



09 MAY 2014

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6 May 2014

*Dear Boris*

Thank you for your letter of 10 April 2014, concerning the decision to increase commercial movements at RAF Northolt.

The consultation that was undertaken in this process has been clearly set out by my Ministers in Parliament and in an open letter that I have placed in the library of the House of Commons. I attach a copy of that letter.

That letter also contains the calculations made by RAF Northolt when assessing the negligible impact on local road systems. It may help your officials to note that one aircraft will account for two movements: one landing and one take-off. The nature of Business aviation flights is that each aircraft will usually only be met by one vehicle to transport the passengers. The location of Northolt is such that this small amount of traffic filters from the Station's White House gate directly onto the A4180 West End Road for a very short distance and is then very quickly dispersed onto the A40 dual carriageway.

I trust this is useful.

THE RT HON PHILIP HAMMOND MP

**Boris Johnson**  
**Mayor of London**  
**City Hall**  
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**From: Squadron Leader R J Willis MCMi BA (Hons) RAuxAF  
Media and Communications Officer**



## **Royal Air Force Northolt**

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29 April 2013

### **RAF Northolt Future Brief**

The Government has completed a review of various options to exploit the estate at RAF Northolt and has decided that it should remain an active military airfield. However, in light of the pressures on the public sector generally and the Defence budget in particular, it is important to generate more revenue from the existing estate. Accordingly Ministers have directed that the existing self-imposed ceiling of 7,000 commercial movements per year is to be increased to 12,000, which is within the existing NATS limits of 40 commercial movements per day. The increase is to be achieved gradually over the next 3 years. Military movements are expected to remain at around 5,500 per year.

Historically RAF Northolt operated with around 55,000 movements per year when London Airport from 1947-53. In recent years total movements peaked at 15,100 in 1989 but have been at around 12,500-13,000 in the last few years. The increase to 12,000 commercial movements would take the total to around 17,500 by 2016.

The increase is to be achieved within existing operating parameters and there is therefore no proposal to extend the existing opening hours and the daily number of commercial movements will remain within the existing 40 movements per day permitted under NATS guidelines. Due to airspace capacity issues there is no likelihood of any further increase in commercial movements at RAF Northolt without a corresponding decrease elsewhere.

Commercial movements will continue to be restricted to quieter aircraft with capacity for no more than 30 passengers. The airfield will remain closed to commercial traffic overnight, Saturday evenings and Sunday mornings.

An increase of 5,000 flight movements involves a maximum increase of around 2,500 vehicles per year using the West End Road (around 8 per day). The average load is 3 passengers arriving in a single vehicle. The annual average daily flow on the A4180 as published on the DfT website is in excess of 12,000 cars/taxis (around 15,000 vehicles in all).

Business Aviation activity at RAF Northolt directly employs 80 civilian personnel, while providing business for local limousine services and catering. The increased activity will further increase employment opportunities.



Ministers have written to local Members of Parliament to inform them of the proposal to increase the number of commercial movements. This follows consultation with DfT, CAA and NATS. RAF Northolt is now beginning a process of discussing the proposal with local Councillors and Residents' Groups.

**Requests for further information should be directed to Squadron Leader Richard Willis, MCO, RAF Northolt, West End Road, Ruislip, Middlesex HA4 6NG.**

