An expanded Heathrow...

Best for Britain
Best for Britain
The Airports Commission analysis is clear: Heathrow expansion will deliver more jobs and more economic growth, shared more fairly across the UK, than any other option. This is crucial to making the case that Heathrow expansion will take Britain further but it isn’t sufficient to ensure action. If Heathrow is to be given permission to grow, support will be needed for businesses from all corners of the UK and across industries, support from the British aviation industry, support from workers and unions, backing from politicians from all parties and crucially, the local community that we are anchored in. I believe we have that support and I am grateful to all the people and organisations who have taken the time to write to the Commission during its consultation period. From the tourism attraction Titanic Belfast to two of our local councils, from Unite the Union to EEF, the manufacturers’ group, Heathrow is not just best for Britain but backed by Britain. If we receive policy support from the Airports Commission, we have the opportunity to create the world’s best connected and efficient hub airport, keeping Britain right at the heart of the global economy. And we have the passion, the expertise and the funding to get on and do it, and see the first flight taking off from an expanded Heathrow in 2025.

John Holland-Kaye  Chief Executive
One area of policy where there is agreement between the main political parties is on the importance of upgrading our infrastructure to support economic growth.

From faster broadband to more secure energy sources, from repairing potholes to expanding the strategic rail network with HS2.

Expanding Heathrow is a key missing part of the UK’s infrastructure upgrade plans. As an island trading nation, constraint at our biggest port for freight and passengers, Heathrow, is limiting opportunities and hampering the UK’s economic growth.

“We can only build a stronger economy by investing in our infrastructure.”
Rt Hon George Osborne MP

“Infrastructure investment is vital to boosting growth and productivity.”
Rt Hon Ed Balls MP

“World class infrastructure is vital if we are to build a stronger economy.”
Rt Hon Danny Alexander MP
Best for **economic growth and jobs**

The Airports Commission calculate that the economic benefit of Heathrow expansion is up to £211bn, meaning the value to the economy of choosing Heathrow over Gatwick could be as much as £97bn.

That is almost twice the economic benefit and four times more jobs throughout the UK than expansion at Gatwick. The Commission’s analysis further shows that expansion at Heathrow will be a boost for UK employment, delivering more new jobs throughout the UK than a new runway at Gatwick. The Commission states that expanding Heathrow could deliver up to 179,600 new jobs by 2050.

Heathrow will provide skills and training for thousands of people – including 10,000 apprenticeships. We are committed to ensuring local people get opportunities at the airport and benefit from having the UK’s second largest employment site on their doorstep. New rail connections such as Crossrail and Western Rail Access also provide exciting opportunities for us to support unemployed people to the East of London and West of the airport into training and work.

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**Growth with Heathrow expansion: UK employment projections, Airports Commission**

<table>
<thead>
<tr>
<th>Year</th>
<th>Jobs</th>
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<tr>
<td>2030</td>
<td>100,000</td>
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<td>2040</td>
<td>140,000</td>
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<td>2050</td>
<td>180,000</td>
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Expansion at Heathrow is a once in a generation opportunity to create jobs both locally and across the UK.
An independent report by Quod, commissioned by Heathrow, disaggregates research done by the Airports Commission so that we can be clearer where the benefits and job gains flowing from Heathrow expansion will be located. Their research confirms the majority of the benefits will be felt outside London and the South East, contributing to rebalancing the UK economy.

Heathrow is the UK’s global gateway and our ambition is to connect it to every part of the UK. We will work with Government, airlines, Network Rail and the Highways Agency to connect every nation and region to global markets, bringing the benefits of additional trade, tourism and economic growth to the whole country.

Heathrow is already the UK’s best connected transport hub. It has the only dedicated non-stop express airport rail link in the UK. It has the UK’s busiest bus and coach station. It is the only airport with a London Underground connection.

It is the best connected airport to the strategic road network with the M25, M4, M40, M3 and M1 motorways all within close proximity. Our plans will place Heathrow at the heart of the UK transport system with a total population of 12 million within 60 minutes of the airport. Schemes like HS2 and Western Rail Access will make the North, Midlands, South Wales and the West of England more attractive locations for international business because of their links with a global hub airport. Passengers boarding a train at Sheffield or Manchester could be dropping bags off for their flight at Heathrow 90 minutes later.

Providing connectivity by air to Heathrow from the nations and regions of the UK is equally important. In 2014, we established an independent National Connectivity Task Force, chaired by Lord Shipley, to develop policy proposals and recommendations to ensure the benefits from expansion are maximised through more and better domestic access.

