

Economic and social importance of the UK's regional airports

Airport profiles

About Acuity Analysis

Acuity Analysis was formed in 2017 and is an independent research organisation, created to serve the union movement and help rebalance power in the workplace. Unions from all sectors call upon our expertise and worker-focused analyses to provide additional leverage in negotiations and strengthen the influence of members in the workplace, the regions and nationally.

We provide unions with policy papers, employment and economic modelling, regional and industry-specific impact assessments. Our work gives unions a deeper and richer understanding of the context for corporate decisions and the impact on workers and communities.

Our close relationship to the movement and belief in its values are embedded in everything we do, and our long-standing partnership sets us apart from conventional research organisations. It means we instinctively understand the needs of our clients, and quickly capture the fundamentals of any brief, saving time and cost.

All our research is presented in an easy-to-use format and straightforward language, requiring no prior expertise, and our documents are designed for use by union officials, to promote and strengthen democracy at work.

Contents

Scotland	Aberdeen	4
	Edinburgh	11
	Glasgow	14
	Inverness	16
	Prestwick	22
Northern Ireland	Belfast City (George Best)	4
	Belfast International	4
Wales	Cardiff	8
England	Birmingham	5
	Bournemouth	6
	Bristol	6
	Doncaster Sheffield	9
	East Midlands	10
	Exeter	12
	Gatwick	13
	Heathrow	15
	Leeds Bradford	16
	Liverpool	17
	London City	18
	Luton	19
	Manchester	20
	Newcastle	20
	Newquay	21
	Norwich	21
	Southampton	23
	Stansted	24
	Teeside International/Durham Tees Valley	24
Smaller airports	25	
Table showing airport workforce and GVA	26	

Note on data:

Data included in this report are those that are publicly available. The date of publication of the sources used in the report vary and we have used the most recent in each case. However, caution should be taken when comparing individual airports as the time period may differ. **Gross Value Added** is additional income generated by airport activities and includes wages and taxes.

Aberdeen

- **Numbers employed**

Over 2,000 people currently work at the airport, the vast majority of whom (over 92%) are from Aberdeen City and Shire.

- **Importance to other sectors.**

Hugely important to the oil and gas industry. In addition to commercial flights, the airport hosts Europe's busiest commercial heliport and the local Air Ambulance service.

Catchment is dominated by the City of Aberdeen and Aberdeenshire.

In addition, there are cargo facilities and warehouses next to the airport, several hotels on site and a number of adjacent industrial estates, populated by oil and gas firms.

- **Wider economic impact**

The overall economic impact of the airport extends to 3,870 jobs and £126m of GVA in Scotland as a whole. Of this, £114 million flows directly into the City and Shire.

Belfast City (George Best)

- **Numbers employed**

Over 1,000 people employed at the airport, 70 directly by the airport.

- **Importance to other sectors**

Adjacent to the Port of Belfast and is close to Belfast City Centre. It shares the site with the Short Brothers/Bombardier aircraft manufacturing facility.

Northern Ireland is Europe's 8th largest aerospace region, with a significant cluster of firms in and around Belfast. The airport is a point of focus within this cluster and plays an important role in supporting this sector across the region.

Belfast International

- **Numbers employed**

200 directly employed by the airport and approximately 4,000 employed by around 30 companies throughout the airport itself.

- **Importance to other sectors**

Given the significance of aerospace and advanced manufacturing activities in the region, the airport contributes to the cluster and provides connectivity throughout this cluster.

Birmingham International

- Numbers employed**

8,050 people employed either at the Airport or nearby in airport related activities. Aviation accounts for 13% of total employment in the surrounding areas.

- Importance to other sectors**

Given the significance of aerospace and advanced manufacturing activities in the region, the airport contributes to the cluster and provides connectivity throughout this cluster.

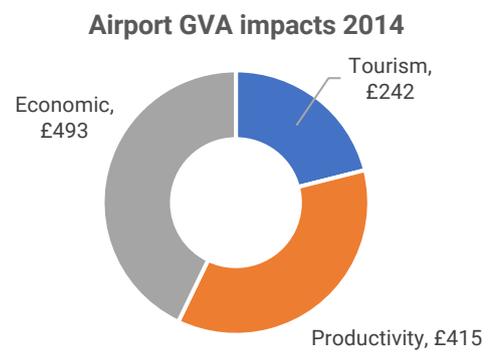
- Wider economic impact**

In the West Midlands in total, the airport's economic footprint is around 12,500 jobs and £439m in GVA.

