

# **New airport capacity options - Assessment criteria**

## **Consultation Results**

March 2013

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### **1. Purpose of the Criteria**

- 1.1. This paper provides a summary of TfL's public consultation on a set of criteria to assess proposals for the new airport capacity serving London that the Mayor believes London needs.
- 1.2. The Mayor has asked Transport for London to undertake an assessment of options, to inform his work in support of both the Airport's Commission led by Sir Howard Davies, and the Government's emerging Aviation Policy Framework. A series of criteria and metrics have been developed to be used by the Mayor to assess these options.
- 1.3. These criteria span six themes: economic impacts, airport infrastructure, airspace considerations, surface access network, environmental impacts and the airport's deliverability.

### **2. The Consultation**

- 2.1. TfL launched a consultation on a draft set of criteria on December 21 2012. The Consultation ran for eight weeks to February 8 2013.
- 2.2. A number of questions were asked. They included both the relative importance of the different criteria, and their appropriateness, as well as an overarching question on the need for increased airport capacity serving London and the South East.
- 2.3. More than 160 responses were received, from key industry, business, environmental, and local authority stakeholders, as well as individuals. Approximately 65 responses were received from organisations. The key organisations who responded are identified in Annex A.

### **3. How the criteria will be used**

- 3.1. To determine the merits of different options, TfL are to apply these criteria and the associated metrics to understand how different options perform.

3.2. The criteria will be used to both shortlist the best performing options from a long list of potential sites, and to conduct a detailed assessment of shortlisted sites and any relevant comparator options.

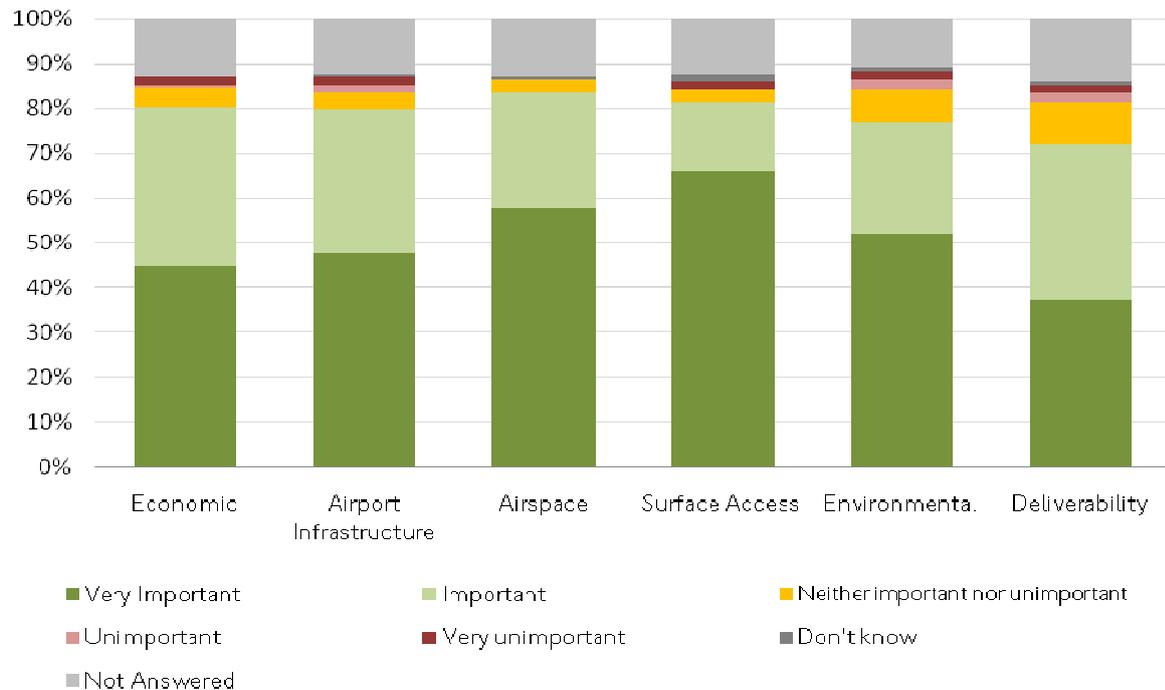
#### 4. Consultation results

4.1. The question “do you agree that there is a need to increase airport capacity serving London and the South East?” received the following breakdown of responses:

Response	Number	Percentage of Respondents
Yes	101	64
No	35	22
Not sure	15	10
Not Answered	6	4

An overwhelming majority of respondents indicated that the criteria offered to assess the long list of location options were important or very important, as represented in Figure 1 below.

