

Next Generation of Great British Aviation



Safe Landing



Proposal Roadmap



PIONEER
AIRPORTS **1**



PRIVATE
JETS **2**



PIVOT TO
HYBRID **3**



PSO
ROUTES **4**



POLLUTION
CONTROLS **5**



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The Opportunity

A new generation of electric, hydrogen and hybrid-powered aircraft are our ticket to greener, cleaner and quieter flights.

They can improve carbon, air and noise pollution for air travellers, aviation workers and communities living near airports.

By opening-up a regional network of smaller airports, they can also improve access to air travel and distribute benefits across the country.

If the UK provides strong signals for start-ups to base their operations here – this will supercharge innovation, with spill-over benefits to other areas of the economy that will benefit from the technology and talent.

This is how we can back British manufacturing, boost the economy and create jobs – while progressing environmentally. It involves thinking and flying differently: with new types of aircraft and airport designs.

There is huge potential for employment in designing and developing this technology, operating the aircraft and upgrading our airports.

We were arguably too slow to capitalise on the transition to electric cars, but Britain's rich aerospace heritage and island geography can put us in pole position for electric aviation if we seize the opportunity.

We pioneered the last revolution in air travel: the jet age.
We can now pioneer the future of flight.

This brochure lays the policy runway for this approach to take-off.



Pioneer Airports

Establish a network of 'pioneer airports' with support for electric, hydrogen or hybrid-powered aircraft.

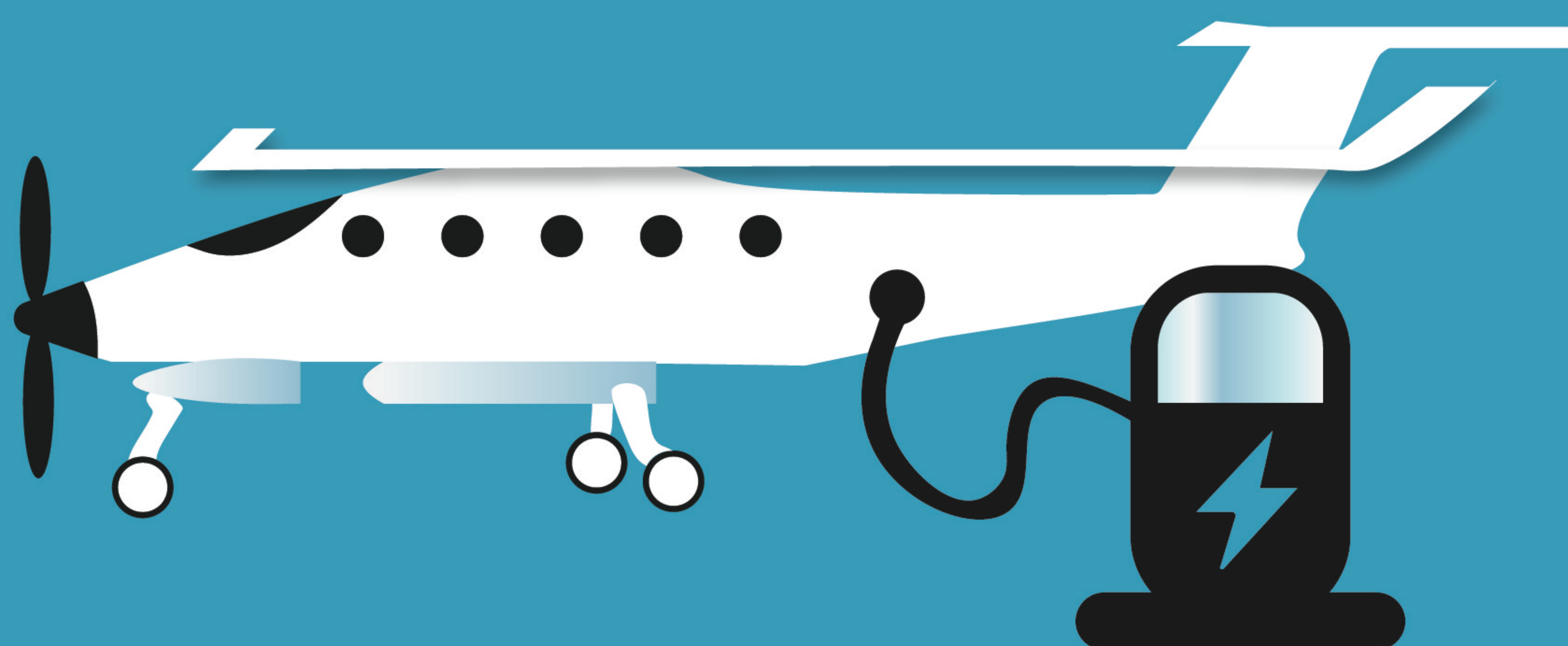
Prioritise network of smaller regional airports to serve 'pioneer' routes across the UK, and to Ireland, North-West Europe and Scandinavia.



