

Michael Matheson MSP  
Cabinet Secretary for Transport, Infrastructure and Connectivity  
St. Andrew's House  
Regent Road  
Edinburgh  
EH1 3DG

Tuesday 17 March 2020

Dear Michael,

Thank you for taking the time to speak with me on Monday. It was greatly appreciated, and I welcomed the opportunity to update you on the very real challenges facing both AGS and the wider aviation industry.

The events of the past two weeks have been unprecedented with the demise of Flybe compounded by the Coronavirus (COVID-19) pandemic which has resulted in a complete collapse in air travel demand. Unfortunately, I expect the situation to deteriorate further in the coming days.

Our airports are critical components of Scotland's national infrastructure, fulfilling a vital public service, which have successfully navigated financial crises previously, but never a complete decline or sustained halt to air traffic.

It is essential our airports remain operational so we can provide the connectivity which will drive Scotland's growth, employment and prosperity after this crisis has abated. At this point, my sole focus is on preserving the jobs supported by Aberdeen and Glasgow airports, both directly and indirectly, as best I can. Together with my executive team and board, I am working to ensure we weather this storm.

In order to support AGS as we work to achieve this, I would request the Scottish Government takes the following action with immediate effect:

- Direct financial intervention to pay staff salaries/shortfalls for the duration of global flight restrictions;
- Works with local authorities to waive Aberdeen and Glasgow airports' rates bills for 2020/21 (including empty rates bills); and
- Works with Police Scotland to waive each airports' police bill for the remainder of 2020.

These measures, combined with the steps AGS will take as a business, will support Aberdeen and Glasgow airports in returning to full operations as we emerge from this crisis.

Yours sincerely,

[REDACTED]

Derek Provan  
Chief Executive  
AGS Airports Limited

**Extract from email 25<sup>th</sup> March**

**From:** Derek Provan [REDACTED] [R]  
**Sent:** 25 March 2020 11:55  
**To:** Cabinet Secretary for Transport, Infrastructure and Connectivity [REDACTED] [R] **Subject:**  
AGS support to Government

Dear Michael,

As per our discussion, I'm writing to confirm AGS Airports' commitment to supporting the Scottish Government's response to the COVID-19 pandemic. During extremely challenging times such as these, it is important we continue to work together to ensure Scotland is best placed to cope with and ultimately emerge from this crisis. You have my commitment that both Aberdeen and Glasgow airports will remain open to facilitate key lifeline services. This includes ambulance/NHS flights, helicopters for the oil & gas industry and services to our Highlands and Islands communities, albeit at a reduced level.

My team and I are currently planning for a temporary restriction of operations at our airports to all other passenger services in order to protect our the health and wellbeing of my employees and of the business.

Please let me know if you require any further details at this stage and I will continue to keep you updated on our plans as they progress.

Rest assured, AGS stands ready to work with you and your colleagues in government in the gradual ramp back up to normality in the coming months.

Stay safe and well,  
Derek



Aberdeen | Glasgow | Southampton

**Derek Provan**  
Chief Executive Officer

[REDACTED]  
[REDACTED]

[www.agsairports.co.uk](http://www.agsairports.co.uk)

Glasgow Airport, Erskine Court, St Andrews Drive, Paisley, PA3 2TJ

T: 0300 244 4000  
E: scottish.ministers@gov.scot

Derek Provan  
AGS Airports Limited  
Erskine Court  
St Andrew's Drive  
Paisley

Our ref: 2020/0001559  
30 March 2020

Dear Derek,

Thank you for your letter 17 March outlining the serious issues you are facing at Aberdeen and Glasgow airport. Hopefully our recent calls helped reassure you that we are doing everything we can to help the aviation industry at this unprecedented and difficult time.

Your follow up-email on the 25 March, confirming that both Aberdeen and Glasgow airports will remain open to facilitate key lifeline services is very welcome as is your offer to keep us updated on the latest developments.

I'm pleased to inform you that the legislation to grant airports 100% non-domestic rate relief will come into force on 31 March 2020. Here is a link to the legislation, which sets out the details of this relief:

<http://www.legislation.gov.uk/ssi/2020/101>

There is also further guidance on this on the Scottish Government website:

<https://www.mygov.scot/non-domestic-rates-coronavirus/>

Once the Covid-19 crisis is over I hope to be able to work with you and others in the aviation industry to re-establish connectivity which is important to Scotland's sustainable economic growth and to our Highland and islands communities.

[REDACTED]

**MICHAEL MATHESON**

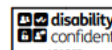
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From: [REDACTED]  
Sent: 19 March 2020 11:46  
To: First Minister [REDACTED] [REDACTED]  
Cc: [REDACTED] [REDACTED]  
Subject: Edinburgh Airport - Letter form Gordon Dewar

Dear First Minister

Please find attached a letter from Gordon Dewar on the current situation at Edinburgh Airport.

Regards

[REDACTED]  
[REDACTED] [REDACTED]

Edinburgh Airport Limited  
EH12 9DN Scotland  
[REDACTED]

[w:edinburghairport.com](http://www.edinburghairport.com)

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Nicola Sturgeon MSP  
First Minister of Scotland  
St. Andrew's House  
Regent Road  
Edinburgh  
EH1 3DG

Edinburgh Airport  
EH12 9DN  
Scotland

W: [edinburghairport.com](http://edinburghairport.com)

19 March 2020

Dear First Minister

On behalf of Edinburgh Airport, I want to offer you our full support as you deal with the coronavirus epidemic that is engulfing our country. Leadership is never easy and as my team and I face difficult decisions at the airport, we can only imagine the decisions you are having to make. Please let me know if there is anything that we can do to assist.

The team at Edinburgh Airport is focussed on how best to weather this storm so that we can meet the demand that will inevitably return once it is over.