In easyJet’s consultation response, they suggested they could fly a new Inverness route, finally re-linking the city back to the UK’s hub airport and supporting their economy. More flights on the Aberdeen, Belfast, Edinburgh and Glasgow routes were also highlighted in easyJet’s indicative Heathrow route network, helping these cities to efficiently connect to long haul destinations.

“Access to international destinations via Heathrow from airports outside the south east provides businesses in those areas with links to parts of the world that would otherwise not be available.”

Transport Select Committee
May 2013
Heathrow expansion delivers jobs and growth for the whole of the UK – up to 179,600 jobs and £211bn GDP
Best for competition, choice and passengers

Heathrow expansion will allow new airlines to operate, providing more competition and lower fares for passengers.

30 airlines would like to enter Heathrow or add new services once new capacity is provided, including easyJet, which plans to add 68 routes, 19 of which are not currently served. Long haul airlines, such as Air China and Vietnam Airlines, have recently pulled out of Gatwick – further evidence that only Heathrow can sustain these long-haul routes.

“We find that by 2030, the expansion of Heathrow could facilitate an increase of 40 in the number of new connections for London. A large proportion of these connections are to long-haul destinations in emerging economies including countries such as Calcutta (India), Quito (Ecuador), Jakarta (Indonesia), Lima (Peru), Caracas (Venezuela) or Mombasa (Kenya). We also find that of these 40 new routes, 15 are likely to grow sufficiently quickly to become frequent connections (3 or more long haul flights per week).

In addition to the development of these new routes, there are 21 routes, currently served less frequently, which could expand to provide frequent connections by 2030 given sufficient airport capacity. All of these routes are connecting London to emerging economies and therefore demonstrate the importance of air connectivity for international business relationships.”

Frontier Economics, 2104
Best for freight exports

Expanding Heathrow will be best for the UK’s freight exporters.

Heathrow is Britain’s most important port, handling more freight by value than Britain’s two busiest shipping container ports combined. Britain is the world’s fifth largest exporter. Air freight accounts for 40% (or around £400bn) of total UK imports and exports and most of it comes through Heathrow, carrying more freight exports and imports than every other UK airport combined.

Low-cost airlines tend not to carry freight which is why Gatwick accounts for less than 5% of UK air freight. In addition, freight helps make long-haul flights viable, with 95% carried in the hold of passenger aircraft. By the mid-2030s, emerging markets will account for more UK exports than the EU. Air freight is critical in time sensitive industries such as pharmaceuticals, biotech and food – many of which are based to the west of London.
Best for the local community

The Airports Commission has assessed that Heathrow could deliver over 41,000 more jobs for local residents by 2030 with expansion, while also ensuring reduced levels of noise for those living near the airport. It has also found that the airport would lose up to 14,000 jobs by 2030 and lose up to 31,000 jobs by 2050, if it were not able to expand.

As well as providing skilled employment and career opportunities for local people, the Commission has confirmed that our plans to expand Heathrow have been designed so that fewer people will be impacted by noise than today.

Our proposed runway is located further west to reduce the number of people affected by noise, and the approach is in part over the M4. The longer runway allows relief from noise for every community. Flight paths can also be designed to share noise more fairly, meaning 95% of communities that are overflown will have no flights overhead for at least half the time. Aircraft will fly steeper approach paths and touch down further along the runways so they are higher over local communities, reducing noise.

All these operational measures will be combined with quieter planes and, should Heathrow expand, an investment of over £700million in an extensive sound insulation scheme which is comparable to those of other European hub airports, although our scheme will be entirely privately funded.

”When compared to current noise levels, fewer people are predicted to be affected across all metrics”

Airports Commission
November 2014

Difference in population inside the Heathrow noise contour in 2040 compared to 2011

<table>
<thead>
<tr>
<th>Airspace redesign option</th>
<th>Contour boundary</th>
<th>Difference in population inside noise contour in 2040 compared to 2011</th>
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<tbody>
<tr>
<td>Minimise the total number of people overflown</td>
<td>55 Lden</td>
<td>-44%</td>
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<td></td>
<td>57 LAeq</td>
<td>-21%</td>
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<tr>
<td>Minimise the total number of new people exposed to noise</td>
<td>55 Lden</td>
<td>-28%</td>
</tr>
<tr>
<td></td>
<td>57 LAeq</td>
<td>-14%</td>
</tr>
<tr>
<td>Maximise the periods of predictable noise relief for people</td>
<td>55 Lden</td>
<td>-45%</td>
</tr>
<tr>
<td></td>
<td>57 LAeq</td>
<td>-19%</td>
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### Five steps to further reduce aircraft noise