Figure 1: Relative importance of each criteria theme



## **5. Changes to the criteria following the consultation**

5.1. A number of the criteria and metrics have been amended in light of the consultation. The changes have involved:

- the addition of a new criteria to reflect the importance of surface access for freight
- the rewording of a number of criteria to more accurately reflect key issues
- the inclusion of a number of additional targets and metrics, improving measurability and transparency

5.2. A summary of key responses, TfL's position, and the details of any changes are presented below:

**Theme 1 – Economic criteria. Maximising economic and social benefits.**

	Criteria / metrics consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
IA	<p><b>Global connectivity</b> that meets our future economic needs</p> <ul style="list-style-type: none"> <li>Key destinations served at required frequency (including emerging economies, UK)</li> </ul>	<p>The value of air freight particularly as part of the range of aviation-related economic activity was raised by the Freight Transport Association, Stansted Airport and others.</p> <p>The effect on the UK's competitiveness internationally, particularly against European rivals, as a result of increasing hub airport capacity was raised by business respondents, including GE Aviation Systems.</p>	<p>New aviation capacity must enable access to the key destinations globally that will support the UK's future economic needs, including for trade, tourism and inward investment. This must include major cities in new and emerging markets and connections to other UK destinations. We are competing against rival airports in Europe and beyond to offer capacity on a growing number of key routes. This has been captured explicitly within the new criterion.</p>	<p><b>Global connectivity</b> that meets our future economic needs <b>and enhances our international competitiveness.</b></p> <ul style="list-style-type: none"> <li>Key destinations served at required frequency (including emerging economies, UK)</li> <li>Air freight capacity to key destinations</li> </ul>
IB	<p>Connectivity which <b>maximises the economic benefits</b> to London, the South East and the UK</p> <ul style="list-style-type: none"> <li>Net increase in GVA</li> <li>Net increase in jobs</li> <li>Ability to meet growth and regeneration policy goals</li> </ul>	<p>Several respondents wanted explicit mention of the need to balance economic benefits with non-economic considerations. Natural England highlighted that securing gains in these areas, and the environmental field, will be integral to the National Planning Policy Framework. These impacts will be recorded in section 5 (environmental) and will take into account the need to balance competing criteria.</p>	<p>The regional and national economic benefits of new aviation capacity must be maximised, in terms of increased jobs, gross value added and overall economic efficiency. Any capacity increase must also seek to support growth and regeneration policy objectives at national, regional and local levels.</p> <p>The criterion text has been amended to incorporate the economic benefits that could</p>	<p>IB. Connectivity which <b>maximises economic benefits</b> to London, the South East and the <b>rest of the UK.</b></p> <ul style="list-style-type: none"> <li>Net increase in GVA</li> <li>Net increase in jobs</li> <li>Ability to meet local, regional and national</li> </ul>

	Criteria / metrics consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
		<p>This criterion includes the impacts on local economies/jobs in sub-regions where new capacity is located and where it is lost, as raised by several respondents.</p> <p>A number of local authorities were keen that jobs were disaggregated by type. The value of this and the potential for 'up-skilling' is recognised. Its capture will be attempted.</p> <p>AEF (Aviation Environment Federation) and SASIG (Strategic Aviation Special Interest Group of the Local Government Association) flagged the problem of the UK's 'tourism deficit'. However, Britons travelling on holiday to their destination of choice, entails social, if not substantial economic benefit. These metrics seek neither to specifically promote nor discourage this segment of air travel.</p>	accrue to the UK regions outside London and the South East.	<i>growth and regeneration policy goals</i>
IC	<p>Supports Government objectives for rebalancing of the UK economy</p> <ul style="list-style-type: none"> <li><i>Potential to support current and prospective high-growth, value-adding, export-oriented and employment generating</i></li> </ul>	<p>A number of responses suggested that this criterion should include geographical rebalancing of the economy, in particular emphasising how the economic benefits of new hub airport capacity could be delivered to other regions in the UK.</p>	<p>Specific policy objectives around refocusing UK economic activity should also be supported by any increase in aviation capacity.</p> <p>The value of hub airport capacity to the UK regions is critical, but has been captured and refined in criterion 1B.</p>	<p>Supports Government objectives for <b>rebalancing</b> of the <b>UK economy</b></p> <ul style="list-style-type: none"> <li><i>Potential to support current and prospective high-growth, value-adding, export-oriented and employment generating</i></li> </ul>