Provide infrastructure support at strategic airports for electric charging and/or hydrogen refuelling of aircraft.



Encourage innovation clusters to attract start-ups to regions where pioneer airports, low-carbon energy, and aerospace supply chains are co-located.





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Private Jets

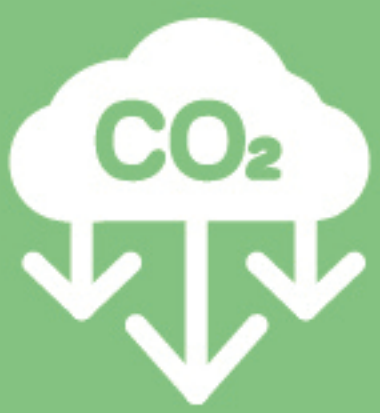
Focus on private jet aviation and airports for early-adoption of novel flight technology.



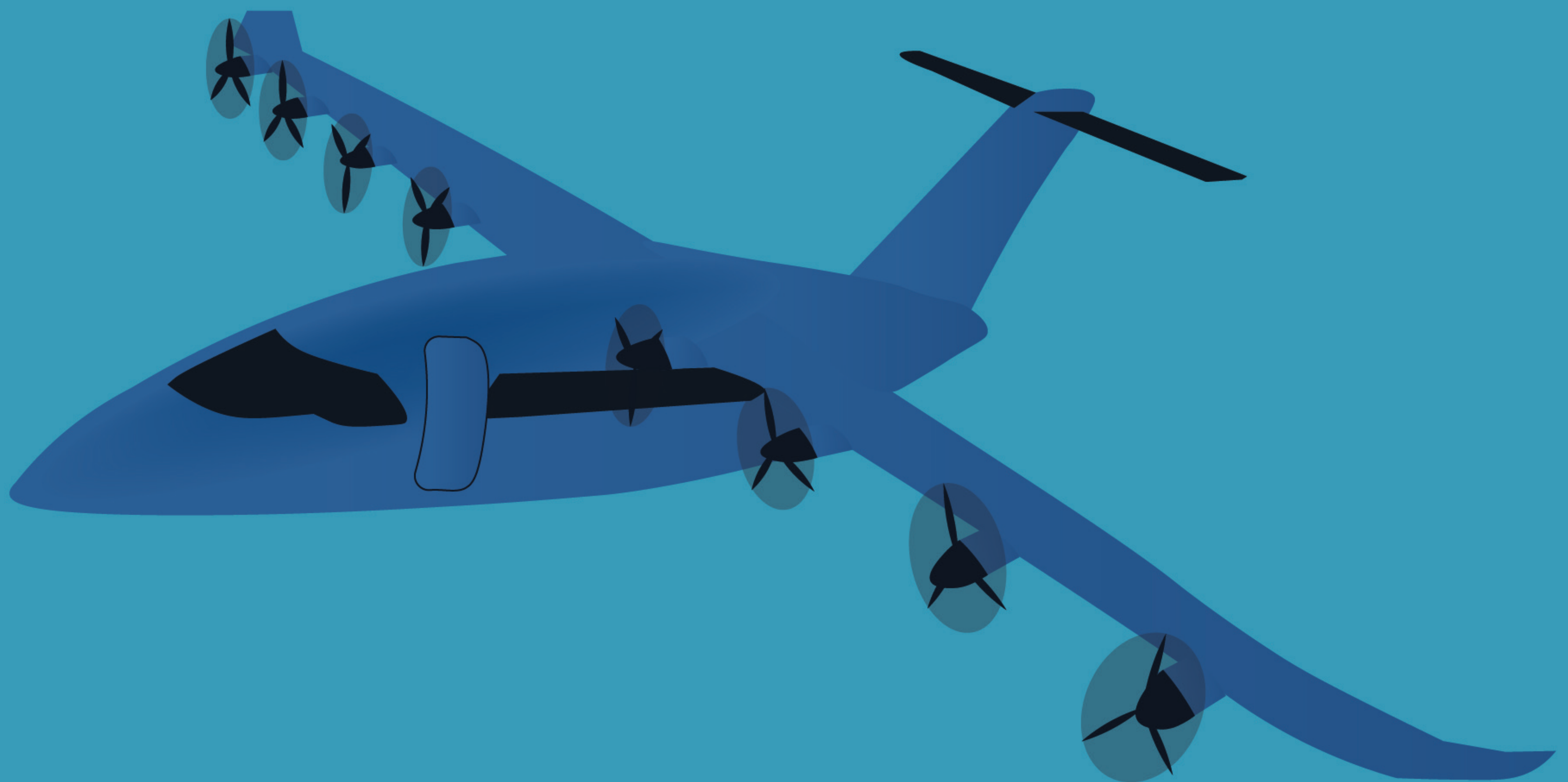
Private jet airports are perfectly placed, due to operations, to become initial hubs for novel aircraft - forming the backbone of a clean flight network.

