

# YOUR LONDON AIRPORT

## *Gatwick*

24 OCTOBER 2016

To the members of the Economic and Industrial Strategy (Airports) sub-Committee:

As the Secretary of State has announced, you are meeting tomorrow to decide the potential location of Britain's next runway. It marks the end of what has been a hard fought campaign and will herald the beginning of a new phase of the process where plans have to become concrete. You will not be short of information to help you decide - indeed the promoters alone have submitted many thousands of pages of evidence over the last three years. But I wanted to take this final opportunity to summarise why I believe Gatwick is the right answer for Britain and the solution that can unlock a policy conundrum that has defeated successive Governments for decades.

First and foremost Gatwick represents the best chance of something actually happening. It is the deliverable option. Located on land reserved specifically for the purpose, it is straightforward to build, simple to deliver and a low risk proposition for Government. It does not involve years of uncertainty, massive disruption in tunnelling the M25, or any public subsidy for improvements to road and rail access. The environmental impacts, whilst still considerable, are a fraction of those at Heathrow. Critically there can be confidence that air quality around Gatwick will be legal - the importance of this cannot be overstated given the history of this debate. Choose Gatwick and we can have planning permission by the end of this Parliament and planes taking off from a new runway in the next. Britain cannot afford another false start.

Gatwick expansion is the progressive, competitive option. It would build on the success of airport competition that has seen more choice, improved services and lower fares for passengers. It would help write the next chapter in this success story rather than turn the clock back to the old monopoly of the past. Expansion at Gatwick is also in line with aviation trends. Under new ownership we have increased passenger numbers from 31m to 43m in six years and now fly to over 50 long haul destinations. We are the busiest single runway airport in the world by some distance. Irrespective of what happens elsewhere we will need another runway if we are to meet demand in the future. Although Sir Howard Davies continues to proclaim otherwise, the evidence presented in his report makes clear the economic benefits and connectivity from expansion at Heathrow and Gatwick are virtually identical. We all know competition works - and the winners from it are the British people.

Gatwick is high reward but low risk for Britain. As we have said to Government on a number of occasions - and I am happy to restate again today on behalf of the Board - Gatwick is prepared to underwrite the risk of delivering a new runway on time and on budget. As a result we are uniquely prepared to cap our airport charges in the future. This is in contrast to the sponsors of the schemes at Heathrow who have given no public undertaking to bear the cost and timetable risks for the delivery of hugely complex projects there. With Gatwick the risk rests with Gatwick. With Heathrow the risk sits with airlines, passengers and Government.



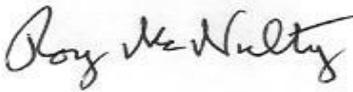
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New opportunities are open to Britain post referendum. Extra airport capacity is key to taking these opportunities. Britain needs a competitive new runway open as soon as possible, a failsafe path to overseas markets and to growth. And that puts a premium on certainty. Give Gatwick the green light and we can help guarantee balanced growth for all of Britain. A London with two world class airports can send a powerful signal to the world that Britain is truly open for business.

Given the public interest in this matter I am releasing this letter to the media.

Yours faithfully



**Sir Roy McNulty**  
Chairman