	Criteria / metrics consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
	sectors			sectors
ID	<p>Local area has the necessary <b>resource capacity</b></p> <ul style="list-style-type: none"> <li>Capacity to support the number of new jobs, homes and services required</li> </ul>	<p>The benefits of additional aviation capacity in supporting local training/apprenticeships were raised by many.</p>	<p>For any significant airport development, it is essential that the local area has the resources to support it – whether potential workers, land available for new homes or other associated infrastructure.</p> <p>This criterion has been clarified following comments to recognise that some elements of resource capacity will be potential until airport proposals are taken forward.</p> <p>The importance of capacity for business development is now made more explicit (following SASIG comments).</p>	<p>Local area has the necessary <b>resource capacity potential</b></p> <ul style="list-style-type: none"> <li>Capacity to support the number of new jobs, homes and services required <i>and associated business development</i></li> </ul>

**Theme 2 – Airport Infrastructure criteria. Competitive, efficient, effective and safe, while meeting needs of airlines, passengers and freight**

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
2A	<p><b>Runway/terminal capacity</b> configured to maximise global connectivity and meet long-term demand</p> <ul style="list-style-type: none"> <li>• <i>Air traffic movements (ATMs)</i></li> <li>• <i>Passenger throughput (mppa)</i></li> <li>• <i>Ensuring operational efficiency and resilience</i></li> </ul>	<p>An airport design which facilitates an allowance for future growth as demand increases was raised by several.</p> <p>The issue of stacking was highlighted by several; this is captured by reference to operational efficiency.</p> <p>All assumptions for ATMs will incorporate sufficient spare capacity to support operational efficiency and resilience; this specific issue has been highlighted by London Councils, amongst others.</p>	<p>Any runway and terminals must be provided so as to maximise the effective capacity of the infrastructure, supporting global connectivity objectives. This will need to take into account local environmental constraints such as noise impacts. Sufficient resilience should be built into the design; runways should aim to operate at approximately 70% of capacity, in line with IATA guidelines.</p> <p>A future year has now been specified.</p>	<p><b>Runway/terminal capacity</b> configured to maximise global connectivity and meet long-term demand (2050 and beyond)</p> <ul style="list-style-type: none"> <li>• <i>Air traffic movements (ATMs)</i></li> <li>• <i>Passenger throughput (mppa)</i></li> <li>• <i>Ensuring operational efficiency and resilience</i></li> </ul>
2B	<p><b>Optimised airport facilities</b> to enable airlines to maximise their economic effectiveness and to support a quality passenger and freight offering</p> <ul style="list-style-type: none"> <li>• <i>Competitive, world-class facilities with appropriate capacity and configuration</i></li> </ul>	<p>Other respondents wanted to see an emphasis on 'inspirational design', however, one respondent stated that 'world-class' must not diminish the importance of a value-for-money offering.</p>	<p>Any new airport facilities must be able to accommodate the specific market needs that will ensure the competitiveness of the offering, such as good minimum connection times. The availability of sufficient space for optimal passenger and freight / logistics facilities is also an important component of this.</p> <p>The deliverability of a new hub airport in terms of its costs and benefits are captured in theme</p>	<p><b>Optimised airport facilities</b> to enable airlines to maximise their economic effectiveness and to support a quality passenger and freight offering</p> <p><i>Competitive, world-class facilities with appropriate capacity and configuration maximising</i></p> <ul style="list-style-type: none"> <li>• <i>the quality and connectivity</i></li> </ul>