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Private aviation customers have the financial firepower to support early adoption of technology.



Increased regulation of private jets (see Proposal 5: Pollution Controls) could be used to accelerate novel aircraft R&D and deployment.





Pivot to Hybrid

Ensure support for hybrid-electric powered aircraft, in addition to battery and hydrogen “zero emissions” flight.

Hybrid-electric aircraft may deliver the largest and most rapid decarbonisation potential due to a mix of jet fuel energy density and electric system efficiency.



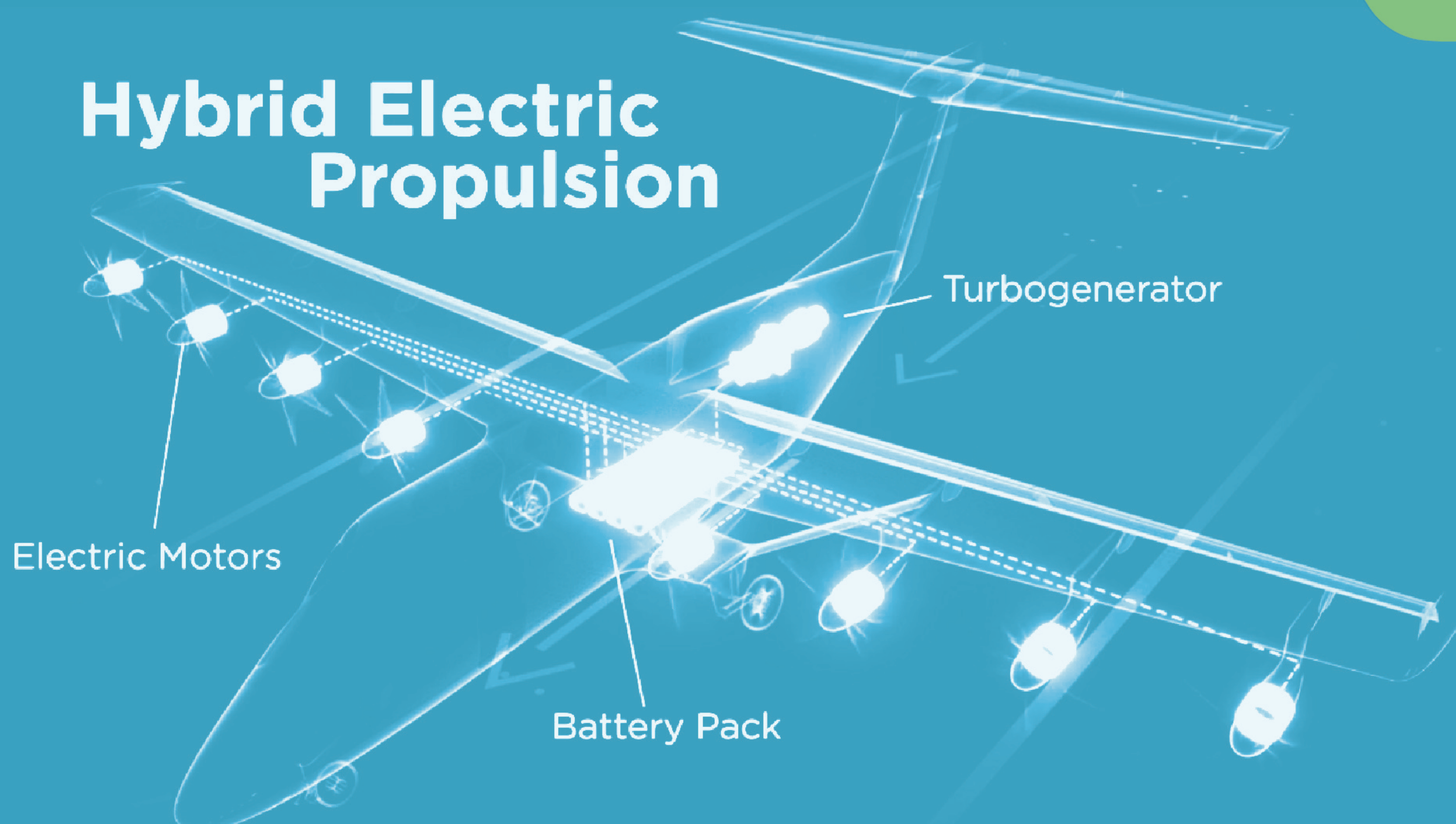
They can operate with minimum airport change and the UK is well placed to design these systems due to British expertise at complex systems integration.



Ensure supporting policies and funding enable hybrid-electric aircraft development and operation by rewarding technology-neutral carbon savings.