**Quieter planes**
- 90% next generation aircraft like the A380, B787, A350 and A320NEO
- Only quieter aircraft get new take-off and landing slots
- Phase out remaining noisiest aircraft

**Quieter operating procedures**
- New flight paths to avoid most populated areas
- Steeper landing approaches
- Aircraft touch down 700m further along runway

**Runway location**
- Each mile west means aircraft are 300 feet higher over London

**Relief from noise**
- Maintain principle of runway alternation
- Periods without over-flight for every community

**Noise insulation**
- Over £1bn allocated to noise insulation or compensation; 100% insulation costs for high noise areas
Heathrow is deliverable
Heathrow is the largest privately funded airport in the world with a track record of financing major infrastructure such as the £11 billion investment over the past decade, including delivering world class Terminal 5 and Terminal 2 on time and on budget.

With an asset base of more than £15 billion and £3 billion in revenues, Heathrow is uniquely well positioned to fund a new runway. Independent credit rating analysts at Moody’s believe Heathrow’s scheme is financeable and would be credit neutral. The benefit cost ratio (BCR) of Heathrow expansion is at least 4 in most scenarios tested by the Airports Commission. Even in the most pessimistic scenario identified by the Airports Commission, the BCR remains above 2.

This does not include wider economic benefits and non-monetised environmental costs. A BCR of between 2 and 4 is regarded as “high value for money”, and a BCR above 4 is regarded as “very high value for money”. The equivalent BCR for HS2 (including wider economic benefits) is estimated at 2.3. Even without including the predicted wider economic benefits of airport expansion, Heathrow expansion is a good value infrastructure project.

1 For example, Department for Transport, “Percentage of DfT’s appraised project spending that is assessed as high or very high value for money”, August 2013, Page 9
2 Department for Transport, “The economic case for HS2”, October 2013
We are committed to minimising our impact on the environment. Expansion is not a choice between the environment or the economy: it will be achieved within climate change targets and we will play our part in meeting local air quality limits. We have also committed to increase the proportion of passengers using public transport to over 50%.

Our airfield operations will contribute fewer emissions from aircraft engines as next and future generation aircraft are introduced and the use of zero and low emission support vehicles dominates. We have also suggested the potential for introducing a congestion charge to help reduce the number of people travelling to the airport by car, should this be needed to manage traffic and emissions. We have a proactive air quality strategy today including working with partners such as the GLA and TfL and are developing aligned strategies to tackle the emissions from vehicles travelling between Heathrow and London.

Equally important is addressing climate change impacts. The Independent Committee on Climate Change has confirmed that a 60% growth in passengers is consistent with meeting the UK’s climate change targets. The Airports Commission’s Interim Report also found that building and operating a third runway at Heathrow is compatible with the UK meeting its long-term climate change reduction targets. Sustainable Aviation’s carbon road-map shows how, with continuing refinements of aircraft engine technology, and increased take up of sustainable aviation fuels, the level of UK air traffic can more than double without increasing the direct emissions from those flights.

The UK aviation industry is leading work on emissions trading which when implemented internationally will further reduce net carbon emissions. With expansion at Heathrow we can prevent the exporting, or ‘leakage’ of emissions and economic benefits that would happen if British passengers fly via other overseas hubs. Allowing Heathrow to grow would also eliminate carbon emitted unnecessarily by aircraft holding on arrival to the constrained airport today. Our strategy to reduce carbon will see us produce at least 60% less carbon from energy used to heat and power our airport.

**Flying from the UK to Beijing via Dubai is 40% further than going direct**

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**Environmentally deliverable**

[Image of a globe showing a comparison between a direct route and a route via Dubai, indicating a 40% further distance.]
The number of flights from UK aviation can increase without substantially increasing emissions.
An expanded Heathrow...

Backed by Britain
Backed by...
...more than 30 local Chambers of Commerce from every region and nation across the UK
Heathrow expansion has the backing of more than 30 Chambers of Commerce. In a recent IoD poll when asked to choose between expanding Heathrow or Gatwick, 61% of members supported Heathrow expansion. From O2 Telefonica, based in the Thames Valley with over 13,000 employees, to Outwrite PR based in North Wales with 4 employees, British business backs Heathrow expansion.

