



 **Arrivals**

CDG	Paris	Economic Growth	Landed
AMS	Amsterdam	Capital Investment	On time
FRA	Frankfurt	Jobs and Opportunities	Expected
LHR	Heathrow	A Third Runway	???

The UK can't afford to duck the decision on Heathrow's third runway.

Heathrow has only got two runways and already operates at 99% capacity whilst other key European airports have four runways or more.

Only a hub airport like Heathrow can connect direct flights from the UK to long haul destinations such as China and India – the world's fastest growing major economies.

But Heathrow is full. With no third runway, business will bypass this country. How will our economy recover?

A third runway will only go ahead if there is no more noise than in 2002, if air quality is better than today and if there are improvements to public transport. Just as importantly, by the time a third runway is operational, aviation will be part of a scheme to cap and reduce CO₂ emissions across Europe.

Get the facts and find out about the environmental limits on growth at www.futureheathrow.org



Future Heathrow Press Release

Embargoed Until Monday, 12 January 2009, 00:01 am

'The UK can't afford to duck the decision on Heathrow's third runway.'

Leading members from the UK's business community and trade union movement have today collectively expressed their support for a third runway at Heathrow in advertisements in the national press.

The advertisement states that building a third runway at Heathrow is vital for jobs, economic growth, investment and the long-term competitiveness of the UK's economy.

The current difficult economic conditions only underscore the need to take decisions now that will help safeguard the UK's economic future.

Only a major international hub airport like Heathrow can provide the direct flights that the UK needs to important long haul business destinations like China and India – the world's fastest growing major economies.

Whilst other countries are investing in their airport infrastructure, Heathrow is full with its two runways operating at 99% capacity. Heathrow's European competitors will have four runways or more.

A third runway at Heathrow can only go ahead if strict environmental limits can be met. To ensure public confidence, BAA has requested that the Government appoint an independent assessor to make sure that the environmental limits are being adhered to, if not, then the number of flights in and out of Heathrow will be limited.

Supporting statements:

Baroness Jo Valentine, CEO, London First (Chair) said:

"Business needs to fly and will do so long after the current economic turmoil. A third runway will be an asset to London and to the UK economy if it comes with the right conditions - no new flights until delays have fallen, a tough independent environmental monitor and world class customer service."

Richard Lambert, Director-General, CBI said:



“Heathrow is our gateway to the world and we need to ensure that it remains a world-class airport, capable of serving the needs of a global economy.

“With the airport at capacity, Heathrow’s status as a global hub is under threat. A third runway is vital to maintaining the UK’s economic competitiveness, and provided the

environmental conditions are met, will put us ahead of the game when the economic upturn comes by providing greater capacity and better access to key markets, such as India and China.”

Lord Clive Soley, Campaign Director, Future Heathrow

“We have allowed Heathrow to slip down the international league of hub airports. Without a third runway Heathrow's international position will continue to decline. Britain can't afford that and neither can West London or the Thames Valley where people's jobs and prosperity are at stake.”

Colin Stanbridge, CEO, London Chamber of Commerce and Industry

“Business people are crying out for a third runway at Heathrow, with no fewer than 97% of London firms considering the airport to be important or very important to the economy.

With increasing pressure on domestic and European markets, UK firms must have access to new and developing markets to export their goods and services. Whilst our European competitors are free to expand their routes and exploit new opportunities, the UK faces impossible constraints with its only hub airport operating at 99% capacity. We need a fully integrated transport system, connecting an expanded Heathrow to the capital through Crossrail and the regions through high-speed rail.”

Frances O'Grady, Deputy General Secretary, TUC

“Aviation is key to the UK economy and the unions are committed to supporting the sustainable development of Heathrow – not only leading to the creation of many more quality jobs but also meeting local noise and air quality standards, and ensuring that CO₂ emissions from aviation growth are consistent with the UK's new carbon budgets.”

Mick Rix, National Executive Officer, GMB

“The modernisation of Heathrow Airport and the proposed new third runway is vital in the battle to create a better environment at Heathrow. The third runway will also create thousands of high quality, skilled employment opportunities, and is vital to the UK economy.”

Paul Talbot, Assistant General Secretary, Unite

“We must keep ahead of the competition. That requires us to invest in infrastructure that will both create jobs and provide a long-term boost for our economy.”

Willie Walsh, CEO, British Airways

“A third runway would be fantastic news for jobs and investment in Britain. The rest of Europe has already built extra capacity at its hub airports and will be ready to benefit when the economic recovery comes. Britain cannot afford to slip further behind.”

Tim Bye, Deputy Chief Executive, BMI

“Heathrow is bursting at the seams and has been for many years. If we seriously want Heathrow to maintain its pre-eminent position and international status as well as its competitive edge it needs improvement, expansion and better transport links. If this does not happen, passengers, cargo and associated trade will, without hesitation, turn to the expanding airports in Paris, Frankfurt and Amsterdam. The outcome of this would be that the airport and industry would decline and many jobs would be lost.”

Colin Matthews, Chief Executive, BAA, said:

“A third runway will only go ahead if strict environmental limits are met. We are confident that they will be and have requested that the Government appoint an independent assessor to ensure that the environmental limits will be adhered to.”

Notes to editors: -

To limit noise impacts the Government has said that expansion may only proceed if there is no more aircraft noise than in summer 2002, as measured by the size of the 57 dBA Leq contour.

The test on air quality contained in the 2003 White Paper was that air quality levels must be consistently contained within EU limits that come into force in 2010. The particularly relevant limit for Heathrow is the annual mean level of nitrogen dioxide, which must not exceed 40 microgrammes per cubic metre in residential areas.