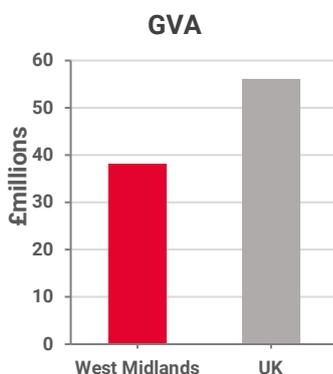
Total economic impact (incl. productivity and tourism) in West Midlands is £1.1bn in GVA (equivalent to 1.1% of entire region's economy), and 25,300 jobs.

Across the UK, total impact from the airport is estimated to be around £1.7bn in GVA, through 33,000 jobs.

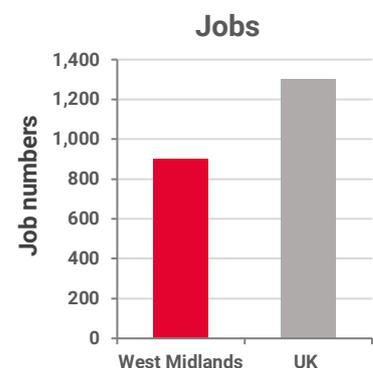
Regional impacts from HS2 are expected (by KPMG) to hit £1.5 to £3.5bn, highlighting the real significance of the contribution of the airport.



Estimates of Birmingham airport's additional economic and social contributions post-HS2



As these graphs show, the impact of the airport and its contribution to the country is set to increase substantially once HS2 is operational.



Bournemouth

- **Numbers employed**

2,700 people are employed at the airport.

Around 3,000 people are employed within the business park alone.

- **Wider economic impact**

Gama Aviation plans to transfer its primary turboprop and jet maintenance facilities from its locations at Farnborough Airport and London Oxford Airport.

The airport provides a range of aviation services: aircraft manufacture, maintenance and refitting, the design, production and supply of avionics systems and instruments, defence contract work, pilot tuition and air traffic control training.

Much of the employment is high-skilled and much is located within the Business Park to the north of the airfield. The airport also hosts a solar farm.

Bristol

- **Numbers employed**

Around 3,500 people are currently employed at the airport by approx. 50 companies.

Employees reside in the local area and beyond, as shown by the table.

- **Importance to other sectors**

Aviation provides well over a third (37%) of employment within the surrounding area.

The table below provides an indication of those sectors that particularly benefit from the airport, by classifying the sector in which the airport's business passengers work.

Distribution of On-site Employees

Area	Jobs
Bath and North East Somerset	340
Bristol	750
<i>Of which South Bristol</i>	370
Dorset	30
Gloucestershire	30
North Somerset	1,320
<i>Of which Weston super Mare</i>	440
Somerset	370
South Gloucestershire	340
South Wales	140
Swindon	30
Warwickshire	30
Wiltshire	30

Source: York Aviation

% of business passengers by sector

Sector	%
Advanced Manufacturing	12%
Business and Professional services	12%
Public services	10%
Energy and Utilities	7%
Leisure services	7%
Other manufacturing	7%
IT & Comms	6%
Transport services	6%
Education	6%
Other	5%
Retail	5%
Construction	4%
Life Sciences	4%
Wholesale sales	3%
R&D	3%
Personal services	2%
Creative industries	2%
Agriculture	1%

Source: York Aviation

- **Wider economic impact**

North Somerset – the airport supports 1,700 FTEs and £275m GVA. (If the impact from tourism and productivity is included, then 1,900 FTEs and £355m GVA)

Bristol City region – the airport supports 3,700 FTEs and £375m GVA. (If impact from tourism and productivity is included, then 5,850 FTEs and £675m GVA).

South West region and South Wales - the airport supports 6,700 FTEs and £525m GVA. If impact from tourism and productivity is included, then 15,000 FTEs and £1.3bn GVA).

Economic footprint of Bristol airport (2015)

	North Somerset		Bristol City region		South West & South Wales	
	GVA (£m)	Jobs	GVA (£m)	Jobs	GVA (£m)	Jobs
Direct	£225	1,300	£275	2,750	£300	3,350
Indirect and Induced	£50	750	£100	1,700	£225	4,700
Total	£275	2,050	£375	4,450	£525	8,050

Source: York Aviation

Doncaster Sheffield

- **Numbers employed**

c. 1,000 jobs already located at the DSA site.

- **Wider economic impact**

This is a useful example of the significant boost that developments at regional airports can generate in local areas.

Doncaster Sheffield Airport (DSA) is planning to further develop the site and, if successful, anticipates significant additional capacity and substantial additional investment to create commercial development opportunities including an 800-acre land bank, free of major restrictions to development such as green belt or flood risk. 1.5m sq ft of airside development which includes cargo operations, general and business aviation facilities, multipurpose hangarage, and a dedicated MRO campus, which hosts a satellite of the University of Sheffield's Advanced Manufacturing Research Centre

To the west of the MRO Campus will be in the region of 3–3.5 million sq ft of Advanced Manufacturing and Logistics space. This will provide an opportunity for advanced manufacturing operations, aerospace or non-aerospace related, together with logistics operations.

