

IT'S NOW...

...OR NEVER

GATWICK

LEGAL

Complies with EU air quality laws.

AFFORDABLE

£7.8bn cost all privately funded

FORWARD LOOKING

Competition with more choice and lower fares.

POSSIBLE

A new solution that can actually be delivered.

BRITAIN WINS

HEATHROW

ILLEGAL

Breaches EU air quality laws.

UNAFFORDABLE

£18.3bn cost plus at least £5bn from taxpayers.

BACKWARD LOOKING

Monopoly with less choice and higher fares.

IMPOSSIBLE

Expansion that has failed time and again.

BRITAIN LOSES

LONDON *Gatwick*
OBVIOUSLY.

Get the facts about the runway debate at
gatwickobviously.com and @LGWobviously

THE UK NEEDS A NEW RUNWAY – ONLY GATWICK CAN DELIVER.

THE CHOICE BEFORE THE UK ON AIRPORT EXPANSION

IT'S NOW... ...OR NEVER

The simple facts show that Gatwick's plan is the best and only deliverable solution to the question over where the UK's next runway should be built.

Gatwick delivers an identical number of passengers, a similar number of long haul routes, and the economic boost the UK needs as Heathrow – but, at Gatwick, all of this comes at a dramatically lower environmental impact, at less than half the cost, and with no public subsidy.

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AIR QUALITY: HEATHROW EXPANSION IS ILLEGAL

The area around Heathrow already breaches crucial EU air quality legal limits - a showstopper time and again for Heathrow expansion in the past. A third runway at Heathrow - with the millions of extra car and lorry journeys expansion will bring - can only make things worse. In comparison Gatwick has never exceeded legal air quality limits and has guaranteed it never will.

PUBLIC SUBSIDY: GATWICK IS NOT ASKING FOR A PENNY FROM THE TAXPAYER

Gatwick won't require public funding. On the other hand, Heathrow won't commit to the £5 billion of road and rail improvements needed to cope with the increased demand resulting from expansion - that's a huge bill Heathrow has said it expects the taxpayer to pick up.



COST: GATWICK IS HALF THE COST OF HEATHROW

A third runway at Heathrow would cost £18.6 billion to build - which does not include the more than £5 billion in road and rail improvements that are needed - and would bring considerable engineering challenges and risks. Gatwick's straightforward scheme for a second runway would cost just £7.8 billion - less than half the cost.

NOISE: GATWICK WOULD AFFECT LESS THAN 5% OF THOSE AFFECTED BY HEATHROW

Of the almost 700,000 people that will be affected by Heathrow noise, more than 320,000 people would be 'newly affected'. At Gatwick, on the same basis, the figure is 18,000 of a total of 36,000. Many things can change in the aviation debate but the location of Heathrow never will - it will continue to affect a three-quarters-of-a million Londoners.



CONNECTIVITY: GATWICK PROVIDES THE SAME NUMBERS OF PASSENGERS AND ROUTES

The Airports Commission's analysis shows that expansion at Gatwick would deliver to the UK the same connectivity as Heathrow. Expansion at Gatwick delivers the same number of passengers - both business and leisure passengers - and the same number of long haul routes as Heathrow.

ECONOMIC BENEFITS: GATWICK EXPANSION PROVIDES A SIMILAR BOOST TO THE UK

The Airports Commission's own economic appraisal - using accepted Government methodology - shows Gatwick expansion provides a similar boost to the UK economy compared to Heathrow.

COMPETITION: GATWICK PROVIDES MORE CHOICE AND LOWER FARES

The break-up of BAA and the introduction of competition in the airports market with the sale of Gatwick in 2009 has already resulted in greater investment, lower fares, and more choice for passengers. Expansion at Gatwick delivers even more competition which will mean these benefits will extend even further for passengers.

THE FINAL WORD...

For the first time and after decades of delays there is now a deliverable alternative to the UK's air capacity question.

CHOOSE GATWICK NOW AND THE UK WILL ACTUALLY BENEFIT FROM AIRPORT EXPANSION