

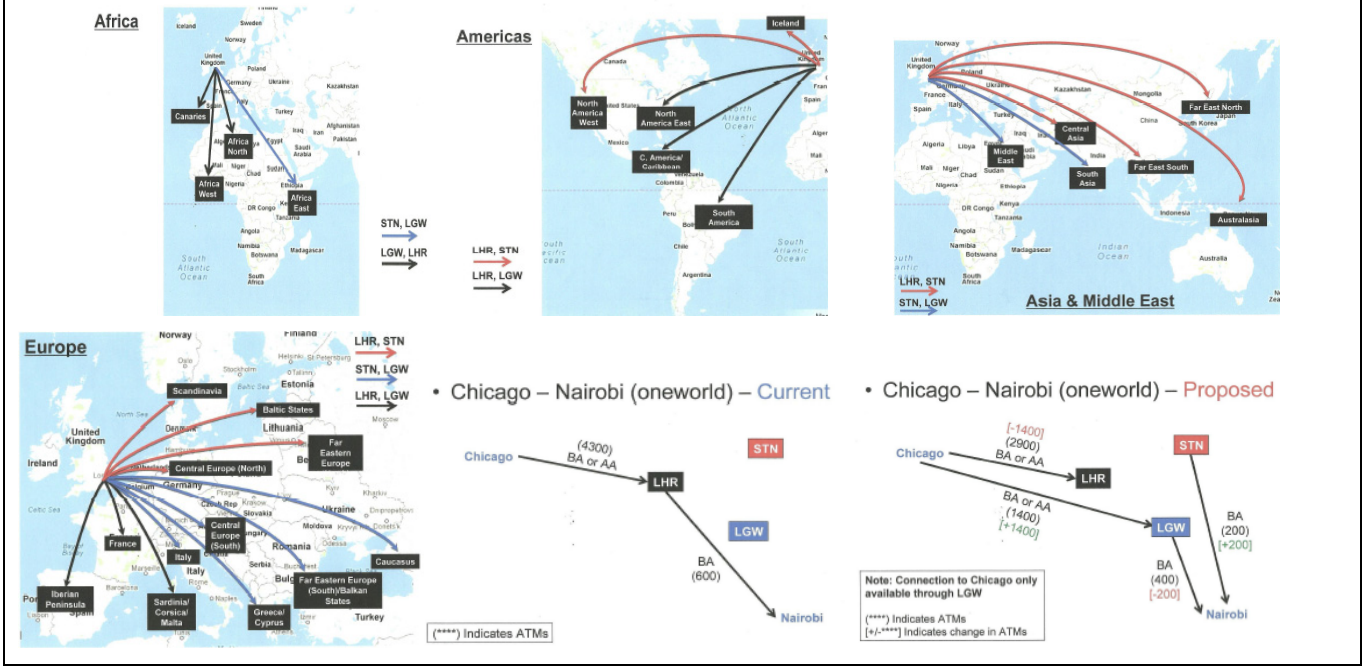
<b>PROPOSAL TITLE:</b>	<b>Dispersed London Aviation Hub</b>	<b>Short Term</b>	<input type="checkbox"/>
<b>SUBMITTED BY:</b>	<b>Imperial College</b>	<b>Medium/Long Term</b>	<input checked="" type="checkbox"/>

## PROPOSAL

Dispersed hub system comprising a number of two-runway airports at Heathrow, Gatwick and Stansted.

The proposal recognises the importance of London having a hub airport and draws comparisons with other European airports in terms of airport accessibility, numbers of usable runways, and runway capacity.

The proposal takes as its central model destinations served by each of the airports in the London system. The compass bearing of all destinations would be divided into a rosette of six segments. Segments would be assigned to each London airport according to its own bearing from the city centre. i.e. airports on a bearing of between 1 and 110 degrees would be allocated to Luton and Stansted. Some blending between segments occurs so that one third of flights in a particular direction would be allocated to an adjacent airport.