This involves immediate and robust cost cutting. We are in consultation with our staff on a range of measures from unpaid leave, to the temporary cutting of salaries and working hours; and ultimately redundancies.

Your colleagues are assisting us in this task.

It is no exaggeration to say that these are going to be the most difficult months in the airport's history.

Our commitment is that we'll remain open despite potential zero or near zero demand. We are informing stakeholders of this today.

A large focus of our work is the recovery of Scottish aviation. What will it look like after this pandemic?

We are analysing several scenarios that deal with different degrees of optimism of the recovery. What is clear to us is that parts of the economy that are vital to the survival of Scottish aviation are less resilient than we need them to be and should be in the front of the queue for support.

Liquidity is required and we believe that the Scottish and UK Governments should be looking at specific interventions in the aviation supply chain.

Two examples are pressing:

Handling companies (including our Scottish based Menzies aviation) these vital agents are critical in any recovery period and are in urgent need of liquidity. It may be possible to target liquidity at Scottish or UK specific operations that we will rely upon

Loganair – it is essential the Loganair does not follow FlyBe into bankruptcy from a UK and Scottish domestic viewpoint.

We ask you and your team as a matter of urgency to speak with these businesses and ensure that everything is being done to protect them.

We are trying to model the new normal – to predict what size of airport we need to be, what airlines will be left, what airports will be left, who will be flying.

It is crucial that Scotland's tourism industry is strong and vibrant in the new normal. That we have hotel beds, attractions, tour operators, restaurants and bars; I would ask that tourism is again near the top of the queue of your support interventions.

I do understand how busy you are in these difficulty times and I appreciate your consideration of these asks. As ever, I am happy to discuss these matters with you by telephone or in person.

Yours

[REDACTED]

Gordon Dewar  
Chief Executive

T: 0300 244 4000  
E: scottish.ministers@gov.scot

Gordon Dewar  
Edinburgh Airport  
EH12 9DN  
Scotland

Our ref: 2020/0001601  
30 March 2020

Dear Gordon,

Thank you for your letter to the First Minister 17 March, she has asked to me respond on her behalf.

We appreciate your offer of support at what is truly an unprecedented and difficult time. Hopefully our recent calls helped reassure you that we are doing everything we can to help the aviation industry, including Loganair and ground handling service providers, at this unprecedented and difficult time.

I'm pleased to inform you that the legislation to grant airports, Loganair and ground handlers 100% non-domestic rate relief will come into force on 31 March 2020. Here is a link to the legislation, which sets out the details of this relief:

<http://www.legislation.gov.uk/ssi/2020/101>

There is also further guidance on this on the Scottish Government website:

<https://www.mygov.scot/non-domestic-rates-coronavirus/>

Once the Covid-19 crisis is over I hope to be able to work with you and others in the aviation industry to re-establish connectivity which is important to Scotland's sustainable economic growth and to our Highland and islands communities.

[REDACTED]

**MICHAEL MATHESON**

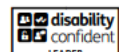
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From: [REDACTED]  
Sent: 19 March 2020 21:00  
To: Cabinet Secretary for Transport, Infrastructure and Connectivity  
[REDACTED]  
Cc: [REDACTED]  
Subject: Support for airports during the COVID-19 pandemic

Dear Cabinet Secretary,

On behalf of the Airport Operators Association, I am writing to share with you a letter we sent yesterday to the Chancellor and Secretary of State for Transport, in case you find it helpful in drawing up the Scottish Government's response to the COVID-19 pandemic.

As we outline in the letter, airports and aviation more generally have been at the forefront of the impacts of the COVID-19 outbreak. Due to travel bans, people choosing to travel less and travel advice from governments across the world, global air traffic has declined steeply.

In the UK, we're expecting significantly lower traffic next week than we would



normally have - at some airports we could see up to 95% fewer passengers. Scotland's airports are critical national infrastructure, fulfilling a vital public service, and employing and supporting the jobs of thousands of people. Airports have successfully navigated economic and financial crises previously but never a complete decline or sustained halt to air traffic.

As a result, airports need the UK and Scottish Governments to act urgently. While we welcome the Chancellor's announcement that a support package will be in place for airlines and airports soon, airports need action within days, not weeks, to reassure our staff and passengers. This package of measures needs to include financial support and regulatory alleviations.

This would sit alongside the immediate and drastic action airports are taking to cut costs, including reductions in rostered working hours, temporary pay cuts, asking staff to take unpaid leave and laying off staff. However, due to the fixed costs of operating airports, the sector will need Government support in the absence of income from air traffic to prevent airports shutting down in the coming weeks.

Scotland's airports are successful and vibrant businesses during normal times, but in these extraordinary times we need the Government to step in to help us weather this storm. A bold package of Government support will send staff and passengers a clear message that airports will continue to be able to provide employment and travel opportunities after the pandemic recedes.

We would welcome your support in the coming days and weeks, particularly around urging the UK Government to act swiftly and boldly to help Scottish airports through the current crisis.

Kind regards,

[REDACTED]  
ACT

[REDACTED]

Airport Operators Association  
3 Birdcage Walk, London SW1H 9JJ

[cid:image001.jpg@01D5FDE2.DEBCD090]

[REDACTED]

www.aoa.org.uk<<http://www.aoa.org.uk/>>

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The Rt Hon. Rishi Sunak MP  
Chancellor of the Exchequer  
HM Treasury  
1 Horse Guards Road  
London  
SW1A 2HQ

The Rt Hon. Grant Shapps MP  
Secretary of State  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

18 March 2020

Dear Chancellor and Secretary of State,

The Airports Operators Association (AOA) welcomed the Chancellor's unambiguous statement of support for UK businesses and the announced measures, such as the unlimited loans to support businesses manage cashflows, provide reassurance. We also welcomed the announcement of a package of support measures for the UK aviation industry.