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
			6.  Further to comments from the air freight industry, a specific metric is included to ensure new airport infrastructure is optimised to maximise the UK's logistics activity..	<i>offer for passengers</i>  • <i>existing and future UK logistics activity</i>
2C	Enables <b>night operations</b> stringent restrictions  • <i>24hr operation to support longhaul arrivals and freight movements</i>	Several respondents were very clear that night operations must not adversely impact populated areas.  Heathrow Airport recognised the importance of night flights but consider unrestricted 24 hour operations to be unrealistic.  The Freight Transport Association supported this criterion stating that "those services that operate at night do so for no other reason than need". This sentiment was echoed by the Association of International Courier & Express Services.	Twenty-four hour operations ensure best use of infrastructure and support economically beneficial flights. New aviation capacity should support regular night operations, but this can only be achieved if compliant with the noise criterion.  Criterion has been updated to emphasise that night-time operations must not adversely impact populated areas.	Enables <b>night operations</b> in a <b>location where</b> stringent restrictions <b>are not required to protect local populations</b>  • <i>Potential for 24hr operation to support longhaul arrivals and freight movements</i>
2D	Minimises the risk of <b>local factors affecting safe and planned airport operations</b>  • <i>Local limitations, restrictions and risks</i>	Heathrow Airport suggested that these risks should include weather conditions.	Any new airport facilities should be able to appropriately address any specific local risks to safe and effective operation.  The exact limitations, restrictions and risks to be assessed however, will be site-specific, and will be mindful of the potential severity of impact of relevant risks.	Minimises the risk of <b>local factors affecting safe and planned airport operations</b>  • <i>Local limitations, restrictions and risks</i>

**Theme 3 – Airspace. Supports the effective and safe operation of the airspace.**

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
3A	<p>Meets operational and safety-related <b>airspace</b> requirements</p> <ul style="list-style-type: none"> <li><i>Compatible with relevant national and European airspace regulations, strategies and constraints</i></li> </ul>	<p>NATS emphasised that airspace is a vital component of aviation capacity.</p> <p>GE Aviation Systems highlighted the benefits of new airspace technologies in delivering increased capacity and economic and environmental benefits.</p> <p>The Guild of Air Pilots and Air Navigators also emphasised the need to look ahead to future developments and changes in operational techniques.</p> <p>Other respondents flagged the need for smarter use of airspace.</p> <p>Some respondents highlighted the potential airspace impacts on existing airports.</p>	<p>Any increase in aviation capacity must comply with current and future airspace regulations, including the continuing 'Single European Sky' initiative. Any airspace conflicts with existing airports will need to be addressed and a major reconfiguration of airspace might be required. Aviation safety remains paramount.</p>	<p>Meets operational and safety-related <b>airspace</b> requirements</p> <ul style="list-style-type: none"> <li><i>Compatible with relevant national and European airspace regulations, strategies and constraints</i></li> </ul>

**Theme 4 – Surface Access. Enabling passenger, staff and freight access from optimal catchment area, underpinned by a sustainable mode share.**

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
4A	<p>Fast, direct rail and road access to economic centres supporting aviation-dependent activity</p> <ul style="list-style-type: none"> <li>Rail journey time, accessibility and capacity to key locations</li> <li>Capacity and connectivity to strategic highway network</li> </ul>	<p>The need to support local and regional transport needs – including new economic development – was raised by very many respondents; a text has been incorporated accordingly.</p> <p>Similarly, an additional metric has been added to ensure that, as many raised, airport surface access provision is not at the expense of non-airport traffic flows.</p> <p>The importance of an integrated multi-modal approach to the passenger journey, was emphasised by several respondents.</p> <p>Mode share was raised by several local authorities and members of the public. Other sustainable options were also raised, notably cycling.</p> <p>The importance of serving smaller centres in the immediate region of the airport was also flagged.</p> <p>Several respondents emphasised that airport rail access will need to be offered on a 24/7 basis from all directions.</p> <p>A number of respondents proposed specific journey times from central London.</p>	<p>Airport capacity must be located so as to deliver excellent access to the key aviation demand generators: those business and residential areas with the most people flying. Best practice from other countries suggests a target journey time by rail of 30 minutes from the airport to key business centres. An airport's connectivity must also ensure it can draw on local employment and can support wider economic development and regeneration in the region.</p> <p>A new airport needs to have a surface access network that facilitates a public transport mode share more in line with other major international hub airports, such as Hong Kong (75%). The emphasis on mode share is currently captured in the overarching category description.</p>	<p>Fast, direct rail and road access to economic centres supporting aviation-dependent activity and that can support local and regional transport needs</p> <ul style="list-style-type: none"> <li>Rail journey time, accessibility and capacity to key locations</li> <li>Capacity and connectivity to strategic highway network</li> <li>Minimising adverse impacts for non-airport related traffic</li> </ul>

