

The ADAM Group

Airport Development And Management Ltd.

October 24th.2013

Sir Howard Davies, Chairman. Airports Commission,
Sanctuary Buildings,
20, Great Smith Street,
London SW1P 3BT

Dear Sir Howard,

My fellow Directors and I have read your "Analysis" (October 7th.) of the Commission's emerging thinking about the UK's Aviation Capacity problems with great interest. We are encouraged both by the comprehensive approach you are adopting as well as the confirmation that the South East does need an effective and efficient International Hub Airport.

To be very brief, our own submission of last May proposed that there was a need for a short term solution (an interim increase in Heathrow's capacity) and, in the longer term, the expansion of Stansted as the main UK/London Hub together with supporting but, as required, independent hubs at Manchester and Glasgow.

We have not changed our view however, as a response to your invitation to comment further before the end of this month, may we take this opportunity to again emphasise that our proposals are based on the essential importance of linking the emerging International Aviation Network with a strategically effective National Transport Structure. In our view the UK does not yet have a National Transport Strategy and the recommendations that your Commission will make about UK Airport locations and capacity will undoubtedly be recognised as major factors in the creation of such a Strategy.

In Aviation terms the UK is not very big and flight times between London, Manchester and Glasgow are approximately only one hour for each sector. It is in this regard that we believe that providing hub or gateway airports in the economic regions of the North and of Scotland sustains the Government's wish that other areas of the UK should feel the economic benefit of any new airport proposals. Further, considering Surface Connections, in the longer term, a high speed rail line (an extension of HS1) directly linking those three airports, would provide a unifying strategic effect that would be invaluable not only to Aviation but also to the UK Economy as a whole. Locating these three airports as independent hubs and, when required as alternates, would have much greater economic benefits nationally than two or more airports competing on the London perimeter.

This aspect of our previous proposals may not have been made sufficiently clear and, although we can see from your comments you are considering all aspects, in our view, your conclusions about a future network of Airports will have a fundamental affect on the socio-economic structure of the United Kingdom for

generations to come. It is in the context of this thinking that we felt it important to stress that our views are driven by the recognition that successful airports are generators of economic prosperity for the regions they serve.

In our discussions with other interested parties (political and commercial) about our proposals, it would seem that the prospect that Heathrow should eventually be reduced to a small business airport with just one runway or, possibly be closed down altogether, causes the greatest scepticism. We recognise that this proposal will create a major change in West London however, there are examples of such dramatic airport moves having been successfully achieved in other parts of the world and with proper planning, it is our view that London could do the same.

Your concern for the Environmental consequences of any recommendations that the Commission makes must, in our view, take account of the fact that at present, three quarters of a million people are affected by noise by continuing operations at Heathrow whereas, at Stansted, less than ten thousand people would be affected. (source; greening@parliament.uk) In our view, it therefore follows that at Stansted, alleviation measures would be infinitely more effective and, importantly, that the continuing improvements in aviation environmental performance will bring considerable further benefit in the next fifteen/twenty years to those who live and work in the Stansted area. (source: Sustainable Aviation).

Finally, may I also make the point that within the Aviation community, Airlines, the providers of aviation connections, have the freedom to choose where they will operate and this is inevitably decided by selecting the airport that will give them easy access to passenger markets that will consistently return the greatest operating profit. Passenger access is critical to the success of airlines as well as to the airport and your analysis of the Commission's thinking does clearly recognise this. However, I choose to mention it here as one who, in the first nine years of it's life was responsible for demonstrating to airlines that in spite of London City Airport being at the heart of the overlapping catchment areas of four major airports, as the means of access improved and the speed of process within the airport was experienced by passengers, the airlines made profits and the airport captured an expanding market share. My successors at London City have been able to build on that success.

My point in that last comment is that The ADAM Group proposal that a trio of Hubs serving all parts of the United Kingdom could produce the same success not only to the UK Aviation Industry but to the UK Economy as a whole.

Yours sincerely,


William T. Charnock. Director The ADAM Group