

Dear Sirs,

This email responds to the Airport Commission's call for evidence on 'Airport Operational Models' exploring the features of a hub or 'focal' airport. The City of London's leading position as an international finance and business centre is heavily dependent on it being easily accessible not only from across the UK but, crucially, also from all over the world. Aviation services are vital to the wellbeing of London and the UK economy, and the City welcomes the creation of the Independent Commission to consider options for maintaining this country's status as an international hub for aviation.

Whilst the City of London has not carried out any research specifically on Airport Operational Models, it has commissioned a number of studies on aviation which may be of background relevance to the Consultation. The City Corporation first commissioned research into the importance of aviation in 2002 ("The Use of Aviation Services in the City of London and the Central London Business District and the Implications for Future Aviation Policy", Oxford Economic Forecasting). The study identified that the provision of air services in London that are able to compete with and outperform services available in other financial centres are essential if London is to remain globally competitive. This was updated by a further study published in July 2008 ("Aviation Services and the City", York Aviation) which looked at the extent to which City businesses relied on air travel and a further update in 2011. This 2011 update includes a section on 'The Value of the Heathrow 'Hub'' (see 4.4, page 33) and can be downloaded [here](#).

The most recent research, prepared by York Aviation and published in two volumes by the City of London and, explores London's Air Connectivity and both are prepared as a contribution to the on-going debate on how to meet London's airport capacity needs and the importance of retaining hub status.

'London's Air Connectivity: the importance to London of having a world class aviation hubbing capacity' published in December 2012, examines the importance of London's hubbing capacity to the maintenance of connectivity by air to key business markets, focusing on the extent to which hub connecting traffic underpins the provision of services in London to twenty key business centres.

'London's Air Connectivity: emerging and growth markets' published in December 2012, examines London's current connectivity by air to twenty-two growth and emerging markets, and compares this region's connectivity with four other primary European air travel hubs (Amsterdam, Frankfurt, Madrid and Paris) and with another growing global hub, Dubai.

Hard copies of the recent reports can be supplied or, alternatively, they can be found on the City's website here - [London's air connectivity](#)

If you have any further queries of the City's interests in this area, please do not hesitate to get in touch.

Yours sincerely,

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