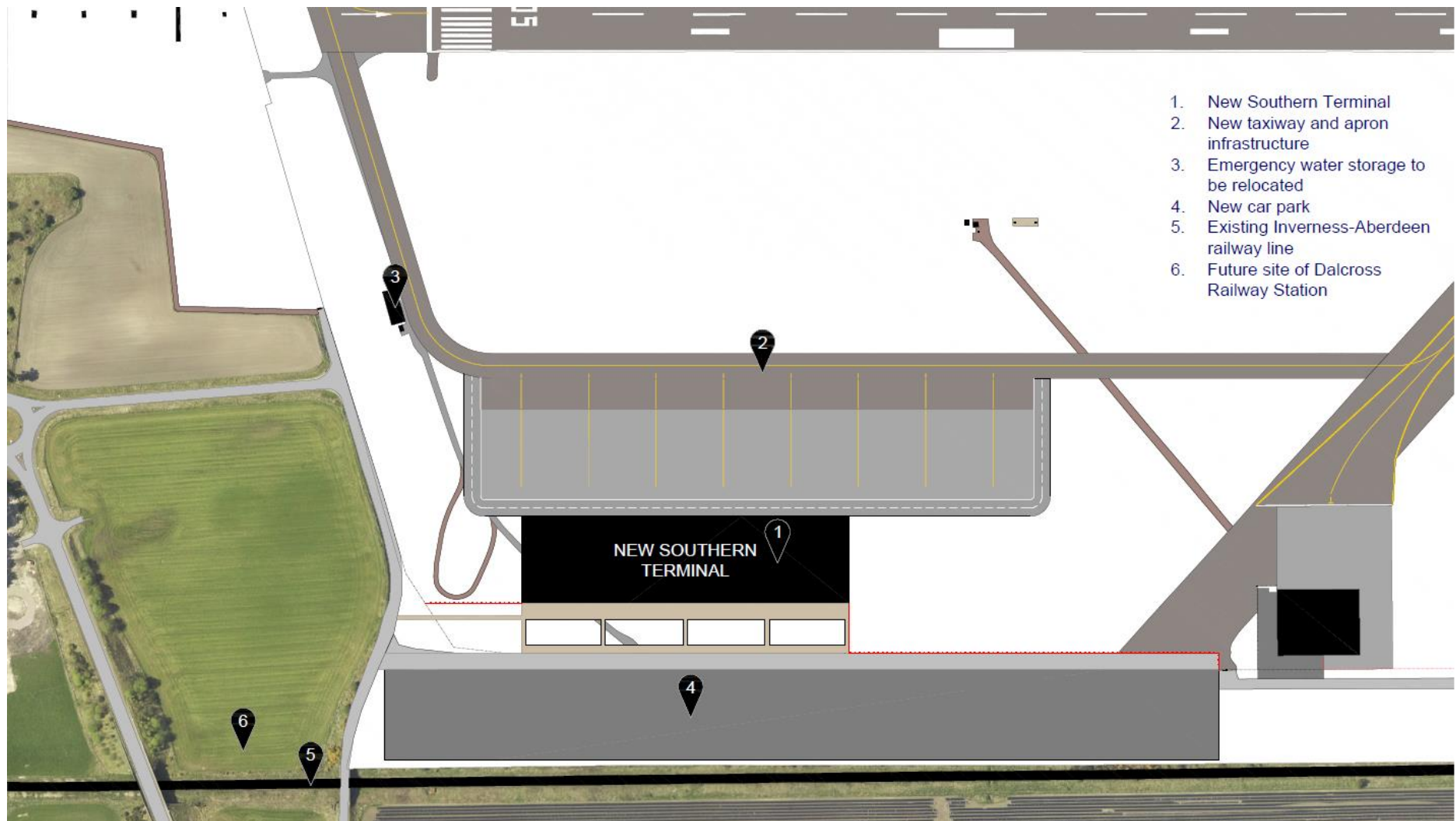
Option Four consists of the construction of an entirely new purpose-built passenger terminal building located on the southern perimeter of the airport's boundary.

One of the main advantages of the terminal's southernly location is its proximity to the site selected for a new railway station along the Inverness-Aberdeen line. The existing terminal is approximately one mile away from proposed railway station site which is too far to walk. Constructing a new terminal adjacent to the station will allow Inverness Airport to capitalise on the additional passengers using rail to access the airport.