Hybrid Electric Propulsion





4

PSO Routes

Use UK Public Service Obligation (PSO) route contracts to provide early purchase of novel flight technology.



PSO routes are well-placed to deploy novel aircraft as they tend to service relatively small and remote communities, with low aircraft passenger capacities.



PSO routes contracts are awarded through a UK Government tendering process, which could be amended to favour the use of novel flight tech.



PSO routes in the Scottish Highlands & Islands and between South England and Guernsey & Jersey look particularly well-placed for consideration.





Pollution Controls

Use policies that control aviation pollution to create a nascent market for cleaner flight technologies.

Airport carbon budgets provide an incentive for airlines to purchase clean aircraft technology to enable growing operations at those airports.



Increasing fuel/CO2 pricing can make fossil fuel powered flight more expensive and can be used to fund disruptive R&D and cleaner novel aircraft.



These operational and pricing advantages can stimulate a new market for cleaner novel aircraft, level the playing field and accelerate innovation.





6

Innovation Fund

Dedicated UK Aerospace Technology Institute (ATI) fund to support disruptive companies developing novel aircraft.



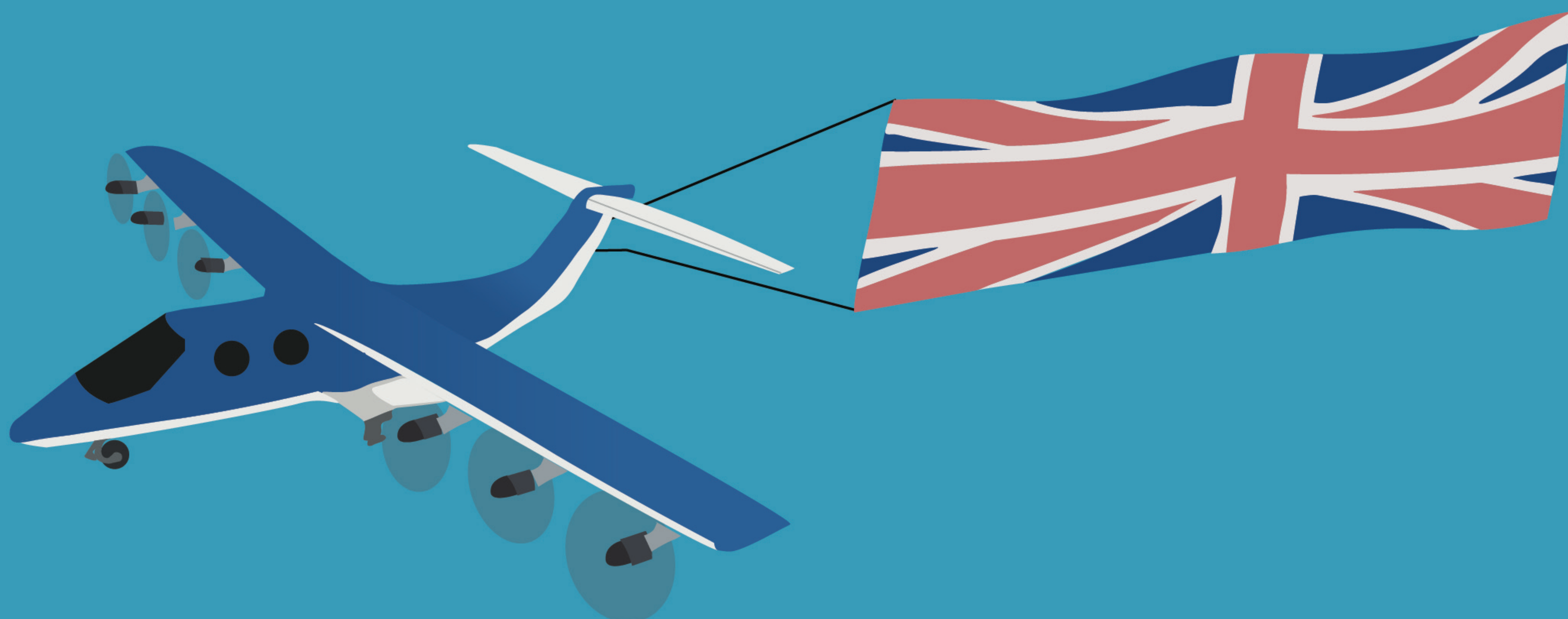
Large incumbent aerospace manufacturers develop incremental tech improvements for conventional aircraft and have less interest in smaller aircraft.



Start-ups developing disruptive technology for smaller novel aircraft can struggle to raise the necessary funds to develop and certify systems.



Differentiate ATI funding with a separate funding pot ring-fenced to direct funds towards start-ups.





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Safe Landing is a global community of aviation workers, students and enthusiasts who care about the future of our industry and our planet.

Contact us: info@safe-landing.org

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