For construction-related effects, it is estimated that an investment of £907 million will be required to deliver the masterplan proposals. Based on an average turnover per job in the construction sector in Yorkshire and Humber, it is estimated that this investment will support a total of 6,804 gross job years (680 FTE jobs) which will provide a sustained pipeline of investment in the local, regional and national construction sector

ACY sits within Sheffield City Region, a well-established home for advanced manufacturing and related supply chains led by the UK's leading engineering research centre – the Advanced Manufacturing Research Centre (AMRC). The AMRC is a 550,000 sq ft world-renowned centre for advanced machining and materials research. Boeing are already on site alongside Rolls Royce whose aerospace blade casting facility manufactures turbine blades. McLaren are also now in the process of locating at the site.

East Midlands

- **Numbers employed**

East Midlands Airport is the largest employment site in Leicestershire outside the City of Leicester, with 6,730 employees based at the airport who are employed by 90 companies. Passenger related employment provides the largest proportion of airport jobs (45%), followed by Cargo (36%).

Employees tend to live within the local area: 42% in Derbyshire, 23% in Leicestershire and 24% in Nottinghamshire. These figures can be broken down thus: 15% live in Derby City, 15% in North West Leicestershire, 11% in South Derbyshire, 10% in Erewash, 4% in Nottingham City and 2% live in Leicester City.

- **Importance to other sectors**

Airport operates as a hub for cargo and freight operations and Pegasus business park has attracted regional employers, the largest of which is DHL with 1,500 employees.

Logistics companies such as TNT, DHL, FedEx, Amazon and Royal Mail are located here and SEGRO's Logistics Park East Midlands Gateway has supported additional growth.

- **Wider economic impact**

As the table shows, the regional economic impact as a consequence of the airport is significant.

	GVA
Direct On-Site	£153m
Direct Off-Site	£0
Direct Total	£153m
Indirect	£43m
Induced	£43m
Regional Impact	£239m

Edinburgh

- **Numbers employed**

Edinburgh Airport directly employs 639 people, the majority (95%) of which live in Scotland. Of this group of employees, there is a spread across the country. Perhaps unsurprisingly the greatest number of employees are resident in Edinburgh with around 25% living in the capital, 20% live in West Lothian and other notable numbers of staff residing in Fife, Midlothian, Glasgow, Lanarkshire, Falkirk, Clackmannanshire, Stirlingshire and Perthshire.

In addition to the staff employed directly by Edinburgh Airport, a further 4,961 staff are employed by on-site operators and 91% of these live in Scotland (27% in Edinburgh).

Off-Site Operators	Jobs
Hotels	514
Car Parking	54
Edinburgh Trams	12
Other	102
Total	682

Source: BiGGAR Economics

In 2014, 11,400 people were employed in the three data zones surrounding Edinburgh Airport. Large finance companies have a significant administrative presence at Gogarburn making business administration & support services the second largest employment sector, with well over 2,000 people in 2014.

- **Wider economic impact**

Staff employed by Edinburgh Airport received £22.9m in wages in 2014, £21.7m of which was paid to staff living in Scotland, of which £5.7m was paid to staff living in Edinburgh. Airport operations include the employment and economic activity directly supported by Edinburgh Airport Ltd., the effect of purchases made by the Airport and its staff and the effect of capital investment undertaken by the Airport. Taken together the impact of these airport operations currently generates £138.1 million GVA/year for the Scottish economy and supports 1,516 jobs.

Employment impact of Edinburgh airport (Jobs)

	Edinburgh	Scotland
Direct impact	582	582
Supplier impact	187	479
Staff spending impact	44	216
Capital spending impact	88	239
Total Edinburgh airport operations	901	1,516
Direct impact of on-site operators	4,275	4,275
Indirect impact of on-site operators	507	1,536
Induced impact of on-site operators	313	948
Total on-site operators	5,094	6,759
Direct impact of off-site operators	682	682
Indirect impact of off-site operators	52	158
Induced impact of off-site operators	33	99
Total off-site operators	766	939
Inbound passenger expenditure	4,077	9,624
Outbound passenger expenditure	1,194	2,890
Total passenger expenditure	5,271	12,514
Total employment	12,033	21,727

In 2014 the airport spent £44.5 million on goods and services and generated £26.7m in GVA and supported approx. 480 jobs as a result. Of this, an estimated £10.0m in GVA and almost 190 jobs were supported in the City of Edinburgh.

Airport employees spent a total of £16.2m in Scotland in 2015, of which £5.3m was spent in Edinburgh. By doing so, workers at the airport contributed £10.7m GVA to the Scottish economy and supported 216 jobs in Scotland, of which £2.1m GVA and 44 jobs were in Edinburgh.