Furthermore, as the passenger terminal building will be constructed from new it can be designed perfectly to accommodate future growth with no disruption to existing terminal operations.

- Construction of a new passenger terminal building
- Located adjacent to the future site of Inverness Airport Railway Station on the Inverness-Aberdeen rail line
- Zero disruption to existing terminal operations
- Significant cost associated with new infrastructure





Sustainability

Highlands and Islands Airports Group is committed to continually improving our environmental performance. We support economic and social development within the communities we serve in line with the sustainable development agenda for Scotland.

Meeting Scottish Government's targets for carbon, energy efficiency and waste reduction are on many organisations' agendas. However, we want to do more than this and will strive to exceed these targets through innovative opportunities.

We have developed a strategy that is driven by eight environmental pillars. You can find more information on our environmental strategy targets for 2020 to 2030 on our website, hial.co.uk.

Pillar One | Waste Management

- Waste reduction
- Promoting re-use and recycling
- Reducing use of single-use plastics

Pillar Two | Water Usage

- Protecting and improving the quality of water
- Reduce water consumption

Pillar Three | Energy Consumption and Carbon Management

- Reducing impacts to climate change
- Reducing carbon emissions
- Improving energy management

Pillar Four | Noise

- Effective noise management measures
- Reduce noise impacts on neighbouring communities

Pillar Five | Surface Access

- Work with partners to increase sustainable access for staff and passengers
- Improve sustainable transport options

Pillar Six | Air Quality

- Reduce impacts on air quality
- Investing in low emissions technology

Pillar Seven | Community

- Active engagement with the community
- Promote opportunities for service partners and contractors
- Seeking and offering opportunities for local people around the region

Pillar Eight | Ecology and Landscape

- Protecting and enhancing biodiversity

Cost Plan and Capital Expenditure

Item	Description	Indicative Costs (£ 2020)
1	Terminal Developments	
1.1	Option One - Terminal Expansion - Expansion north by 90m and on upper level	£19.25m to £31.28m
1.2	Option Two - Terminal Expansion - Expansion north by 70m and on upper level	£19.08m to £31.01m
1.3	Option Three - Terminal Expansion - Expansion south by 68m, north by 22m and on upper level	£18.90m to £30.72m
1.4	Option Four - New Terminal - New terminal building including associated landside (access roads, surface car park, forecourt) and airside (taxiway and apron) facilities - Excludes reconfiguration of existing terminal into business park - Excludes new railway station	£33.70m to £54.80m
2	Surface Access & Surrounding Area	
2.1	Car Rental Facility - Standalone modular building; size TBC	£400,000 to £650,000
2.2	Forecourt Area - Car Parking, Drop-Off/Pick-Up, Taxi Rank & Bus Stop Reconfiguration	£200,000 to £350,000
3	Airfield	
3.1	Runway Option 1 - Runway Pavement Extension of 323m - Including pavement, turnpad, runway strip, RESA - Including Navaid relocation - Excluding land purchase	£3.63m to £5.90m
3.2	Runway Option 2 - Runway Starter Strip Extension of 323m - Including pavement, turnpad, runway strip, RESA - Navaid relocation not required - Excluding land purchase	£3.15m to £5.12m
3.3	South Apron Phase 1 (2025-2029) - Provision of surface marking for 4nr Code C and 2nr Code B stands	£50,000 to £80,000
3.4	South Apron Phase 2 (2030-2035) - Provision of surface marking for 1nr additional Code B stand	£10,000 to £20,000
3.5	South Apron Phase 3 (2035-2045) - Provision of surface marking for 1nr additional Code C stand	£10,000 to £20,000

We Want to Hear from You

Have your say

This consultation provides an early opportunity to help shape the future of your airport.

Our consultation will commence on 01st February 2021 and run until 28th February 2021. This is your opportunity to comment on the proposed master plan and tell us what you think the priorities should be.

You can [visit our website](#) for more information and to respond online or download forms. Forms can also be found at consultation events.

Submitting Feedback

A feedback form will be available on [our website](#) until the consultation period closes on 28th February 2021.

You can also send us your feedback by post to the following address:

Inverness Airport Master Plan Feedback
Inverness Airport
Dalcross
Inverness
IV2 7JB

Next Steps

After the consultation period, we will publish a report that summarises the feedback provided by the consultees. This will be used to discuss any changes or additional measures to include within the final Master Plan.