With passenger numbers declining rapidly in recent days and the expectation of further reduction next week (perhaps reaching - 95%) airports need to hear the details of the support package this week. Any delay to this would be detrimental to all airports. There needs to be a coordinated and joined-up approach within government departments as airports struggle to operate. In particular, we believe the Department for Transport and HM Treasury must ensure they are linked up with each other, other departments, such as the Department for Business, Energy and Industrial Strategy, as well as their agencies and regulators, such as HMRC and the Civil Aviation Authority.

Moreover, it is vital that the support package applies across the devolved nations as well. Our members in Scotland, Wales and Northern Ireland are concerned about the lack of capacity in some of the devolved administrations to take the necessary measures forward in a timely way.

We urge you both to be as bold in this aviation support package as the Chancellor was on some of the measures announced yesterday to ensure airports can reassure staff and passengers that they will be there to provide the connectivity the UK needs after the COVID-19 pandemic has receded. Our members' main urgent asks are:

1. **Financial alleviation:** we need Government to set out the details for getting liquidity into businesses, which the Chancellor outlined yesterday, and a relief from banking covenants.
2. **Regulatory alleviation:**
  - a. The industry needs the Government to defer upcoming deadlines that have cost implications for airports, such as Next Generation Security and airspace modernisation
  - b. To ensure airports can downscale and then rapidly upscale operations, we would welcome relaxation of mandatory training periods and frequencies as well as working restrictions and a common sense approach to requirements for competency assessments and refresher courses for staff returning to work after a period of

absence, for regulated and licensed staff, such as security staff, air traffic controllers and airport fire services.

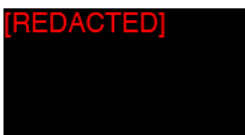
**3. Cost alleviation:**

- a. To support airports in managing cashflow through cost reductions, we would welcome agreement to defer of payment of taxes including: business rates; Corporation tax; VAT; PAYE; pension costs; and Section 106 contributions, as well as relief from CAA charges and the costs incurred for airport policing.
- b. To enable airports to continue to support their staff, some (smaller) airports in particular may need to seek specific assistance with employment costs.

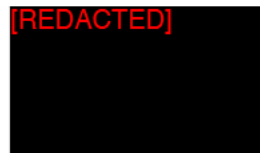
While support for airports is vital, no airport can operate without its supply chain which enables airport operations and generate vital non-aeronautical revenues for airports. Therefore, in refining this support package, Government should draw its definition of “aviation” widely to incorporate essential providers such as airline ground handling companies. More broadly, we would also welcome Government’s recognition that airport hospitality operators do not pay business rates individually and can thus not benefit from all of the measures announced yesterday.

The UK’s airports are critical national infrastructure, fulfilling a vital public service, and are on the frontline of the COVID-19 outbreak. Government must ensure that airport businesses remain operating and are able to weather this storm, so that they can provide the connectivity which drives growth, employment and prosperity after the crisis has abated.

The AOA stands ready to assist your departments and offer our full support in mitigating the effects of the crisis.



**Ruby McGregor-Smith**  
Chair



**Karen Dee**  
Chief Executive

CC:

- *The Rt. Hon Alok Sharma MP, Secretary for State for Business, Energy and Industrial Strategy*
- *Kelly Tolhurst MP, Aviation Minister*
- *Jim Harra, First Permanent Secretary and Chief Executive, HMRC*
- *Richard Moriarty, Chief Executive Officer, CAA*

T: 0300 244 4000  
E: scottish.ministers@gov.scot

[REDACTED]  
Airport Operators Association  
3 Birdcage Walk  
London  
SW1H 9JJ  
[REDACTED]

Our ref: 2020/0001604  
31 March 2020

Dear [REDACTED]

Thank you for sharing the letter that you sent to HM Treasury outlining the issues facing the aviation industry at this unprecedented and difficult time. I would like to take this opportunity to reassure you that I have been in regular dialogues with Scottish airports to understand their needs and discuss the recently announced packages of support with them.

I'm also pleased to inform you that Scottish airports will be granted a 100% non-domestic rate relief for a full year as part of the Scottish Government's £2.2bn COVID-19 business support package. Please see the link to the relevant legislation below which sets out the details of this relief.

<http://www.legislation.gov.uk/ssi/2020/101/contents/made>

In my discussions with the Secretary of State for Transport, I have stressed the importance of air connectivity to Scotland as well as raising matters of particular concern to Scotland's aviation industry.

[REDACTED]

**MICHAEL MATHESON**

[REDACTED]  
ACT

From: [REDACTED]  
Sent: 01 April 2020 10:36  
To: Cabinet Secretary for Transport, Infrastructure and Connectivity  
[REDACTED]  
Cc: [REDACTED]  
[REDACTED]  
Subject: Edinburgh Airport: Letter for Michael Matheson

Good morning

Please find attached a letter for the Cabinet Secretary from Gordon Dewar, Edinburgh Airport.

Regards

[REDACTED]

[REDACTED]

Edinburgh Airport Limited  
EH12 9DN Scotland

t: [REDACTED]

w:

[REDACTED]

40edimburghairport.com%7C0519968050854ba2a411081594ae1993%7C9e5cbd8b1d9a4ae5a38cf8ebe160d097%7C1%7C0%7C636578397779941413&sdata=k6FHNHV DqX12k7NIP9w7YggyT387bR1kkwDRF0Vo7Lc%3D&reserved=0> t: twitter.com/edi\_airport<https://emea01.safelinks.protection.outlook.com/?url=http%3

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Michael Matheson MSP  
Cabinet Secretary for Transport, Infrastructure and Connectivity  
St Andrew's House  
Regent Road  
Edinburgh  
EH1 3DG

Edinburgh Airport  
EH12 9DN  
Scotland

W: [edinburghairport.com](http://edinburghairport.com)

1 April 2020

Dear Cabinet Secretary

Thank you for your letter of 30 March and your Government's very timely intervention into the Scottish aviation industry through business rates relief. Your support for the entire industry at this time is much appreciated and very welcome.