Exeter

- **General**

Devon Air Ambulance and National Police Air Service are located at the airport, as well as a private air ambulance operator and flight training organisation.

- **Numbers employed**

Exeter airport supports the employment of 3,000 local people, on- and off-site.

- **Importance to other sectors**

Located within Airpark, an extension of the original Airport Business Park, and one of four Enterprise Zones in the Exeter area. Types of companies located here include offices, workshops and storage.

Another Enterprise Zone, Skypark, is located next to the airport and businesses there provide employment for a further 6,500 people, in businesses that also include cafes, creches, shops and a hotel.

- **Wider economic impact**

Exeter Airport contributes an estimated £150m of GVA and has become an important asset to the local area and to the economies of Devon and the wider South West.

Gatwick

- **Numbers employed**

There are 24,900 direct jobs at the airport, and a total employment at the airport of 33,200. Aviation companies employ almost 50% of total workforce in the areas surrounding Gatwick Airport.

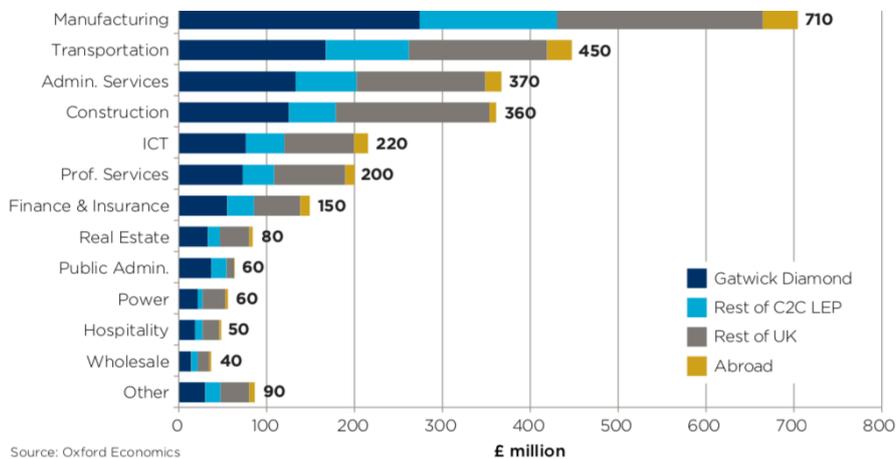
Geographical distribution of Gatwick Airport employees' residences (2016)

Region	Local Authority	Resident workers
Gatwick Diamond	Crawley	6,150
	Reigate and Banstead	1,700
	Mid-Sussex	1,550
	Horsham	1,350
	Tandridge	420
	Mole Valley	280
	Epsom and Ewell	100
Rest of Coast to Capital LEP	Brighton and Hove	1,050
	Croydon	950
	Worthing	320
	Lewes	300
	Arun	300
	Adur	240
	Chichester	140
South East of England		2,700
South East total		17,500
London		3,800
Rest of UK		2,500
Total		23,800

- **Importance to other sectors**

The graph below highlights the extent of the linkage between the airport and other parts of the economy.

Procurement spending of firms on Gatwick Airport site, by sector and geography of suppliers.



- **Wider economic impact**

The airport’s GDP impact in the Gatwick Diamond rises to £2.3bn, when including its supply chain activity, and the wages that its employees (and those of suppliers) spend in the wider economy. This means 10% of the Diamond’s economy can be traced back to the Airport. Once these multiplier effects are accounted for, Gatwick Airport is estimated to support almost 36,000 jobs (or one in every 12) in the Diamond region.

These figures rise to £2.7bn and 43,000, respectively, when expanding the scope of analysis to include the entire the region of the Coast to Capital LEP. This makes the Airport’s footprint equal to 6% of the region’s economy and 4% of its employment.

Glasgow

- **Importance to other sectors**

Airport handles significantly more extra-EU freight than any other Scottish airport, with more than £1.6bn of exports and £1.8bn of imports passing through the airport in 2017.

The Glasgow City Region Economic Action Plan recognises that “Glasgow Airport is a key driver of the City Region economy” and the £144.3m Airport Access Project and £39.1m Glasgow Airport Investment Area, which form part of the Glasgow City Region City Deal,

are key components of a £1.13bn investment programme funded by the Scottish and UK Governments, and eight local authorities across Glasgow. The airport therefore sits central within the region's economic and social spheres.

- **Wider economic impact**

The effects of productivity from business travel particularly influence the level of GVA because they reflect the fact that businesses can operate more effectively from within Glasgow Airport's catchment area with the existence of the airport.