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
		Affordability of rail fares was also raised by some as an issue.		
4B	Fast, direct rail <b>access to</b> major population centres in the UK <ul style="list-style-type: none"> <li><i>Rail journey time, accessibility and capacity to key cities</i></li> </ul>	Some questioned why road access was not included in this category; for journeys from outside the region of the airport, the distances involved make rail the optimal mode of access.  The need for a co-ordinated approach with HS2 was raised by several participants; any assessment will take the current and committed rail network as its base.  Equal treatment between major city regions was also raised by Liverpool City LEP.	The whole of the UK should benefit from new aviation capacity delivered and the global connectivity that this will bring. Linking major UK centres with an airport should also help promote a shift from domestic flights to rail. Britain's emerging high speed rail network promises to shrink the UK's geography and, as such, perhaps more important than the exact location of an airport is its ability to plug directly into that network.	Fast, direct rail <b>access to</b> major population centres in the UK <ul style="list-style-type: none"> <li><i>Rail journey time, accessibility and capacity to key cities</i></li> </ul>
4C	Fast, direct rail <b>access to</b> major population centres in <b>continental Europe</b> <ul style="list-style-type: none"> <li><i>Rail journey time, accessibility and capacity to key cities</i></li> </ul>	Heathrow Airport did not believe this criterion added value.	Providing direct services to major cities in continental Europe, via High Speed One and the Channel Tunnel could further support mode shift to rail as well as maximise the catchment area of an airport. It could also enable the UK to effectively 'export' aviation services to passengers travelling between northwest Europe and non-UK destinations.	Fast, direct rail <b>access to</b> major population centres in <b>continental Europe</b> <ul style="list-style-type: none"> <li><i>Rail journey time, accessibility and capacity to key cities</i></li> </ul>
4D	<b>None - new criteria proposed</b>	The Association of International Courier & Express Services highlighted the specific needs for good road and rail links for freight and the limits on mode shift.	A new criterion has been created to capture the importance of freight movements as part of a range of critical airport operations while designing a surface access network.	<b>Road and rail access for freight to key locations</b> <ul style="list-style-type: none"> <li><i>Rail journey time, accessibility, capacity and connectivity to key</i></li> </ul>

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metrics (amends in red text)
				<i>locations for freight</i> <ul style="list-style-type: none"> <li>• <i>Road journey time, accessibility, capacity and connectivity to key locations for freight</i></li> </ul>

**Theme 5 – Environmental. Minimising the impact on local communities and the natural environment.**

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL’s Position	New criterion/metric (amends in red text)
5A	<p>Compatible with the Government’s Climate Change commitments</p> <ul style="list-style-type: none"> <li>ATMs compatible with Committee on Climate Change (CCC) UK-wide targets</li> </ul>	<p>The different emissions profile of different ATMs was flagged by the AEF; the fleet mix – and fleet replacement rate – will have a bearing on the number of ATMs that are permitted within CCC targets.</p> <p>Heathrow Airport said that the climate change targets should be global rather than for the UK, citing the DfT’s Draft Aviation Policy Framework; however that document suggests the DfT believe the latter could complement the former.</p>	<p>Any increase in aviation capacity must be compatible with the emissions targets set out by the Committee on Climate Change, as applicable to aviation.</p>	<p>Compatible with the Government’s <b>Climate Change</b> commitments</p> <ul style="list-style-type: none"> <li>ATMs compatible with Committee on Climate Change (CCC) UK-wide targets</li> </ul>
5B	<p>Minimises the number of people affected by aircraft <b>noise</b></p> <ul style="list-style-type: none"> <li>Population affected by noise in excess of 55dB <math>L_{den}</math></li> </ul>	<p>Many respondents drew attention to the aim of the Government’s Noise Policy for England ‘to avoid significant adverse impacts and minimise adverse impacts on health and quality of life’.</p>	<p>It is essential that an increase in aviation capacity is delivered without any increase in noise impacts; we will use 55dB <math>L_{den}</math> metric because it is the current EU policy indicator and it facilitates a useful comparison with hub airports in Europe using a single metric that represents both day and night noise.</p> <p>The wording has been changed to ‘exposed to’ because not everyone within a certain noise contour is affected to the same extent.</p> <p>It was clear from responses that the optimal</p>	<p>Minimises the number of people <b>exposed to aircraft noise</b></p> <ul style="list-style-type: none"> <li>Population affected by noise in excess of 55dB <math>L_{den}</math></li> </ul>

