

FAST FACTS

Contribution of UK Aviation

- Over 50% of the UK population now fly at least once a year
- 9 out of 10 Britons have now flown – it is no longer an activity of the privileged few
- Aviation contributes £14 billion or 1.4% of GDP a year to the UK economy
- The UK Aviation Industry directly employs some 200,000 people and helps create a further half a million jobs in associated sectors
- One third of UK exports by value are carried by air
- Aviation pays for its own infrastructure: airport terminals, runways, aircraft and air traffic control, unlike other forms of mass public transport
- Modern aircraft are 70% more fuel efficient and 75% less noisy than 40 years ago
- UK Aviation makes very efficient use of existing capacity with over 70% occupancy on scheduled airlines and over 90% for charter carriers. By comparison train occupancy is 33% and average car occupancy is 38% (based on 2001 statistics)
- UK Air Passenger Duty (APD) raises almost £1 billion per annum to cover the external costs of aviation
- Aviation emissions will be managed within the EU Emissions Trading Scheme
- The UK 'Sustainable Aviation' strategy commits aircraft manufacturers to improve fuel efficiency by 50%, reduce Nitrous Oxide emissions by 80% and external noise of new aircraft by 50% by 2020 relative to their equivalents in 2000

Heathrow Today

- The UK and Europe's premier international gateway, critical to the UK's international competitiveness and London's status as a World City
- Handled 67.5 million passengers during the last year
- Serves 88 airlines from over 80 countries flying to over 186 destinations
- Two full-length and fully utilised runways. This compares to continental rival airports as follows: Amsterdam- 5 runways; Paris CDG - 4 runways, Frankfurt - 3 runways with a 4th approved
- 68,000 direct employees, 108,000 jobs locally dependent on the airport
- Supports more than 250,000 jobs nationwide in indirect and induced employment
- Contributes £5 billion to the national economy of which an estimated £2 billion goes to the local economy

- The world's second biggest cargo airport handling £50 billion worth of cargo annually
- The largest port of entry for foreign visitors to the UK
- £750 million invested in rail links at Heathrow since the early 1990's
- In 1994, 2 million people experienced noise in excess of 57 decibels around Heathrow. Today that number has been reduced to 300,000

Future Heathrow – Key Messages

- Heathrow is the UK's premier hub and a unique national asset. It will be eclipsed by rival European airports if no investment is made in new capacity
- Failure to invest will undermine the UK's leading position in world trade and investment, and with it, London's status as a World City. This will inevitably result in job losses as inward investors look elsewhere to locate their businesses
- Heathrow has already fallen behind Amsterdam, Charles De Gaulle and Frankfurt in terms of destinations served and will fall behind Rome, Madrid, Munich and Milan if a third runway is not built
- Terminal 5 will add to passenger capacity but will not provide for more flights
- **Mixed Mode** will reduce delays, congestion and pollution as well as increasing flight movements
- A **Third Runway** will add more flights and according to the government, deliver a net economic benefit to the UK of £7.8 Billion and...
 - allow Heathrow to compete more effectively with other rival hubs such as Paris, Amsterdam and Frankfurt
 - provide an opportunity to add 75-80 additional services to new destinations
 - restore flights to the **UK regions**. Since 1995 the number of British regional airports served from Heathrow **has fallen from 21 to 9** while Amsterdam now serves 21 British airports and Paris serves 17. (Routes lost from Heathrow include Norwich, Plymouth, Birmingham, Liverpool, Carlisle, Dundee, Isle of Man, Jersey, Newquay, Guernsey, Humberside and East Midlands)
 - only be given the go-ahead if strict environmental challenges can be met including new EU air quality limits that come into force in 2010
- **“Doing nothing is not an option”**



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