Estimated productivity impacts from the airport's business passengers accounts for around £20m of GVA and 100 jobs in both Renfrewshire and Ayrshire, around £230m of GVA and 1,000 jobs in the Glasgow City Region, and £320m of GVA and 2,000 jobs across Scotland as a whole.

Glasgow airport contributes the following to the UK economy:

- 2,000 jobs and £210m of GVA in Renfrewshire;
- 5,970 jobs and £420m of GVA in the Glasgow City Region;
- 600 jobs and £30m of GVA in Ayrshire;
- 8,200 jobs and £590m of GVA across Scotland.

Heathrow

- **Numbers employed**

Heathrow airport directly employs 84,400 people and the airport is host to 320 businesses and accounts for 1 in 5 local jobs.

- **Wider economic impact**

40% of the workforce in the surrounding areas are employed by aviation businesses.

The aviation and associated activity within the "western wedge" area of Heathrow Airport generates £1 for every £10 of UK economic output. This area of the country is home to more than 2.5 million jobs and is a significant economic driver in the UK. The current airport activity generated by 70 million passengers and 1.6 million tonnes of air freight creates a large economic footprint in its own right. At a UK level the latest estimates of the economic contribution of Heathrow are that the activity in the area supports around 190,000 jobs across the UK and £9.7bn in GVA. These jobs arise from activity on the Heathrow site, in the supply chain and as a result of the multiplier effects from consumption spending.

Inverness

- **Numbers employed**

The total employment impact of Inverness airport, within the catchment area, is 748 jobs: 554 direct; 93 indirect; and 101 induced jobs. For every three direct jobs, one more is created in the wider catchment area economy.

- **Importance to other sectors**

The airport is crucial for business travel from Orkney, Shetland and Outer Hebrides, for organisations such as the Scottish Fire and Rescue Service, Police Scotland and the NHS as well as other public sector organisations. The airport also hosts the local Air Ambulance service.

- **Wider economic impact**

The airport's GVA impacts are approx. £33m in the catchment area and for the whole of Scotland is £42m. The income impact of employment generated by the airport is approximately £23m, for the catchment area. This rises to £27m for the whole of Scotland. Total direct income, including both staff and permanent on-site contractors, is £19m. This equates to roughly £34,200 per worker, higher than mean gross pay in 2017 for all jobs in Scotland and Highland. The total income impact in the airport catchment area is £23.3m.

Leeds Bradford

- **Numbers employed**

Most airport workers live within West and North Yorkshire. A small number of employees live as far afield as Southport, Hull, and Stockton-on-Tees. These tend to be specialist professional staff or flight crew. The majority of Airport employees live in Leeds, Bradford, Harrogate and York.

- **Wider economic impact**

The airport supports up to 2,800 direct jobs and generates £102m of direct GVA. In addition, it acts as a catalyst to a further 320 jobs and £10.8m of GVA.

Based on forecast passenger growth at the airport, it is estimated that this will grow to around 8,000 jobs and £290 million GVA by 2030.

Liverpool John Lennon

- **Numbers employed**

As at 2019, there were 2,550 people directly employed on-site at the airport. This includes both full and part time employees and equates to around 2,050 FTEs in total.

This represents an increase of 250 (14%) from the 1,800 FTEs on site in 2016, and is due to the growth in passengers and air services at the airport over the past two to three years. It has been previously estimated that 80% of jobs on-site are taken by residents of the Liverpool City Region. This is consistent with the findings of the 2011 Census, which found that 83% of workers in the vicinity of the Airport lived in the Liverpool City Region. Almost half (47%) lived in the city of Liverpool, including many in areas that are proximate to the Airport.

The significance of this local contribution is such that around one in every nine employed residents (11%) of Speke worked in the vicinity of LJLA.

- **Wider economic impact**

As the table below shows, LJLA's economic footprint in 2019 – the role the Airport plays in supporting GVA and employment purely through its operation – equates to 3,350 jobs and around £145m in GVA annually across the Liverpool City Region. This increases to 4,700 jobs and £210m in GVA annually across the North of England.

	Liverpool City Region	North West	The North
<i>GVA</i>	£m	£m	£m
Economic footprint	£145	£180	£210
Wider benefits	£140	£230	£240
TOTAL GVA	£285	£410	£450
<i>Jobs</i>			
Economic footprint	3,350	4,050	4,700
Wider benefits	3,150	6,250	7,000
TOTAL JOBS	6,500	10,300	11,700

London City

- **Numbers employed**

LCY is one of the biggest private sector employers in the London Borough of Newham, with over 2,200 people onsite in 2018, in 55 companies.

65% of employees live in the local area.

In 2018, 42% of employees recruited by London City Airport were from Newham.

- **Importance to other sectors**

The airport boasts it has levered investment in East London's transport infrastructure, assisting the ongoing regeneration of the area through the opening up of employment and residential sites, improvements in services and facilities for local people and through building value in the housing stock.