The size of the challenge that is facing us from COVID-19 is now becoming clearer. This extended period of lockdown in particular raises new threats where the very existence of handlers, airlines and other key service providers that play an important role in aviation must now be at risk.

The challenge of how best to support these vulnerable organisations is one that will need clear thought. For example, we would suggest that company-wide bailouts are not the only answer particularly where some of the companies are multi-national and too large or too internationally distributed to support at a Scottish or perhaps even a UK level.

Edinburgh Airport firmly believes that the key issue when deliberating on these challenges must be the protection of the Scottish route network and the capability of the overall aviation ecosystem.

In terms of key airline routes, a possible solution we considered is an underwrite of the key network at a PSO level cost-plus model for a year. In this scenario, current non-PSO routes underwritten in this way may then return to commercial or be subject to a subsequent PSO tender if not commercial for a period of recovery. We'd also suggest that existing PSO routes should be converted to cost-plus (if not already) where revenue is simply absent or unpredictable.

Regarding handling companies, the focus for us is preserving capability should one or more handlers fail and leave a capacity gap or indeed no provision at all. One solution here may be to offer airports transitional funding and a guarantee of support to preserve capability for a step-in role. Such an underwrite also has the benefit of only being used if required and being very targeted on core and essential aviation service levels agreed in advance.

This would require airports to act as a Government agent and step in to replace services provided by failing handling companies and offer a handling service for a transitional period, utilising the staff and preserving jobs for the future.



Edinburgh Airport considers that this would be more cost effective than an overall company bailout and could be prepared for in advance rather than wait for the failures to occur and have to react quickly and possibly less effectively in the face of many other competing challenges.

This solution could be applied if necessary to similar areas of service provision such as fuelling and catering companies where all are required for overall operations. The alternative of restarting from failure and a gap in service provision could prove time consuming, more expensive and greatly undermine the recovery rate.

The situation is further compounded by the longer-term context we now find ourselves in.

Edinburgh Airport's current analysis suggests the likely outcome that Scottish aviation in 2021 will be significantly lower than aviation levels in 2019. Therefore, planning for the right-sizing and support mechanisms that are key in these circumstances is crucial.

While we hope it proves not to be the case, we must start facing into scenarios such as a significant overall reduction of aviation demand between 2019 and 2021. In such a scenario the landscape of aviation infrastructure and the supporting ecosystem would be very different from what was in place in 2019. If this proved to be the case, trying to support every business close to its 2019 levels and structures will prove a poor use of scarce public resources and not be the optimal route to longer term recovery.

Part of this of course must be a shared preparation and planning for the forthcoming recovery, addressing the range of possible outcomes that will emerge over the coming weeks and months and being ready to react to the data as it emerges.

Edinburgh Airport's success in better times was built working alongside [REDACTED] [REDACTED] and we would see the recovery from this crisis as benefitting from the same partnership approach even when the challenges and decisions are so much harder and unpalatable.

We value our relationship with you and the wider Scottish Government and the ability to have these important discussions. We look forward to working with you and your team as a key driver of Scotland's return to normal. To that end, we would find a discussion with you and your team on the above as soon as possible.

In the meantime, please be assured of our continued and full support as you tackle this crisis.

Regards

[REDACTED]

Gordon Dewar  
Chief Executive

T: 0300 244 4000  
E: scottish.ministers@gov.scot

Gordon Dewar  
Chief Executive  
Edinburgh Airport Limited  
Edinburgh Airport  
EH12 9DN

e-mail: [REDACTED]

Our ref: 2020/0001763  
16 April 2020

Dear Gordon,

Thank you for your letter of 1 April 2020 outlining your ideas for how the Scottish Government could support the recovery of the aviation sector in Scotland.

Global connectivity is important for Scotland's economy, especially for the tourism sector which has been particularly impacted by COVID-19. It also plays a key role in supporting business connectivity and in achieving the aims set out in "Scotland: a Trading Nation" as well as providing vital connectivity to communities in the Highland and Islands.

Therefore, I am open to ideas about how the Scottish Government can work with industry to ensure that we have the connectivity needed to support our economy and society once this crisis is over. There are a number of issues, however, with the Scottish Government underwriting the key network at a PSO level cost-plus model for a year. These include the time it takes to procure and contract a PSO route (typically between 9-12 months), the high administrative burden for both airlines and the contracting authority (for example producing a business case and running a competitive tendering process for each route) as well as the level of financial risk.

While, for the reasons listed above, we do not envisage creating a key network at a PSO level cost-plus model, I want to reassure you that we remain committed to working closely with yourselves and other Scottish airports to incentivise airlines to come back to Scotland. We have a long standing, successful, Team Scotland approach to route development that has helped see the introduction of numerous new routes in recent years. We plan to work with all of Scotland's airports and the airlines serving Scotland to incentivise route development, focussing first on routes that are essential for inbound tourism and business connectivity. We recognise the challenge of re-establishing routes, particularly in an environment where there may be fewer airlines and an overall reduction in capacity, and intend to treat key routes which are currently suspended on a similar basis to the support we provide for new routes.

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You also raised concerns about the impact the failure of ground handling companies could have on airport operations. I have spoken with the four main providers of ground handling services to discuss the impact of COVID-19 and the government support available and appreciate you taking the time to provide an airport's perspective on the situation. As you are aware, any action the Scottish Government takes must be clearly justifiable and transparent, offering value for money for the tax payer as well as being compliant with State Aid rules. Therefore, while I share your concerns and recognise how important ground handling services are to airport operations, we are not able to pursue your proposed solution.