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metric (amends in red text)
			<p>noise metric remains a source of considerable debate, as was whether a L<sub>night</sub> metric should additionally be used. In the absence of a definitive answer, 55dB L<sub>den</sub> is appropriate for representing those who are (and will be) exposed to the substantial nuisance and health disbenefits caused by aviation noise.</p> <p>Further technical work will be undertaken to gain a better understanding of the implications of different noise metrics, and the intensity, frequency, and timing of exposure.</p>	
5C	<p>Minimises the number of people affected by poor <b>air quality</b></p> <ul style="list-style-type: none"> <li>• <i>Able to meet EU limits on air quality (NO<sub>x</sub>, particulates)</i></li> </ul>	<p>London Councils and others emphasised that both current and future EU air quality limits will need to be met.</p>	<p>Aircraft emissions, in conjunction with local road emissions, can have a detrimental impact on local air quality. It is essential that any increase in aviation capacity is achieved without breaching EU limits for NO<sub>x</sub> and particulate matter (PM<sub>10</sub>).</p> <p>The metric has been elaborated on in response to comments; no populated area near an airport should be breaching EU limits. It is appreciated that surface access is an important element of this, hence the reference to sustainable mode share in category 4.</p>	<p>Minimises the number of people affected by poor <b>air quality</b></p> <ul style="list-style-type: none"> <li>• <i>Number of exceedances of EU limit values on local air quality (NO<sub>2</sub> and PM<sub>10/2.5</sub>)</i></li> </ul>

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metric (amends in red text)
5D	<p>Can address impacts on <b>local communities and the built environment</b></p> <ul style="list-style-type: none"> <li>Number/type of properties affected</li> </ul>	<p>London Councils and others raised the need to identify both those properties required and those blighted.</p>	<p>Any impacts on local communities and the built environment will need to be minimised, with appropriate and effective mitigations as required.</p> <p>The criterion has been amended to reflect comments that some built environment impacts are not community related.</p> <p>The metric has been amended explicitly to capture English Heritage's comments relating to cultural heritage.</p> <p>The need to identify both properties required and those blighted will be included as part of the assessment.</p>	<p>Can address impacts on <b>local communities and the built environment</b></p> <ul style="list-style-type: none"> <li>Number/type of properties affected <i>including cultural heritage assets</i></li> </ul>
5E	<p>Can address impacts on <b>wildlife and biodiversity</b></p>	<p>See explanation of TfL's position.</p>	<p>Any impacts on local wildlife and biodiversity will need to be minimised, with appropriate and effective mitigations as required. Proposals will need to comply with the relevant national and EU designations, including the EU Habitats and Birds Directives and Sites of Special Scientific Interest (SSSIs).</p> <p>Further to comments from Natural England, the criterion has been amended the criterion and metrics have been amended to capture other natural impacts other than on wildlife and</p>	<p>Can address impacts on <b>wildlife, biodiversity and landscape</b></p> <ul style="list-style-type: none"> <li>Capable of meeting requirements of <i>European protected sites</i></li> <li>Number / type of <i>national and regional designated wildlife and landscape areas potentially affected</i></li> </ul>

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metric (amends in red text)
			<p>biodiversity.</p> <p>The first metric has been clarified further in response to comments by Swale Borough Council and others.</p>	