The airport has been crucial in giving the resurgent area a presence, image and sense of identity that has made East London and the Docklands an attractive and exciting place to live, do business and to visit. It has also supported the location and expansion of the globally significant financial and business services cluster at Canary Wharf and the world class exhibition and convention centre at ExCeL.

The airport has driven business productivity for users across East London, but particularly the financial and business services firms of the City of London and Canary Wharf, by providing rapid, easy and efficient access to a wide range of European business destinations and now to New York.

- **Wider economic impact**

Airport is currently developing the site. Once this is complete, the airport expects to create 700 additional jobs in the local area; 2,100 new jobs at the airport; £210m in GVA.

Economic impact of the airport in 2019 was approximately £760m, broken down:

- £217m GVA impact of international business visitor spending,
- £131m GVA impact of international leisure visitor spending,
- £234m in GVA impacts from current direct, indirect and induced employment
- £136m in productivity benefits (time savings for business passengers)
- £40m in Air Passenger Duty

Luton

- **Numbers employed**

The airport sustained 27,000 jobs in 2013, comprising:

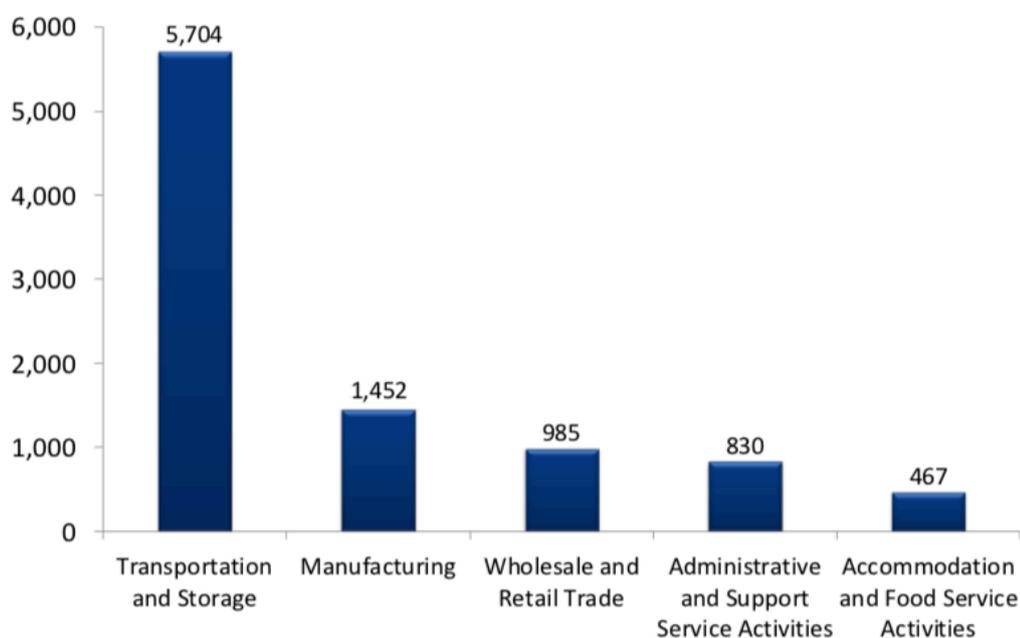
- 9,400 direct jobs (10 per cent of all employment in Luton Borough);
- 7,700 indirect jobs within the supply chain of the airport;
- 10,000 induced jobs as employees of the airport and its supply chain.
- Directly employed workers account for 10% of all employment in Luton Borough.

About 29% of London Luton Airport employees live in the borough of Luton. A further 31% live in the nearby local authority areas of Central Bedfordshire, North Hertfordshire, Bedford and St Albans. In total, 77% of employees live within the Three Counties area, which comprises Bedfordshire, Buckinghamshire and Hertfordshire.

- **Importance to other sectors**

The graph shows the breakdown of airport workers by sector, demonstrating its wider economic reach.

Figure 2.1: London Luton Airport direct employment by broad sector, 2013



Source: Oxford Economics

- **Wider economic impact**

For every direct job the airport supports, another 1.9 are supported elsewhere in the UK economy. By sustaining this level of employment, London Luton Airport contributed £740m in gross wages in 2013, and also produced tax receipts of £648m for the Treasury, primarily in the form of employee and employer taxes, APD and corporation tax.

The contribution of Luton Airport to GDP in 2013 was £1.3bn. This is equivalent to 10 per cent of the local economy. Luton Airport also directly supported £356m in gross wages for its workers and generated £237m in tax revenues for the UK Exchequer.

Luton Airport plays a pivotal role in economy of the local area and surrounding sub-regions. Within the Three Counties area, which includes Bedfordshire, Buckinghamshire and Hertfordshire, the airport supported a £732m contribution to GDP and sustained 16,000 jobs in 2013.