As I mentioned above I remain open to ideas about how the Scottish Government can work with industry to ensure that we have the connectivity needed to support our economy and society once this crisis is over. I am pleased to hear that you think that the partnership approach with Transport Scotland has worked well and I am confident that together we can restore Scotland's connectivity with the rest of the world.

[REDACTED]

**MICHAEL MATHESON**

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**Extract from email sent by AOA to the Cabinet Secretary**

**From:** [REDACTED]

**Sent:** 07 May 2020 21:28

**To:** Cabinet Secretary for Transport, Infrastructure and Connectivity [REDACTED]

**Cc:** [REDACTED]

**Subject:** Letter from the aviation industry on potential quarantine measures

Dear Cabinet Secretary,

Please find attached a copy of a letter sent today by Airlines UK, AOA, BAR-UK and IATA to the Secretary of State for Transport on the potential introduction of quarantine measures for UK arrivals.

Kind regards,

[REDACTED]  
DAC

[REDACTED]  
[REDACTED]

Airport Operators Association  
3 Birdcage Walk, London SW1H 9JJ



[REDACTED]  
[REDACTED]

[www.aoa.org.uk](http://www.aoa.org.uk)



The Rt Hon. Grant Shapps MP  
Secretary of State  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London, SW1P 4DR

7 May 2020

Dear Secretary of State,

### **Government plans on quarantine**

Following the continued media speculation on implementing a quarantine period for quarantining arriving passengers, we are writing on behalf of the Airport Operators Association, Airlines UK, BAR UK and IATA to urge you to ensure that, if Government deems this measure medically necessary, then it should be applied on a selective basis following the science. It should include appropriate safeguards around time-limiting the measures and support for businesses affected by quarantine measures.

As you know, aviation was one of the first sectors to be affected by COVID-19 and is expected to have one of the slowest recoveries in the UK economy, in light of the global nature of travel restrictions and consumer confidence challenges. As a result, we have already seen tens of thousands of job losses across airports, airlines, aerospace and ground handling agents. As I mentioned to the Transport Select Committee yesterday, the Job Retention Scheme has been helpful in preventing further job losses to date, for which we are grateful.

While we understand that Government may have to announce a quarantine of arrivals into the UK – to boost public confidence if nothing else – a blanket, open-ended quarantine would be a devastating blow for our industry, particularly if our measures are not in line with measures taken by neighbouring countries. We are deeply troubled that there has been no engagement with industry on the impacts of such a measure. It is unclear to us if all Government departments understand fully how the precarious position aviation finds itself in today could be affected by a quarantine being announced.

If entry restrictions are announced in the coming days, we urge you to ensure that clear details about how they end, such as weekly reviews of the efficacy of the restrictions and publishing the evidence that supports the review outcome, are included to boost consumer confidence, enable airports to reassure their investors and provide aviation staff some reassurance. Any communications around the introduction of a quarantine period should incorporate messaging that the Government and industry are working together on a series of collective measures that will enable aviation to restart safely at the earliest opportunity. This is vital in order that the public expectation is not created that quarantine is the only effective public health measure for aviation going forward.

Even with an exit strategy in place, airports, airlines and other businesses reliant on aviation such as tourism and hospitality will have to take the necessary steps to protect their businesses. This could permanently damage what is a UK success story. In order to mitigate this damage, the Government needs to set out a number of new support measures to see aviation through the depths of the protracted period without passengers that would be the result of quarantine measures.

These measures should include as a minimum: the UK Government mirroring the Scottish Government's decision to provide business rates relief to airports and ground-handling businesses; relief for the whole aviation industry from CAA charges; an extension of the Job Retention Scheme

beyond the lifting of quarantine measures; a commitment to taper the Job Retention Scheme in line with the aviation sector's recovery; and the Government standing by to provide sector-wide liquidity support beyond current economy-wide schemes in line with what our international competitors have done. To aid the recovery, the Government should temporarily suspend Air Passenger Duty.

While there would be little point in attempting to restart the industry until quarantine was removed, we would welcome your personal commitment to the creation by the end of May of a common baseline for health protocols that allow for air travel to restart once quarantine measures are lifted.

Taken together, these steps would help limit the damage quarantine would have on aviation, though would not fully eliminate it. We stand ready to work with you and your officials to achieve these necessary steps.

Yours sincerely,

[REDACTED]

**Karen Dee**  
Chief Executive  
Airport Operators Association

[REDACTED]

**Tim Alderslade**  
Chief Executive  
Airlines UK

[REDACTED]

**Dale Keller**  
Chief Executive  
Board of Airline Representatives in the UK

[REDACTED]

**Simon McNamara**  
Country Manager – UK & Ireland  
International Air Transport Association

CC:

- *The Rt Hon. Rishi Sunak MP, Chancellor of the Exchequer;*
- *The Rt Hon. Priti Patel MP, Home Secretary;*
- *The Rt Hon. Alok Sharma MP, Secretary of State for Business, Energy & Industrial Strategy;*
- *Kelly Tolhurst MP, Aviation Minister.*

**Extract of email from received letter 9<sup>th</sup> June Edinburgh Airport to the First Minister**

**From:** [REDACTED]  
**Sent:** 09 June 2020 15:38  
**To:** First Minister [REDACTED]  
**Subject:** Letter from Gordon Dewar, CEO, Edinburgh Airport

Dear First Minister

Please find attached a letter concerning the impact of quarantine regulations on Scottish Aviation and Tourism.