“A single hub airport with spare capacity to grow is the best way to open doors to new trade, and create new routes to emerging markets that will boost our economy.”

**CBI**
Katja Hall, Deputy Director General

“After looking at all the options we firmly believe that the option of expanding Heathrow airport is the best option for Welsh businesses.”

**South & Mid Wales Chamber of Commerce**
Graham Morgan, Director
WLB believes that added capacity at Heathrow Airport is critical to the future and continued well-being of the West London and national economy. Heathrow, as the UK’s only hub airport, largest airport and most important business travel airport, makes a major contribution to the national and regional economies.

**West London Business**

Every part of the UK needs access to global markets. An expanded Heathrow will have new rail links to the North, East, South and West. It will be easier for every part of Britain to access global markets and every part of Britain will be a more attractive location for inward investment.

**Plymouth Chamber of Commerce**

A third runway at Heathrow is judged the best solution for UK airport capacity in the long term.

**Institute of Directors**

We also believe that Heathrow’s proposal recognises the economic importance and potential of all regions of the UK. Highland businesses are increasingly operating competitively in the global market place, and in spite of our unfit for purpose infrastructure, the region has enjoyed consistent economic growth. Nevertheless, this cannot be sustained for much longer without improved connectivity.

**Inverness Chamber of Commerce**

Stewart Nicol, Chief Executive

Expansion at Heathrow must be permitted at the earliest possible moment. Securing our national hub, a key national asset and a wealth creator for regions such as the North East, allows us to move forward and address the challenges we face and in so doing, help businesses link to and create the opportunities that provide for our quality of life.

**North East Chamber of Commerce**

James Ramsbotham, Chief Executive

Many Northern Irish businesses export around the world directly and through other online retailers and as Heathrow Airport does freight, these businesses are reliant on air freight to support their business, as many send next day delivery packages around the world.

**Belfast Chamber of Commerce**

Paul McMahon, President
Heathrow is an integral part of a successful aviation sector; the industry contributes £50bn a year to the UK economy, supporting a million jobs. An expanded Heathrow has backing from airlines, both based in the UK and across the world, and airports across Britain.

Heathrow is in the best interests of passengers as it has the greatest demand. It is clear that long haul airlines want to expand at Heathrow and if they can’t, they will do so not at Gatwick but at other airports such as Paris, Amsterdam and Frankfurt. Heathrow does not currently have low cost, short haul airlines but an expanded Heathrow would allow airlines like easyJet to operate there – providing more competition which will mean new routes, more services and lower fares.

Glasgow Airport
Amanda McMillan, Managing Director

Heathrow’s role is as the UK’s hub … we will be backing Heathrow expansion in the Airports Commission consultation as the right choice for the UK.

Liverpool John Lennon Airport
Andrew Cornish, CEO

The Government should recognise that it is in the interests of the UK that it retains its important hub role, and plan for additional hub capacity to serve London and the rest of the UK. Heathrow expansion represents the most viable and deliverable option.

Newcastle Airport
David Laws, CEO

The majority of BAR UK airlines have maintained their view that expansion at the UK’s existing hub airport, Heathrow, provides the most compelling solution.

Board of Airline Representatives UK
Dale Keller, CEO
The British tourism industry is worth £127bn a year and employs 3m people – on both measures that accounts for round 10% of the UK economy (Visit Britain). Heathrow welcomes more visitors from around the globe than any other UK airport, the gateway for inbound tourism.

"There is massive support for expanding Heathrow. People in the regions are bemoaning the lack of services into Heathrow.

The GTMC released the preliminary findings of research among 1,000 corporate travellers on 2 February, showing 61% back Heathrow expansion and 74% want an increase in flights from UK regional airports to Heathrow."

GTMC
Paul Wait, CEO

"The NI Executive wants to double tourism revenues by 2020, and I expect by an even greater multiple in the next decade. To achieve that, Northern Ireland needs to access sources of tourism beyond the UK and Europe. Only Heathrow can provide convenient connections for the emerging middle class in Asia and the Americas to reach Northern Ireland."

Titanic Belfast
Tim Husbands MBE, Chief Executive

"From 2018, Crossrail will make moving around London much easier for visitors to our city. And from 2025, with Heathrow expansion, we have the opportunity to add 40 more long haul routes to already one of the best connected airports in the world. The combination of these two major projects will mean a businessperson in Nanjing can travel directly to Heathrow and take a direct train to ExCeL London in 41 minutes, transforming our ability to market ourselves abroad and bring revenue to London and the UK."