The largest sub-regional impact therefore occurs within Bedfordshire, where the airport delivered a GDP contribution of £600m. Within the Borough of Luton alone, the airport supported a £533m contribution to GDP and sustained almost 12,000 jobs

Manchester

- **Numbers employed**

A total of 3,486 people were directly employed by the airport in 2018. A total of 19,300 workers are indirectly employed by other companies at the airport and the total number of jobs supported by Manchester airport is 41,200.

- **Importance to other sectors**

55% of the surrounding workforce are employed by aerospace businesses.

Newcastle

- **Numbers employed**

Newcastle airport provides 3,400 onsite jobs and supports a further 9,200 jobs in the north-east region. A further 500 jobs are supported offsite but lined directly to the airport's operations. Induced and indirect impacts provide another 5,750 jobs, giving a grand total of 18,900 jobs generated from the airport's operations.

- **Wider economic impact**

The airport generates GVA of £1.16bn every year.

Economic impact of Newcastle International Airport

	Jobs	GVA
Operational onsite	3,450	£240m
Operational offsite but directly linked to the airport's operations	500	£40m
Operational indirect and induced	5,750	£250m
Total operational impact	9,700	£530m
Wider impact	9,200	£530m
TOTAL	18,900	£1.16bn

Newquay

- **Numbers employed**

Around 700 jobs are supported by the airport, 450 of these are employed by companies at the airport.

- **Importance to other sectors**

The airport supports a significant cluster of aerospace companies, the second largest in the South West, after the cluster in Bristol.

- **Wider economic impact**

The airport contributes an estimated £48m of GVA to the UK economy.

Norwich

- **Numbers employed**

There are around 1,240 jobs on site, across 24 employers including Norwich Airport Limited, KLM UK Engineering, Air Livery, Petans, Saxonair, Babcock, Bristow Helicopters and others. The majority of workers (83%), live in Norwich and only a small proportion of workers travel to work from outside Norfolk.

An important part of the airport's significance is the presence of KLM UK Engineering, which has its headquarters there. KLMUKE has approx. 400 people at the airport and many of these jobs are highly skilled and well paid.

In total, Norwich Airport currently supports nearly 1,590 direct, indirect and induced jobs and of these, it is estimated that more than 1,540 jobs are within Norwich and Norfolk.

- **Importance to other sectors**

For every 100 direct jobs at the airport, a further 29 jobs are supported in the local economy. On this basis, the airport supports an additional 360 jobs in the area.

MRO is a major economic contributor for the airport, and the main MRO operator KLMUKE is also linked to the new International Aviation Academy.

- **Wider economic impact**

Based upon these GVA per employee values, it is estimated Norwich Airport currently contributes £54.8 million to the regional economy from 1,240 direct jobs and a further £15.9 million GVA resulting from 'local' indirect and induced jobs. In total, therefore, Norwich Airport currently contributes over £70 million to the regional economy.

The airport also has a large number of offshore gas helicopter operators including Bond, Bristow, Dan Copters and NHV. Thousands of passenger movements are processed offshore each year. In addition to these offshore operators, other helicopter operators offer aerial survey operations for National Grid and UK Power networks, and others.

Prestwick

- **Numbers employed**

The airport directly employs more than 300 people. However, the airport itself supports over 4,500 jobs in and around the area.

- **Importance to other sectors**

The airport sits at the heart of a wider aerospace manufacturing campus, which includes companies such as GE, BAE, Spirit Aerospace, Woodward and UTC.

The airport is particularly important for companies in other sectors:

- Transport, storage and communication
- Retail
- Equipment repair and maintenance

- **Wider economic impact**

The £61.1m to the Scottish economy.

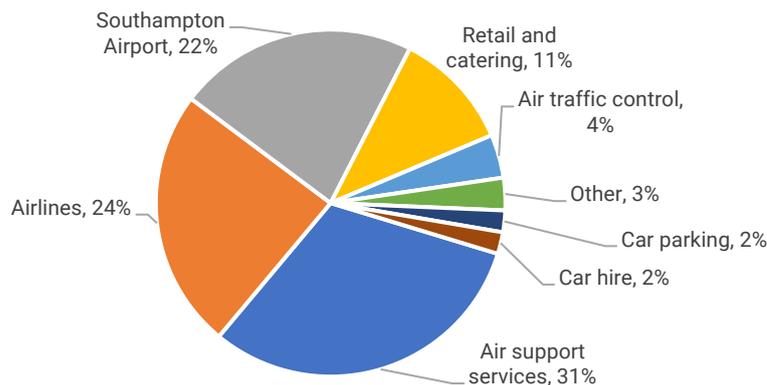
The airport is shortlisted for government investment to create a Spaceport and expects to be among the first fully licenced operational Spaceport in the UK.