Regards

[REDACTED]

[REDACTED]



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Edinburgh Airport Limited  
EH12 9DN Scotland

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Nicola Sturgeon MSP  
First Minister of Scotland  
St. Andrew's House  
Regent Road  
Edinburgh  
EH1 3DG

Edinburgh Airport  
EH12 9DN  
Scotland

W: [edinburghairport.com](http://edinburghairport.com)

9 June 2020

Dear First Minister

I write to you fresh from watching the first international passengers arriving into Edinburgh to face the new quarantine measures.

From looking at the regulations and understanding the enforcement measures, I fear that this policy, on which we were not consulted, is an ineffective public health measure that will wreak further damage on Scottish tourism, aviation and other industries that rely on air freight.

That damage is crystallising before us – the introduction of the quarantine regime has ended any remaining hopes that we could avoid a substantial level of redundancies. Further - if the summer season is compromised, the same will be true of many of the other employers on the airport campus.

My team worked hard last weekend to ensure we and our colleagues in UK Border Force were ready for this. Despite this being 'planned' for several weeks we did not receive the regulations nor the necessary signage etc. until late Sunday afternoon.

I'm sure you would agree that receiving clarity well in advance of any business changing measure is best practice and an approach that we expected to be adopted in terms of a quarantine policy that you and your government have supported; so to receive this clarity just hours before the policy's implementation left us incredibly frustrated. We are always keen to support and play our part but this policy and the way that it has been handled by both the UK and Scottish Governments would try the patience of anyone.

When we have questioned efficacy or rationale of quarantine, public health has been the reason produced. Yet the advice from the Scientific Advisory Group for Emergencies (Sage) seems to contradict this. Sage's Chair, the government's chief scientific adviser, Sir Patrick Vallance, said: "Measures like this are most effective when the number of cases is very low, and they're most effective when they're applied to countries from higher rates."

The UK currently has a far higher number of new cases than all the most popular tourist destinations except the US.

If we look at advice from the World Health Organisation (WHO), the body many governments including those at Westminster and Holyrood have looked to for guidance, we can see that WHO continues to "advise against the application of travel or trade restrictions to countries experiencing COVID-19 outbreaks." WHO goes on to say that "travel measures that significantly interfere with international traffic may only be justified at the beginning of an outbreak, as they may allow countries to gain time, even if only a few days, to rapidly implement effective preparedness measures" and we are now long past that stage.

What I find most disappointing is the admittance that there is no defined exit strategy or performance criteria. Humza Yousaf's confirmation on Good Morning Scotland yesterday morning (8 June 2020) that the performance criteria were "still being worked on" was disheartening for not only the airport but the wider aviation and tourism industries.



We have effectively entered into a policy that has no set outcomes, a policy that does not have a defined set of targets or goals and a policy that has no end date due to this lack of criteria. To say it will be reviewed every three weeks with no clarity on the review criteria is simply not good enough – airlines must plan for what they know is or is not coming, and this confusion and lack of direction greatly impedes the country's recovery.

Surely if the science is there to implement quarantine, the science is there to tell us when it can be lifted? I would be grateful if we could have sight of the public health advice recommending quarantine so that we can better understand the conditions for its removal.

The Justice Secretary also spoke yesterday and in previous interviews about “engagement” on this issue from the Scottish Government. I can confirm to you that this engagement has simply not been there and any clarity we've received is from my team chasing officials. I do realise that this is a reserved matter – it is however a policy that the Scottish Government has pursued and championed, and we are surprised and disappointed that the Scottish Government has not been more engaged in this issue and its consequences.

These consequences will be far reaching in terms of Scottish aviation. Airlines, like easyJet, will make decisions this month which will have a long-term effect on Scotland's connectivity. Downsized aircraft fleets will be allocated to bases around Europe, setting route patterns which will not be revised for the rest of this summer once the decisions have been taken.

This means that Government decisions on at least partial exit from the quarantine regime and the exit criteria on doing that need to be taken at the earliest possible point this month.

It is no exaggeration to say that every day matters when other countries are giving the airlines clarity on which they can base their plans. We're already seeing airlines react to the quarantine (not exhaustive):

- Aegean delayed restart from July to September
- Finnair delayed restart from early July to late July
- Iberia delayed restart from July to September
- Lufthansa delayed Frankfurt and Munich routes from July to August
- SAS delayed Stockholm, Copenhagen and Oslo routes from July to August

Other carriers including easyJet, Ryanair, BA, Transavia, Turkish, Vueling, Wizz, Jet2 and TUI have all cited the quarantine as problematic.

In our initial estimations, this has cost Scotland more than 100,000 passengers, has extended our recovery period and some services will not return to Scotland this year or perhaps ever.

As stated earlier, this could be far greater and more prolonged with any reaction from easyJet, Ryanair and others jeopardising at least this number of passengers again.

This comes at a period where airports across Scotland are fighting to preserve jobs. Where the tourism sector is facing a tsunami of closures and job losses. Where the competition abroad is beginning to mobilise.

Certainly, at Edinburgh Airport, this makes it more difficult for us to preserve jobs. Our redundancies and those across the sector will be substantial.

Ministers have said that they understand our anguish and frustration and I welcome that empathy.

However, we need more than empathy. We need clear criteria on the three weekly reviews so that aviation and the industries it supports can plan and develop mitigation plans. We also need to understand the public health advice behind this policy.

We need to understand how the Scottish Government is going to support tourism and the wider economy against the very real – and very current – impacts of this policy.

I wrote to you at the start of this pandemic that you had our full support and you still do. We welcome our chance to support Scotland by remaining open during lockdown for essential repatriation flights, medical flights and freight.

Aviation has played its part and the introduction of this ill thought out and ill executed policy feels very unfair. It also feels as if aviation and tourism jobs are reasonable collateral in a policy which seems too little too late.

I would welcome a chance to discuss the issues raised with you or your Ministerial colleagues as a matter of urgency.