**Theme 6 – Deliverability. Capable of being delivered and funded, representing value for money**

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL’s Position	New criterion/metric (amends in red text)
6A	Can secure <b>planning and consents approvals</b> addressing challenges and in appropriate timescale	There were some comments about the ‘appropriate timescale’ and one suggestion was that the timescale for new capacity must keep pace with expected demand.  The importance of political support/consensus was flagged by some; this would be difficult to convert into a meaningful criterion.	New airport facilities must be capable of securing planning consent within an appropriate timeframe, in line with the relevant legal process and by minimising planning risk.  Keeping pace with capacity and demand is likely to be unachievable in the short-to-medium term.	Can secure <b>planning and consents approvals</b> addressing challenges and in appropriate timescale  <ul style="list-style-type: none"> <li>• <i>Process and timescales for securing consent</i></li> <li>• <i>Level of planning risk</i></li> </ul>
6B	Can address any <b>construction risks and impacts on existing operations</b>  <ul style="list-style-type: none"> <li>• <i>Level of construction risk/complexity</i></li> </ul>	Availability of talent for delivery of project raised by AMEC (consultancy),	New airport facilities must be capable of being constructed while minimising the risk and complexity entailed as well as the impact on existing airport operations.	Can address any <b>construction risks and impacts on existing operations</b>  <ul style="list-style-type: none"> <li>• <i>Level of construction risk/complexity</i></li> </ul>
6C	<b>Value for money, commercially attractive proposition</b>  <ul style="list-style-type: none"> <li>• <i>Business case</i></li> <li>• <i>Commercial viability case</i></li> </ul> <i>[Underpinned by capital cost, operating cost per passenger, aeronautical and non-</i>	Many flagged that the costs of implementation – relating to notably surface access and environment – will need to be incorporated into the financial assessment.  Several highlighted the importance of the commercial viability; British Airways identified the competitive context of the London airport system.  Another recommendation was for income	To be taken forward, any new airport infrastructure will need to demonstrate a sound business case for both London and the UK, and comprise an attractive proposition to potential private sector investment.  The full costs of implementation will need to be incorporated into a financial assessment. This will also need to include transition costs.  Phasing was also cited as an issue, and will be	<b>Value for money, commercially attractive proposition</b>  <ul style="list-style-type: none"> <li>• <i>Attractive proposition to both London and the UK</i></li> <li>• <i>Commercially attractive proposition for potential investors</i></li> </ul>

	Criteria consulted upon	Key Stakeholder Responses and Themes	TfL's Position	New criterion/metric (amends in red text)
	<i>aeronautical revenues]</i>	from air passenger duty and other aviation-related taxes to be incorporated.	fully considered.	

## **Annex A**

### **Stakeholder organisations that responded to the consultation (in alphabetical order)**

3DReid  
A Bilborough & Co  
ABTA  
AMC Consultants  
AMEC  
Association of Intl Courier & Express Services  
Association of Noise Consultants  
Aviation Environment Federation (AEF)  
Beckett Rankine  
Bedford Borough Council  
Black Country LEP  
British Airways  
CAA  
Cambridgeshire Chamber of Commerce  
Canterbury City Council  
CBI  
City of Edinburgh Council  
Clifford Chance LLP  
Edenbridge Town Council  
English Heritage  
Environment Agency  
Essex Chamber of Commerce  
Friends of North Kent Marshes  
FTA  
Gatwick Area Conservation Campaign  
Gatwick can be quieter (GATCAN)  
GE Aviation Systems  
Greater Cambridgeshire & Peterborough LEP  
Greater Manchester Chamber of Commerce  
Guild of Air Pilots & air Navigators  
Hampshire County Council  
Kent County Council  
LB Enfield  
LB Hammersmith & Fulham

LB Havering  
LB Redbridge  
LB Richmond Upon Thames  
LB Southwark  
LB Waltham Forest  
LB Wandsworth  
LCCI  
Liverpool City Region LEP  
London Biggin Hill Airport  
London Councils  
London First  
London Heathrow Airport  
London Mandarin School  
London Southend Airport  
London Stansted Airport  
M3 LEP  
Medway Council  
Natural England  
Rex Clement  
Royal Borough of Kensington & Chelsea  
Royal Town Planning Institute  
Slough Borough Council  
Solihull Metropolitan Borough Council  
Stoke on Trent & Staffordshire LEP  
Surrey Connects LEP  
Swale Borough Council  
Swindon & Wiltshire LEP  
Swindon Borough Council  
West Sussex County Council  
Weston Williamson  
Wolverhampton City Council  
WWF