Southampton

- **Numbers employed**

Almost 200 people are employed directly by Southampton Airport, with a further 950 jobs located on the airport campus. The graph below provides a breakdown of these by broad category.

Employment by employer category at Southampton Airport



- **Wider economic impact**

The economic contribution of Southampton Airport in 2015 was £161m. This supports more than 1,300 jobs in the supply chain.

Of this, 25% is direct economic impact generated by the airport operator with the remaining 75% being generated by businesses located on site. Almost 950 individuals are employed at the airport site.

In total, the indirect economic impact of Southampton Airport is £64m per year. This takes account of the complex supply chain network serving the businesses located on the airport campus. Of the indirect output, £10m is attributable to the airport operator, with

the remaining £54m resulting from activity undertaken by airport tenants and business partners. This expenditure supports more than 1,300 jobs within the supply chain.

This reflects the spending of employees of the airport operator, of businesses located on the airport campus and of companies in the Airport's supply chains in the general economy. Induced impacts contribute an additional £32m, and more than 650 jobs, to the economic.

In total, 73% of employees and 56% of outbound passengers live within the boundary of the Solent LEP. Outside this area, the only remaining significant concentration of workers and employees live very close to Bournemouth airport.

Stansted

- **Numbers employed**

1,765 people are directly employed by the airport.

London Stansted Airport is the biggest single site employer in the East of England, with over 10,200 people working for nearly 200 on-airport companies.

Teeside International (Durham Tees Valley)

- **Numbers employed**

637 people are employed at the airport.

- **Importance to other sectors**

Tees Valley also has a growing energy sector (including renewables). The area is also home to advanced manufacturing and engineering businesses. Below are some examples of the associated companies at the airport.

Cobham employs around 110 highly skilled staff and has a dedicated hangar airside to facilitate its military flight training and airport inspections and diagnostics teams.

Without the presence of the airport, and the flexible arrangements in place with the airport management to facilitate their operations, this business would have to relocate.

TNT has a hangar based at DTVA which supports road-based freight and supports around 50 jobs. TNT used to have air-based cargo coming to DTVA, but this stopped some years ago.

SERCO has its International Fire Training Centre, a facility which attracts users from around the UK and internationally for fire training courses. This facility supports around 80 jobs and is considered a centre of excellence in its field.

Weston Aviation – five jobs are supported providing handling services for private aviation users coming to the region. Weston is the only provider at DTVA which handles private aviation activity coming into the area (e.g. executive business travel, VIP services for high wealth individuals).

- **Wider economic impact**

We also estimate that the current gross direct GVA contribution of the airport is around £37m. This level of GVA represents roughly 0.4% of GVA of the Tees Valley economy.

Smaller regional airports

The UK is home to many more smaller airports, the existence of which is vital for their communities. The services operated from these airports include 'lifeline' operations in the Highlands and Islands. In many cases, the passenger numbers at these smaller airports are insufficient for profit-making organisations to operate and often subsidised by the state. Some are hosted on RAF bases, such as Anglesey airport, which leases land from RAF Valley and whose management has recently transferred to Cardiff airport.

Data for workforce numbers and Gross Value Added for airports, where available.

	Airport	Workforce (1)	GVA(2) (£m)
Scotland	Aberdeen	2,000	126
	Edinburgh	4,961	27
	Glasgow	8,200	590
	Inverness	748	33
	Prestwick	4,500	61
Northern Ireland	Belfast City (George Best)	1,000	
	Belfast International	4,000	
Wales	Cardiff	2,600	93
England	Birmingham	8,050	1,700
	Bournemouth	2,700	
	Bristol	3,350	525
	Doncaster Sheffield	1,000	
	East Midlands	6,730	239
	Exeter	3,000	150
	Gatwick	24,900	2,300
	Heathrow	84,000	9,700
	Leeds Bradford	2,800	110
	Liverpool	2,550	145
	London City	2,200	760
	Luton	27,000	732
	Manchester	19,300	750
	Newcastle	3,450	530
	Newquay	700	48
	Norwich	1,240	55
	Southampton	1,150	64
	Stansted	10,200	(3)
	Teeside International/Durham Tees Valley	637	37
			232,966

(1) Refers to overall number of people employed within the airport, such as those employed in shops, restaurants and on-site support services.

(2) Gross Value Added is the additional income generated by airport activities and includes wages and taxes.

(3) MAG Airport Group owns Manchester, Stansted and East Midlands. The GVA figure of £750m refers to the total GVA from the group's operations. i.e. Manchester, East Midlands and Stansted produced a combined GVA of £750m.

An Acuity Analysis for Unite the union