Regards,

Yours

[REDACTED]

Gordon Dewar  
**Chief Executive**

Extract from CabSec to Edinburgh Airport 22<sup>nd</sup> June

Hi [REDACTED]

Please find attached letter from Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure & Connectivity.

Many thanks

[REDACTED]

[REDACTED] | Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity | The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG | Web: [www.gov.scot](http://www.gov.scot) | Tel: [REDACTED]  
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E: scottish.ministers@gov.scot

Mr Gordon Dewar  
Chief Executive  
Edinburgh Airport  
EH12 9DN

[REDACTED]

22 June 2020

Dear Gordon,

Thank you for your letter dated 9 June 2020 to the First Minister, in relation to the new health measures for travellers arriving in Scotland from outside the UK and the CTA. I have been asked to respond to your letter given my portfolio responsibility for aviation.

Please let me assure you that I recognise that both the aviation and tourism industries are facing an unprecedented challenge as a result of the coronavirus outbreak and that presents you with some challenging decisions in relation to the operation and future of the business.

You have raised concerns about the procedures being followed and I am happy to set that out. We are currently in an unprecedented scenario as we work to put measures in place to protect public health during the current pandemic. We were unfortunately not in a position to share the regulations at an earlier stage. We followed an emergency procedure; the regulations were laid before the Scottish Parliament on Monday 8<sup>th</sup> June following the regulations being made on Sunday 7<sup>th</sup> June. This procedure requires the regulations to be approved within 28 days by the Scottish Parliament. The regulations required to be made urgently to ensure that the measures came into force at the same time as the parallel measures for the rest of the UK.

The regulations required to be made to enable us to take important steps to protect the health of people in Scotland and the emergency procedure was required to ensure that all four nations borders public health measures came into force on the same date. Work on the regulations continued, of necessity, until a late stage, reflecting complex discussions.

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You also reflect that you were not consulted. While it was not possible to consult in the usual way and to share draft regulations in the time available, I am aware that the intention to bring forward measures was widely known however and the aviation industry and its representative bodies were briefed by the DfT on the policy intention behind the measures before the comparable regulations for England were laid.

Public health decisions are made on the best scientific advice available to us at every stage of the pandemic. The purpose of the measures is to protect the population and to preserve human life and health by protecting against imported cases of the virus. The measures are justified and proportionate to the aim of protecting public health and have been assessed against the restrictions that we place on the movement of individuals to ensure that the right balance is struck. Given the declining picture around the levels of infections and deaths in Scotland, this was the right time for the Scottish Government to take action, working in close co-operation with the UK Government and other Devolved Administrations, to avoid introducing new routes of transmission.

In addition, you have asked about an exit strategy from these measures. The regulations make provision requiring the need for the measures to be reviewed every 21 days. The regulations are also time limited and will fall after 12 months if not revoked before then. The first review of the regulations is due by 29<sup>th</sup> June and every 3 weeks thereafter. These measures have been introduced to safeguard the population and reduce the risk of transmission of the virus and these will continue to be the primary concerns during any review of the need for the requirements.

At the end of April, around 93% of countries across the world had introduced some form of border controls, including flight restrictions, border restrictions or destination specific restrictions. As you will appreciate, these are not easy decisions. As with all decisions that we must take, our first priority is to protect public health, lifting restrictions very carefully as set out in our published route map, and ensuring that the actions we take at a domestic level are not undermined by the introduction of transmission routes from overseas.

In your letter you referred to potential job losses and clearly any need for these would be disappointing. I recognise that the business has to consider measures to respond to the challenging market conditions, especially given the impact that the Covid-19 situation is continuing to have on the aviation sector, both now when travel restrictions and FCO advice on foreign travel remains in place, and in the future given the time it will take to rebuild capacity and connectivity. In the unfortunate event of employees facing redundancy, we will provide support through our initiative for responding to redundancy situations Partnership Action for Continuing Employment, PACE. Through providing skills development and employability support, PACE aims to minimise the time individuals affected by redundancy are out of work.

Moving on to tourism, on 10 June, the Scottish Government announced its proposals for a provisional timeframe of the week of 15 July for the opening of the tourism and hospitality sector, in line with Phase 3 of the Route-map. This reopening is conditional on the scientific and public health evidence supporting the move at the time. The indicative date aims to give as much clarity and notice to the sector that is possible at this time – to help them prepare for safe reopening within the guidelines and help with decision making to avoid further impacts on businesses and jobs. This recognises the exceptional circumstances faced by the sector, recognising the long-lead in times for bookings, the seasonality of the sector and that only a limited window may be available to capture what is left of the 2020 season. Any

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reopening must be compliant with sector guidance and public health guidance at the time, such as physical distancing and suitable hygiene measures.

We have always recognised the importance of Scotland's connectivity and, as you are aware, we have been proactive in our air route development work in the past. Before the outbreak, Scotland in general and Edinburgh Airport in particular was better connected with the rest of the world than ever before. Now more than ever it is essential that we help you and your team restore that connectivity to support Scottish business and our tourism sector. As you know, we have had a very successful partnership in the past working together to secure new routes from Edinburgh to a range of destinations across the world and please be assured that we will continue that support as you work to restore connectivity. I know that Transport Scotland and VisitScotland officials have already had discussions with your team on priority and opportunities going forward.

I would welcome the opportunity to discuss these matters with you. Please contact my private office at [REDACTED] to make the necessary arrangements.

I hope that you have found this reply to be helpful.

