

**NO IFS. NO BUTS.
THE UK NEEDS A NEW RUNWAY.
ONLY GATWICK CAN DELIVER IT.**



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STEWART WINGATE CEO OF GATWICK AIRPORT



We are pleased that the Airports Commission said that plans to expand Gatwick are credible and financeable. It has also become very clear that it is the only option that is actually deliverable.

Britain needs a new runway but the country is in danger of losing out again if we go for the failed solutions of the past and choose Heathrow.

Many things can change in the aviation debate but the location of Heathrow never will. That is why it cannot agree to the conditions on expansion set out by the

Airports Commission nor to pay the additional £5bn bill for tunneling the M25 for example. Gatwick's proposal will give the UK the same connectivity as expansion at Heathrow but will cost half as much: it's a better deal for airlines, for taxpayers, and for business and leisure passengers across the whole of the UK.

Choose Heathrow and airport expansion will continue to be stuck in a holding pattern. Choose Gatwick and Britain will finally get the runway it needs.



THE AIRPORTS COMMISSION REPORT IS FAST UNRAVELLING:

Incorrect figures

The Airports Commission traffic forecasts are simply wrong. It predicts that Gatwick will reach 40 million passengers in 2024. The reality is Gatwick will reach that number this year – a decade earlier. It also assumes Heathrow would serve 12 million additional passengers in its first year of operating a third runway - no airport in the world has ever reached that number.

Flawed economic case

The Commission failed to present an accurate economic evaluation. It chose to highlight figures on which its own experts urged caution and downplayed the modest differences between the economic benefits of Heathrow and Gatwick expansion when the Treasury's recommended analysis is properly applied.

Airline support

British Airways has called Heathrow “a vanity project” and said it will not contribute to the £18.6 billion price tag. Separately, Ryanair confirmed it would not operate at Heathrow.

Taxpayers' money

Politicians across the UK are questioning the multi-billion pound investment needed from the taxpayer for Heathrow expansion. Gatwick's scheme is privately financed and would require no public subsidy.

Reduced regional connections

Transport for London highlighted that the Airports Commission's own analysis shows that regional connections would actually be reduced with a third runway at Heathrow from seven current routes to just four. Expansion at Heathrow will also reduce direct international flights to Birmingham and Manchester, and to airports in Scotland.

Conditions

Heathrow seems unwilling to agree to the Airports Commission's conditions attached to expansion, including ruling out a fourth runway and measures to limit noise and pollution for millions of Londoners.

Air quality

One of the conditions for expansion is “acceptable” air quality, but air quality around Heathrow already breaches the legal limit. In an open letter to the Prime Minister, a coalition of 32 MPs, council members and industry leaders warned of the “huge environmental and health impacts” expanding Heathrow would cause.

THE CASE FOR HEATHROW'S EXPANSION IS FALLING APART AND THE BARRIERS ARE HIGHER THAN EVER

EXPANDING GATWICK: CHEAPER, SIMPLER, FASTER, QUIETER

The Airports Commission stated that Gatwick was a credible solution and was “plausible, financeable and deliverable”. This is a policy decision of national importance. Only Gatwick can deliver the UK-wide economic boost the country needs while balancing the impact on the environment and local communities, and enhancing competition and resilience in the UK's airport system

01 GUARANTEED ECONOMIC BOOST

The Commission's own analysis, based on Treasury guidelines, shows relatively modest differences in economic benefit to the UK between expanding Heathrow and Gatwick. There are so many obstacles standing between Heathrow and its proposed new runway, that any imagined economic benefit of expansion will always remain just that. In contrast, a second runway at Gatwick can actually be delivered and will ensure the huge economic benefits of expansion to the UK are realised.



02 MINIMISED ENVIRONMENTAL IMPACTS

A new runway at Gatwick can deliver the economic benefits of expansion at a fraction of the environmental impact of Heathrow. Over 320,000 people – a population the size of Coventry – would be ‘newly affected’ by noise if Heathrow expands, compared to 18,000 at Gatwick. Gatwick has never exceeded legal air quality limits and has guaranteed it never will, even with a second runway.



03 IMPROVED COMPETITION

Expanding Gatwick would enhance competition and build on the success of airport liberalisation. The alternative is turning back the clock and reinstating a monopoly at Heathrow. More competition will mean reduced fares, higher standards and more choice for passengers. The Airports Commission forecasts that the UK's connectivity will be the same whichever airport expands, but with Gatwick, the direct flights and economic benefits will be better spread throughout the whole country.



04 A RUNWAY THAT CAN BE DELIVERED

Partly due to its location in West London, expansion at Heathrow faces considerable delivery risks and financial challenges, especially when compared to the Gatwick scheme, which is relatively straightforward. Heathrow would require £5bn of taxpayers' money for complex projects, including tunneling the M25. Choosing Heathrow means that the UK faces the biggest risk of all - that after years of delay, once again nothing happens.