## INITIAL ASSESSMENT COMMENT

A novel approach to reorganising the airline industry with the aim of serving the consumer better and exploiting existing available capacity. The principle of assigning routes to particular airports is applied without consideration of the origin of the populations flying those routes, the airports from which they have connected or wish to connect to, the airlines serving them, or airline schedules. The scheme would require many airlines to split their operations across several airports in the London system, potentially creating significant inefficiency. The concept of categorising destinations by compass bearing does not appear to provide any operational benefit or resolve any particular constraints or issues. Nor is it likely to be compliant with UK and European open skies legislation.

Aside from the re-distribution of flights, the proposal is similar to other submissions setting out a “constellation” of airports serving London and the southeast of England.

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## OVERVIEW

<b>Proposal</b>	<b><u>Implement a distributed model of airport capacity, allocating routes to airports based on the direction of the origin or destination.</u></b>		
<b>Approach</b>	The proposal includes new runways at Gatwick and Stansted as well as new traffic distribution element.	<b>Assumed Capital Cost</b>	<b>£20 bn+</b>
<b>Potential Benefits</b>	<ul style="list-style-type: none"> <li>▪ Better use of existing facilities.</li> <li>▪ Provides passengers with a greater choice in destinations and operators if they travel through the London Hub.</li> <li>▪ No further rise in noise pollution impact from Heathrow.</li> <li>▪ Increased convenience for originating passengers from being able to fly to most significant destinations from one of their nearest two airports.</li> <li>▪ Additional service frequencies, destinations and airlines, including new long haul routes to destinations not served by carriers at other UK airports.</li> <li>▪ Could facilitate increased competition between London area airports.</li> <li>▪ As part of a “constellation” of airports, mitigates the intensive noise impacts over a single heavily populated area associated with Heathrow.</li> <li>▪ Lower construction carbon footprint compared to new hub locations with use of existing infrastructure.</li> <li>▪ Increased resilience over current operations.</li> </ul>	<b>Additional Capacity (mppa)</b>	<b>40</b>
		<b>Additional Capacity (ATM)</b>	<b>280,000</b>
<b>Key Issues &amp; Risks</b>			
<b>Strategic Fit</b>	<ul style="list-style-type: none"> <li>▪ The proposal incorporates expansion at two airports within the London system, alongside its novel compass bearing strategy..</li> </ul>		
<b>Economy</b>	<ul style="list-style-type: none"> <li>▪ The proposal does not include any expansion in capacity at the existing hub airport. As such, there is a possibility that new capacity may be used predominately for point-to-point services, which could reduce the connectivity impact.</li> <li>▪ The level of intervention proposed to distribute traffic would limit fair competition between airports and may distort market forces. However, a constellation of airports may increase competition.</li> </ul>		
<b>Surface Transport</b>	<ul style="list-style-type: none"> <li>▪ The distributed hub arrangement could decrease surface transport requirements to some degree as passengers should be more likely to find a flight to popular destinations from one of the two nearest airports. However, the expansion of Gatwick and Stansted is nonetheless likely to require road and rail upgrades.</li> </ul>		
<b>Environment</b>	<ul style="list-style-type: none"> <li>▪ Noise would not increase in the Heathrow area, but increased impact at both Gatwick and Stansted.</li> <li>▪ Similarly the expansion of Gatwick and Stansted would be likely to lead to the loss of cultural heritage and designated sites, impacts on landscape and; agricultural land loss and demolition of residential properties.</li> <li>▪ Does not address existing impacts at Heathrow.</li> </ul>		
<b>Cost</b>	<ul style="list-style-type: none"> <li>▪ No costs are provided. Costs of expansion at Stansted and Gatwick likely to be very significant including surface transport.</li> </ul>		
<b>Operations</b>	<ul style="list-style-type: none"> <li>▪ Development of Stansted may necessitate the closure or reduction in capacity at Luton Airport reducing the claimed net capacity increase to 280,000 ATMpa 40 mppa.</li> </ul>		
<b>Delivery</b>	<ul style="list-style-type: none"> <li>▪ The scheme would only be achievable with cooperation from all London airports and airlines.</li> <li>▪ The scheme would need to be driven centrally by government, but within an “open skies” market place is likely to be contrary to UK and European legislation.</li> </ul>		