

FAST FACTS

Heathrow Today

- The busiest international airport in the world
- Handles 67.5 million passengers a year
- Serves 90 airlines flying to over 180 destinations
- Capacity currently capped at 480,000 flights per year
- 2 runways operating at 99% of permitted capacity

Heathrow's contribution to the UK economy

- Introducing mixed mode at Heathrow would reduce delays, congestion and pollution. It is estimated that mixed mode at Heathrow would bring a net economic benefit £2.5 billion a year to the UK economy
- A third runway would deliver a net economic benefit of £7 billion per year to the UK
- The UK's only hub airport, critical to Britain's international competitiveness and London's status as a World City
- The biggest single-site employer in the UK, Heathrow currently directly employs 72,000 people and supports another 100,000 jobs in the local area
- Handles 56% of all UK air freight and two-thirds of all long-haul flights departing from the UK
- Operates the UK's only direct air links to emerging world cities such as Mumbai, Shanghai, Beijing and Sao Paulo

Vulnerable to foreign competition

- Heathrow is full. Its two runways operate at 99% of permitted capacity. By contrast, Frankfurt has been given the go ahead for a fourth runway, Paris Charles de Gaulle has four and Amsterdam has five – all operating at around 75% of capacity
- Heathrow served 227 destinations in 1990. This dropped to 180 in 2007
- Heathrow has already fallen behind Frankfurt, Paris, Amsterdam and Munich in terms of destinations served and will be overtaken by Rome, Madrid and Milan unless a third runway is built
- If Heathrow continues to be constrained, foreign hubs will grow instead-hubs such as Dubai World Central' - . This will not provide any climate change benefits but will damage UK jobs and business

	Current passenger numbers (mppa)	Runways*	Destinations served	Current ATMs (arrivals and departures)	2010 ATM capacity	%Full (Current ATMs as a proportion of 2010 capacity)
Heathrow	67.5	2	180	477,000	480,000	99%
Frankfurt	52.8	4	265	490,000	660,000	74.2%
Paris CDG	56.8	4	223	541,000	710,000	76.2%
Amsterdam Schipol	46.1	5	260	440,000	600,000	73.3%

*Frankfurt has been given the go ahead to build a fourth runway

** Not all of Amsterdam Schipol's runways operate at the same time

Growth at Heathrow - Environmental

- Growth at Heathrow will not go ahead unless there is no more noise than in 2002, unless air quality meets EU limits and unless there are improvements to public transport. This is not growth at any cost, this is growth within strict environmental limits
- The Government has said that a third runway will not go ahead unless aviation meets its climate change costs. Future carbon emissions from aviation will be managed within the EU Emissions Trading Scheme and UK Air Passenger Duty (APD) already contributes around £2 billion a year to meet aviation's external costs
- Modern aircraft are far quieter than 40 years ago - e.g. the Airbus A380 is rated as generating only 25% of the noise levels of the B747-400
- Between 1980 and 1994*, 2 million people experienced noise in excess of 57 decibels around Heathrow. By 2003, that number had been reduced to 300,000 despite the increase in flight movements.
- 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



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