

Criteria for additional aviation capacity	Target/Metrics to include
<h2 data-bbox="76 277 501 331">1. Economic criteria</h2> <p data-bbox="76 331 568 365">Maximising economic and social benefits</p>	
IA. <b>Global connectivity</b> that meets our future economic needs	<ul data-bbox="916 383 1505 450" style="list-style-type: none"> <li>• Key destinations served at required frequency (including emerging economies, UK)</li> </ul>
IB. Connectivity which <b>maximises economic benefits</b> to London, the South East and the UK	<ul data-bbox="916 506 1505 674" 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>
IC. Supports Government objectives for <b>rebalancing</b> of the UK economy	<ul data-bbox="916 696 1505 797" style="list-style-type: none"> <li>• Potential to support current and prospective high-growth, value-added, export-oriented and employment-generating sectors</li> </ul>
ID. Local area has the necessary <b>resource capacity</b>	<ul data-bbox="916 819 1505 887" style="list-style-type: none"> <li>• Capacity to support the number of new jobs, homes and services required</li> </ul>
<h2 data-bbox="76 927 767 981">2. Airport infrastructure criteria</h2> <p data-bbox="76 981 1246 1014">Competitive, efficient, effective and safe, while meeting needs of airlines, passengers and freight</p>	
2A. <b>Runway/terminal capacity</b> configured so as to maximise global connectivity and meet long-term demand	<ul data-bbox="916 1032 1505 1167" style="list-style-type: none"> <li>• Air traffic movements (ATMs)</li> <li>• Passenger throughput (mppa)</li> <li>• Ensuring operational efficiency and resilience</li> </ul>
2B. <b>Optimised airport facilities</b> to enable airlines to maximise their economic effectiveness and to support a quality passenger and freight offering	<ul data-bbox="916 1189 1505 1256" style="list-style-type: none"> <li>• Competitive, world-class facilities with appropriate capacity and configuration</li> </ul>
2C. Enables <b>night operations</b> without need for stringent restrictions	<ul data-bbox="916 1312 1505 1379" style="list-style-type: none"> <li>• 24hr operation to support longhaul arrivals and freight movements</li> </ul>
2D. Minimises the risk of <b>local factors affecting safe and planned airport operations</b>	<ul data-bbox="916 1435 1505 1469" style="list-style-type: none"> <li>• Local limitations, restrictions and risks</li> </ul>
<h2 data-bbox="76 1576 488 1630">3. Airspace criteria</h2> <p data-bbox="76 1630 762 1664">Supports the effective and safe operation of the airspace</p>	
3A. Meets operational and safety-related <b>airspace</b> requirements	<ul data-bbox="916 1682 1505 1783" style="list-style-type: none"> <li>• Compatible with relevant national and European airspace regulations, strategies and constraints</li> </ul>

## 4. Surface access criteria

Enabling passenger, staff and freight access from optimal catchment area, underpinned by a sustainable mode share

4A. Fast, direct rail and road <b>access</b> to economic <b>centres</b> supporting aviation-dependent activity	<ul style="list-style-type: none"><li>• Rail journey time/accessibility/capacity to key locations</li><li>• Capacity and connectivity to strategic highway network</li></ul>
4B. Fast, direct rail <b>access</b> to major population centres in the UK	<ul style="list-style-type: none"><li>• Rail journey time/accessibility/capacity to key cities</li></ul>
4C. Fast, direct rail <b>access</b> to major population centres in continental Europe	<ul style="list-style-type: none"><li>• Rail journey time/accessibility/capacity to key cities</li></ul>

## 5. Environmental criteria

Minimising the impact on local communities and the natural environment

5A. Compatible with the Government's <b>Climate Change</b> commitments	<ul style="list-style-type: none"><li>• ATMs compatible with CCC UK-wide targets</li></ul>
5B. Minimises the number of people affected by aircraft <b>noise</b>	<ul style="list-style-type: none"><li>• Population affected by noise in excess of the EU 55dB <math>L_{den}</math></li></ul>
5C. Minimises the number of people affected by poor <b>air quality</b>	<ul style="list-style-type: none"><li>• Able to meet EU limits on air quality (NO<sub>x</sub>, particulates)</li></ul>
5D. Can address impacts on <b>local communities</b> including the built environment	<ul style="list-style-type: none"><li>• Number/type of properties affected</li></ul>
5E. Can address impacts on <b>wildlife and biodiversity</b>	<ul style="list-style-type: none"><li>• Potential to be compatible with requirements of European and national protected sites</li></ul>

## 6. Deliverability criteria

Capable of being delivered and funded, representing value for money

6A. Can secure <b>planning and consents approvals</b> addressing challenges and in appropriate timescale	<ul style="list-style-type: none"><li>• Process and timescales for securing consent</li><li>• Level of planning risk</li></ul>
6B. Can address any <b>construction risks and impacts on existing operations</b>	<ul style="list-style-type: none"><li>• Level of construction risk/complexity</li></ul>
6C. <b>Value for money, commercially attractive</b> proposition	<ul style="list-style-type: none"><li>• Business case</li><li>• Commercial viability case</li></ul> <p>[Underpinned by capital cost, operating cost per passenger, aeronautical and non-aeronautical revenues]</p>