



The Voice of UK Airlines

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BATA Response to Creation of an Independent Aviation Connectivity Commission

Commenting on today's formal announcement of the setting up of an independent commission to consider UK aviation, Simon Buck, Chief Executive of the British Air Transport Association (BATA) said:

"We welcome a genuinely independent commission to review the need for new aviation capacity and to recommend a sustainable roadmap for the future.

"This commission should review this vitally important issue independently of political pressures, at local or national level, and without the bias of narrow commercial or other vested interests.

"Given the wide economic and other benefits which good aviation links bring to the UK, the review must proceed without any further delay and should look at the UK as a whole including interconnectivity by road and rail.

"But we don't want another Roskill Commission that takes evidence for a few years and is then ignored. Crucially, all options must be on the table – nothing ruled in and nothing ruled out."

ENDS

Notes to Editors

- BATA is the trade body for UK-registered airlines, with members representing all sectors of the industry.
- In 2011, BATA members employed 73,000 people, operated four-fifths of the UK commercial aircraft fleet and were responsible for some 96% of UK airline output, carrying 129 million passengers and 1.1 million tonnes of cargo.
- The ten BATA member airlines are: British Airways, DHL, easyJet, flybe, Jet2.com, Monarch, Thomas Cook, Thomson Airways, Titan Airways and Virgin Atlantic
- The Roskill Commission on the Third London Airport (1968-1971), chaired by Mr Justice Roskill was set up by the Government in 1968 *"to enquire into the timing of the need for a four-runway airport to cater for the growth of traffic at existing airports serving the London area, to consider the various alternative sites, and to recommend which site should be selected."* The House of Commons Library in their briefing note dated 20th July 2012 and entitled 'Aviation: proposals for an airport in the Thames estuary, 1945-2012', report that *"the problem was handed over to an impartial Commission 'impervious to nobbling by pressure groups' which would look at the advantages and disadvantages of potential sites in a logical manner. It was felt that the findings of such a Commission would have a better chance of gaining public acceptance than a report written in Whitehall"*. (See: <http://www.parliament.uk/briefing-papers/SN04920>). The Commission's recommendations were subsequently ignored.
- The Written Ministerial Statement by the new Secretary of State for Transport, Rt Hon Patrick McLoughlin MP, announcing the creation of the Commission was published on 7th September and can be found at: <http://www.dft.gov.uk/news/statements/mcloughlin-20120907a>