[REDACTED]

**MICHAEL MATHESON**

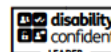
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**Extract from Edinburgh Airport to Cabinet Secretary 14<sup>th</sup> July**

**From:** [REDACTED] <[REDACTED]>

**Sent:** 14 July 2020 17:26

**To:** First Minister <[REDACTED]>

**Cc:** Cabinet Secretary for Transport, Infrastructure and Connectivity <[REDACTED]>;

Cabinet Secretary for Economy, Fair Work and Culture <[REDACTED]>

<[REDACTED]>

**Subject:** Joint letter from Edinburgh Airport and Unite regarding job losses at Edinburgh Airport

Dear First Minister

cc Fiona Hyslop, Cabinet Secretary for Economy, Fair Work and Culture.  
Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity

Please find attached a letter from Gordon Dewar, Edinburgh Airport and Sandy Smart, Unite, on the issue of job losses at Edinburgh Airport.

We look forward to your response and discussing this issue with the Scottish Government.

Regards

[REDACTED]

[REDACTED]



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Nicola Sturgeon MSP  
First Minister  
The Scottish Government

14 July 2020

Dear First Minister

Edinburgh Airport and Unite have been in consultation since March focussed on retaining as many jobs as possible at the airport. We are now coming to the end of that consultation with a ballot on measures which we hope are fair, reasonable and seek to protect as many as possible.

The UK Government furlough scheme has enabled us to retain jobs for far longer than we would have without it; it has given us valuable time to consult with our teams and assess passenger flows in 2020 and 2021.

However, we recognise and amplify the real concerns recently expressed in the Scottish Parliament about job losses in the aviation sector – we are facing into a tidal wave of job losses across the sector from within the Edinburgh Airport campus and across its wider supply chain.

We understand the decisions you must make, and we hope that through your and your Ministers' engagement with us you have a clear picture of the impact of those decisions on Scotland's aviation industry now and in the future. It is important that this point is underlined – decisions made now will have long lasting impacts on Scotland's aviation jobs and the county's future connectivity.

As we have made clear, our focus must be creating and sustaining an environment that provides airlines with the confidence to continue to be based and invest in Scotland. This provides and protects jobs, connectivity, economic growth and our much-valued international outlook.

Your announcement on airbridges was in the main welcome. Clearly, the exclusion of Spain was damaging and remains to be so. We fear that this market, one of our largest inbound tourism flows, will be lost for this summer given the timing of Scotland's holidays and ongoing uncertainty on the timings and criteria for decisions about country exemptions.

Nevertheless, this more targeted, risk-based approach strikes a better balance than the blanket policy previously introduced by the UK government.

The quarantine policy that has been imposed on us has already been the victim of widely expressed scepticism for several reasons, including the veracity of information underpinning its

implementation and the practicality of its meaningful enforcement. We strongly believe that the health protection impacts you seek can only meaningfully be met by a robust testing regime.

We have engaged with your officials in Transport Scotland and the health departments of the Scottish Government to explore how best to tackle this together. The mistakes of the implementation of quarantine with no engagement, squabbling administrations, misinformation from Ministers and no clarity cannot afford to be repeated and the industry will work with you if given the chance.

Quarantine has intensified the impact of this pandemic on Scottish aviation. We estimate that it has cost Edinburgh Airport alone 1 million passengers in 2020 since being introduced in June. Previous analyses of aviation's impact and benefits suggest that 1m passengers equates to 2,500 jobs across all parts of Scotland. This means more jobs added to the many thousands of aviation jobs under threat and limits employers' ability to mitigate the initial effects of the pandemic on their businesses. We are resigned to the fact that given current policies that losses will be substantial and we that have no ability to mitigate them.

This will have longer term impacts on the industries that aviation supports – including tourism, finance, our universities – that saw Edinburgh Airport contribute over £1.4bn GVA to the Scottish economy last year.

Edinburgh Airport has been consistent in its asks of your government – the airport will survive but are concerned about the organisations in the aviation ecology – the handling agents, airlines, retailers, engineers, construction contractors and so on that its campus supports. The impact on that campus is now beginning to crystallise.

We and other partners have warned for months of the impending losses. Calculations by Unite and Edinburgh Airport now estimate that the coming weeks will see over 2000 redundancies at Edinburgh Airport from a total of around 7000 jobs supported on the campus. We have no sight at the moment of the impact on the airport's supply chain or the further 21,000 jobs it supports across Scotland but we believe that the losses will be of a similar magnitude.

Those that are affected live across the not only Edinburgh, the Lothians and Fife, but across the whole of Central Scotland and the loss of jobs will have real impacts on communities across these areas.

First Minister, we ask you to work with us in protecting the fragile recovery of Scotland; to work with us to save further losses and to develop plans to help those colleagues that we are losing.

We remain concerned that the horizon of decision making of the Scottish Government in this area is too short term. Businesses across Scotland cannot afford this luxury – we must look to 2021 and beyond whilst still considering the now. If we do not look to next year and beyond, we run the very real risk of winning the 2020 war with coronavirus but losing the peace of the recovery in 2021 and beyond.

The jobs that are shed now are seen as collateral from dealing with the pandemic. Those that lose their job will be rightly bewildered that the same vigour and focus has not been given to assisting in them in the coming months.

Edinburgh Airport and Unite remain proactive and willing partners – we have creativity, motivated teams and a hard-earned understanding of our people, businesses and markets. Please work with us

to meet the health objectives you have, protect Scotland's recovery, minimise job losses, tackle the climate challenges of growth and give us all the best platform to build back to a better aviation industry that we had before this pandemic.

We don't want to lose anyone from the team that has seen the airport become such a great success for Scotland but that is now unavoidable.

We would welcome a meeting with you to discuss how we can protect further losses and help those in the worst of circumstances.

We believe that aviation and its skilled and committed workforce are one of the strongest levers for recovery and hope that we can play our part in moving Scotland from the economic doldrums that currently face us.

Regards

Regards,

[REDACTED]

**Gordon Dewar**  
**Chief Executive**  
**Edinburgh Airport**

[REDACTED]

**Sandy Smart**  
**Regional Officer**  
**Unite**