



ONLY
Gatwick
CAN

GIVE GROWTH THE GO-AHEAD

One year on from the Airports Commission final report, it has never been clearer that only Gatwick can finally deliver the runway the UK needs

LONDON *Gatwick*
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ONLY GATWICK CAN GIVE GROWTH THE GO-AHEAD

TRENDS IN AVIATION:

REGIONAL CONNECTIONS:

AIR QUALITY:

COMPETITION:

TRAFFIC FORECASTS AND DELIVERY DATES:

WHAT HAS CHANGED?

- Gatwick has announced 20 new long haul routes, meaning Gatwick now flies to more than 50 long haul destinations including the Middle East and China.
- Norwegian, the fastest growing airline in Europe, announced it would place 50 new long and 100 new short haul planes at an expanded Gatwick.

- Regional airport growth has flourished. Manchester, Edinburgh, Glasgow, Newcastle and Birmingham served 12 million passengers to destinations outside the EU in 2015, according to the CAA. Destinations included Delhi, Doha and Beijing.
- The OECD International Transport Forum concluded in 2014 that if Heathrow expands, “the probability of new long-haul direct flights from UK regional airports will also diminish”.

- In May 2016, the World Health Organization told the UN that air quality is now a “global pandemic” and the new London Mayor has called it “our biggest environmental challenge”.
- The automotive industry emission scandal and the Department for Transport’s own data have called into question air quality projections and the Government plan to deal with them.

- The CMA report, published in May 2016, concluded that the introduction of competition in the airports sector has had positive impacts for growth, efficiency, service, destinations, choice of routes and passenger charges.
- Competition between airports has brought new airlines to Gatwick and established new long haul routes routes to Lima, Costa Rica, Hong Kong, Chongqing, Tianjin, Calgary, Toronto, and New York, amongst others.

- The imminent capacity crisis has been highlighted by recent data showing that air traffic in the London system is growing faster than the Commission forecast and full capacity will be reached by 2026.
- Gatwick reached the 40 million annual passengers mark in November 2015, a decade ahead of the Commission’s prediction and just four months after its final report was published.
- It is now clear that, according to the Treasury Assessment, the economic benefits of both Heathrow and Gatwick are broadly the same.

WHAT HAS NOT CHANGED?

- Low cost airlines continue to drive growth in aviation with easyJet, Ryanair and Norwegian accounting for more than 50 per cent of capacity increase in London between 2010 and 2015.
- Growth in point to point traffic accounted for over 90% of the increase in that period.

- Expanding Gatwick will deliver more regional connections within the UK and will also allow those airports to develop their own connections with emerging markets.
- Large and growing airports outside of London such as Belfast International, Birmingham and Edinburgh all continue to support Gatwick expansion.

- Gatwick has never breached air quality limit values and, working in cooperation with our neighbouring authorities, we can continue to do so even with a second runway.
- The Airports Commission said a new runway at Heathrow could not be used if air quality limits could not be met. The area around Heathrow continues to breach legal limits.

- A decision for Heathrow will reduce competition between airports. Heathrow still has the highest airport charges of any airport in the world. Those prices would have to double to fund its £15.6 billion expansion project and over £5 billion of surface access costs.
- Gatwick has put forward detailed proposals guaranteeing passenger charges would be subject to an inflation linked £15 firm price limit from the opening of the new runway in 2025.

- Gatwick’s relatively straightforward scheme means it is low risk from a construction perspective, easy to finance, and can be operational by 2025; Heathrow has indicated it does not expect to get planning permission before 2023.
- The land needed for Gatwick is already set aside and its construction programme does not face challenges like tunnelling the M25 or moving an industrial waste plant.

Gatwick will deliver the same number of passengers, the same number of long haul routes, and the economic boost the UK needs – all at a dramatically lower environmental impact, at less than half the cost of Heathrow, and with no public subsidy.

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

Choose Gatwick and the UK will actually benefit from airport expansion.



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**MAKE THESE
PROMISES
TO BRITAIN**

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**TO BUILD BRITAIN'S FUTURE,
WE NEED TO BUILD A NEW RUNWAY.**

ONLY GATWICK CAN GUARANTEE:

- 1. A NEW RUNWAY BY 2025**
We can have planning permission with ground broken in this Parliament, and planes taking off from Britain's new runway in the next.
- 2. GROWTH ACROSS THE UK**
We will create the same economic boost as Heathrow, but a bigger boost to regional connectivity across the UK.
- 3. A CAP ON PASSENGER CHARGES**
We will deliver more competition in the aviation sector, bringing down fares for everyone. We will cap air passenger charges at an inflation linked £15.
- 4. NO PUBLIC SUBSIDY**
We will fund the scheme privately and in full with no burden on the taxpayer.
- 5. LEGAL AIR QUALITY**
We have never breached legally binding air quality limits and can construct and operate the new runway without doing so.
- 6. A CAP ON THOSE MOST AFFECTED BY NOISE**
We will limit the area of the noise contour most impacted by noise (57dBA Leq) to 70sqkm, an area with a current population of 15,000 people.
- 7. INDUSTRY-LEADING COMPENSATION**
We will pay £1,000 per annum towards the Council Tax of those most affected by noise.
- 8. SHAREHOLDER COMMITMENT**
Our shareholders have stated their ongoing and long-term commitment to the financing and delivery of this critical project.

**LET'S MAKE THIS RUNWAY HAPPEN SO BRITAIN
CAN GET ALL THE BENEFITS.**