London Excel
David Pegler, CEO

"Our guests struggle to find the air capacity to join our ships around the world during peak holiday seasons. We believe an expanded Heathrow will support our long term growth."

Celebrity Cruises
Jo Ryzmowska, Managing Director
Backed by exporters, manufacturers & freight industry

Britain is the 11th largest manufacturing nation in the world and the sector employs 2.6m people in the UK. The majority of our exports are still physical goods (54%) and as Heathrow is the UK’s biggest port, we have a key role to play in supporting manufacturing.

“It is imperative that we recognise the inherent advantages Heathrow has as a world-class, global air freight hub and the unique benefits this brings not just to the South East of England but to Britain as a whole.”

Freight Transport Association
Ian Veitch, President

“BIFA believes that expanded airport capacity in the south east is vital to the economic future of the UK and that Heathrow is the obvious choice to enhance as the UK hub airport.”

British International Freight Association
Robert Keen, Director General

“Healthrow is important to the success of UK companies – 92% of our customers say expansion at Heathrow would benefit businesses. The majority of our customers who deliver time sensitive and high value products to global markets are keen for Heathrow to increase the number of direct and regular links to emerging markets.”

SEGRO
David Sleath, Chief Executive

“Only Heathrow will connect Britain to long-haul global growth. Distant economies in Asia and the Americas are growing quickly, while traditional markets in Europe face a low growth future. Businesses all over Britain need new connections to the world’s fastest growing markets. Heathrow expansion will add 40 new long haul routes.”

Black & Decker
John Cowley, European President

“Our business is dependent on Heathrow to access overseas markets, with increased hub capacity presenting great opportunities to grow.”

Kawasaki Precision Machinery UK, Plymouth Manufacturing Group
Steve Cardew, Managing Director and Chair

“Expansion at Heathrow is clearly the best option for business and the country overall, it soars ahead of all other options in terms of frequency of flights, range of destinations and ease of access.”

EEF
Terry Scuoler, Chief Executive
Heathrow has spent £11bn of private money on rebuilding and upgrading the airport in the last decade. This experience, and the skills of the UK construction and engineering sectors, will be crucial to ensure Heathrow expansion can be delivered by 2025. The construction sector employs 10% of the UK workforce and contributes almost £90bn to the economy each year.

Mott MacDonald recognises that Heathrow Airport Limited has gained extensive, in-depth experience of major construction at Heathrow over the past 15 years whilst undertaking the development of Terminal 5 and then Terminal 2.

**Mott MacDonald**

We would prefer any runway expansion to take place, at least initially, at Heathrow. The convenience of surface access to Heathrow, coupled with its ability as a hub to provide a much greater range and frequency of direct long haul services, make it our preferred option.

**MACE**

Development of Heathrow is clearly the way ahead. The existing infrastructure and commercial hub; the successful Heathrow business orientated model; as well as existing passenger attitudes, all provide the strongest of foundations upon which Heathrow can continue to develop and build its, and the UK’s, reputation as a global player in the aviation world.

**Wilson James**
Backed by the local community

In the ten constituencies around Heathrow, 50% of people support expansion compared to 33% who oppose it (Populus, December 2014). Two of our adjacent local authorities now support Heathrow expansion and we continue to work with other authorities to address their concerns and maximise local opportunities. Furthermore, the Back Heathrow campaign, set up in 2013 to provide a voice for locals who support Heathrow expansion, has now grown to over 80,000 supporters.

As a resident and small business owner I totally support the expansion of Heathrow. I am staggered that there are still meetings I attend that hold residents whose businesses have benefited from the growth this area has experienced, and yet oppose its continued expansion.

*Windsor District Chamber of Commerce*
Amanda Gee, President

As Deputy Head of Greenford High School, a very large, outstanding and successful comprehensive secondary school in Southall, I would like to express that we are fully behind the expansion of Heathrow. We have had strong links with the airport over the years, from the way it serves our community in terms of a whole range of businesses and crucial employment, but also through the many learning opportunities and experiences it has afforded our youngsters.

*Greenford High School, Southall*
Paul Manby, Deputy Head

Taking everything you know into account, do you currently support or oppose expanding Heathrow?

