



British Air Transport Association

Media Release

4 December 2006

Aviation's importance to UK economy recognised by study

An authoritative, independent research study, published today, has confirmed the vital economic need for the expansion of aviation in the UK. The 112 page report, by Oxford Economic Forecasting (OEF), considers the economic benefits for the country in maintaining good air links with the rest of the world. It concludes that aviation currently directly contributes £11.4 billion a year to GDP and supports over half a million jobs with the potential, if Government plans for airport expansion are fully implemented, to boost the economy by an additional £13 billion a year.

Roger Wiltshire, Secretary General of the British Air Transport Association (BATA) welcomed the publication of the report by saying:

“Following hard on the heels of the Stern Report and the Eddington Review, the findings of this study highlight the role aviation has, to power our national economic growth through the coming decades. No one can now deny this contribution to the UK.

“I am sure that the Government will take the compelling and positive message from this report onboard and into account when preparing the progress report on the 2003 Aviation White Paper later this month.”

ENDS

Notes to Editors

- 1) BATA represents UK registered airlines covering the scheduled, charter and freight sectors. Its members account for 85% of UK airline output.
- 2) For more information contact Neal Weston, Head of Policy and Communications on 020 7222 9494, 07855 736 487 or at weston@bata.uk.com.
- 3) The OEF study *‘The Economic Contribution of the Aviation Industry in the UK’* says more than 520,000 jobs depend on aviation. These consist of 186,000 in direct employment, 167,000 indirectly employed in supplier industries, 82,000 travel agency staff and 88,000 in induced employment.
- 4) The Government’s White Paper, *‘The Future of Air Transport’* (December 2003) proposed new runways at Stansted, Heathrow and possibly Birmingham and Edinburgh or Glasgow.
- 5) The study calculates that the cost of aviation’s climate impacts (both CO2 and non-CO2) could rise by £0.7 billion pa in 2030 as a result of the proposed increase in runway capacity, compared with a £13 billion pa economic benefit.
- 6) The full report can be downloaded from the BATA website at www.bata.uk.com in the Publications section of the Media Centre or from OEF at www.oxfordeconomics.com
- 7) The OEF study was undertaken on behalf of:

Airport Operators Association
British Air Transport Association
Department for Transport
Society of British Aerospace Companies
Visit Britain
BAA
British Airways
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