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We should definitely get a new runway at Heathrow as soon as possible because the airport has got to saturation point. I live near the flight path so I know about noise but it provides jobs and helps our community flourish. It is essential that this airport should survive and expand.

*Hounslow Heath Post Office*
Surinder Singh Benipal, Owner
Backed by the unions

As one of the largest job sites in the UK, workers representatives understand the opportunities for jobs and skills expansion at Heathrow provides. The promise of 10,000 apprenticeships, 179,000 jobs and a step change in local employment, including the opportunity to eradicate youth unemployment is something only Heathrow expansion can deliver.

“The GMB is right behind the expansion of Heathrow as it will secure the future of many thousands of existing jobs and at the same time create a multitude of fantastic new opportunities for future generations.”

GMB Union
Paul Clarke, National Lead Organiser

“Unite the Union fully supports the expansion and continued growth of Heathrow as the UK's hub airport, as it is vital for the economy, the maintenance of decent jobs and the sustainability of local communities. Only growth at Heathrow can connect the UK globally on the scale that is required.”

Unite the Union
Oliver Richardson, National Officer
Heathrow expansion is supported by politicians across the UK at a local, national and EU level. This key UK infrastructure project will be built across Parliaments and Governments so political support is needed across parties. From Slough Council to the Welsh Government, politicians are backing Heathrow expansion.

We recognise the strength of the existing hub at Heathrow, and its value to the UK and Welsh economy. Our relative proximity to Heathrow Airport is a part of our business and tourism proposition. International investors in particular take comfort from the fact that they are less than two hours away from a leading, global aviation hub. The strength of this proposition would be put at risk if the alternative option of expansion of Gatwick is pursued.

Welsh Government

North Wales is now just under 3 hours by train from London and it is my view that the London economy will grow if it increases and maintains international links through Heathrow. With the potential for faster travel times through HS2, areas such as North Wales will benefit from potential inward investment. Heathrow also links to regional airports in the north such as Manchester, so the potential for job growth is immense.

David Hanson MP
Labour, Delyn

We conclude that expansion of Heathrow is necessary and recommend that the Government permits this to happen.

Transport Select Committee
May 2013

With the global economic growth shifting away from Europe and towards Asia and the Americas, the connection to Heathrow is currently Aberdeen’s gateway to global connections. It is clear to me, the future of Aberdeen and the North East of Scotland’s Economy depends on Heathrow Expansion. It’s time the UK Government gets on with it and support’s Aberdeen’s economy in connecting it to the world.

Dame Anne Begg MP
Labour, Aberdeen South
Firms in Yorkshire already benefit from a flight three times a day direct from Leeds Bradford Airport to the UK’s hub, Heathrow. A bigger Heathrow would increase the range of growth markets that firms from my constituency, and across Leeds and West Yorkshire, can access throughout the world, boosting jobs and growth.

**Fabian Hamilton MP**  
Labour, Leeds North East

It is vital for Cornwall’s economy and future growth that we are able to be connected to an international hub that will provide a direct air connection to and from international markets. Therefore for both the future of our regional airport at Newquay and in order to provide the best chance for our local economy to grow and prosper I wish to place on record my support for the proposed expansion of Heathrow.

**Steve Double**  
Conservative PPC for St Austell and Newquay

The link between Northern Ireland and Heathrow is absolutely vital for our tourism industry as well as the business community. Heathrow is a hub for the rest of the world and we must look at some way to protect those local routes into Heathrow.

**Peter Robinson MLA**  
Leader of the DUP and First Minister of Northern Ireland

Heathrow is one of the main reasons Slough’s economy is so buoyant, our unemployment so low and our prospects so positive.

**Cllr Rob Anderson**  
Slough Borough Council

It is a rare thing to have an airport so well connected as Heathrow – one of only six in its class around the world serving more than 50 long haul destinations – if we can’t afford to replicate and indeed improve that option east of London it would be bizarre to abandon Heathrow’s expensively won position.

**George Birtwistle MP**  
Liberal Democrat, Burnley

Heathrow’s benefits extend across the country and across sectors – over 40,000 new jobs in manufacturing is a huge benefit for the sector and a boost for exporters. An expanded hub airport at Heathrow is uniquely important to the UK economy and will support the regional economies too… allowing Heathrow to grow is to allow the UK to grow too – fulfilling the promise of jobs, apprenticeships and export growth.

**Crispin Blunt MP**  
Conservative, Reigate

Best for Britain: Backed by Britain