

**OXFORD CAMBRIDGE AND RSA EXAMINATIONS
AS GCE**

F501/01/RB

CRITICAL THINKING

Introduction to Critical Thinking

RESOURCE BOOKLET

To be issued with the Question Paper

FRIDAY 23 MAY 2014: Afternoon

**DURATION: 1 hour 30 minutes
plus your additional time allowance**

MODIFIED ENLARGED

INSTRUCTIONS TO CANDIDATES

Read all the documents before starting to answer the questions.

INFORMATION FOR CANDIDATES

The information contained in this Resource Booklet was accurate when it went to press, but may subsequently have changed. Questions should be answered on the basis that the information is correct.

Any blank pages are indicated.

INSTRUCTION TO EXAMS OFFICER/INVIGILATOR

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Background information

Hub airport – an airport that is the centre of national and international transport links.

Feasibility study – an investigation into how achievable a project might be.

Backwater – a place away from the centre of things that is not affected by new ideas.

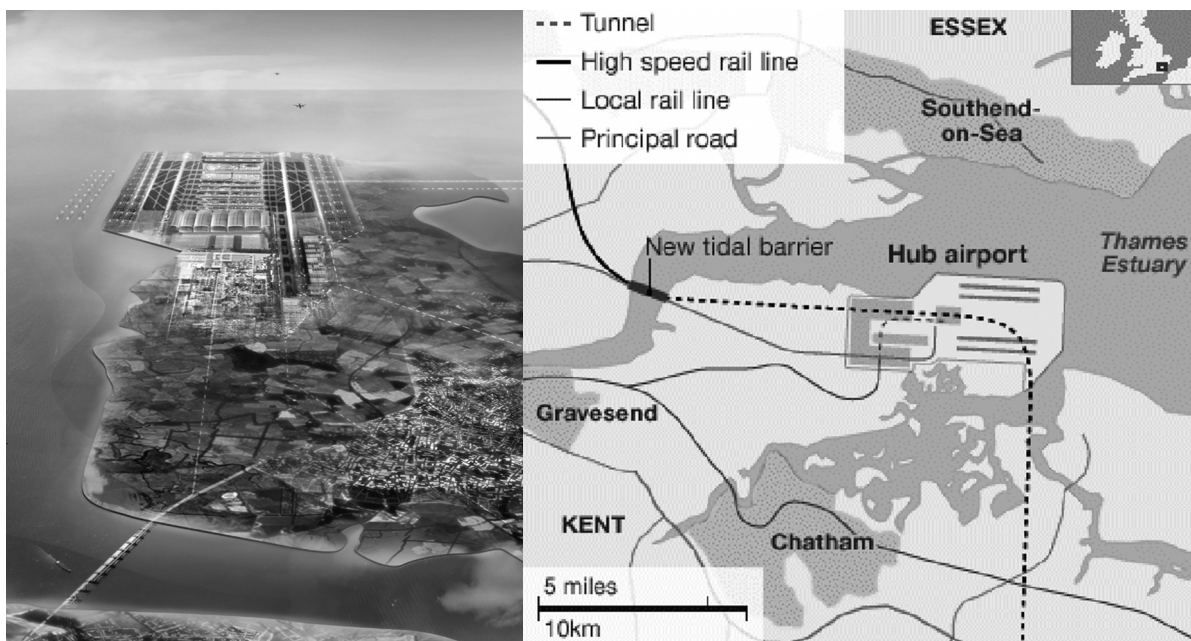
Document 1

Thames Estuary Airport (TEA) Proposal

London Mayor, Boris Johnson, has given his full support to the plan to build a new hub airport on reclaimed land on an island in the Thames Estuary. The architect team of Norman Foster proposed a £50 billion project, now nicknamed ‘Boris Island’, as a way to overcome overcrowding at airports in the South East. This proposal is seen as an alternative to a third runway at Heathrow, approximately 50 miles west of the proposed TEA.

1

Projections of what the TEA on the Thames Island will look like:



As well as a rail station, marina, sea-port, airport and road, the TEA will offer a range of amenities including conference facilities, a hotel, marine research facilities and sailing schools. Thames Island should not only be a transfer point but also a destination, since the parks, promenades and beach will attract visitors in their own right.

Support: We need to keep Britain economically important

BORIS JOHNSON claimed, “You can’t go on expecting Britain to compete with European countries if we simply can’t supply the flights to destinations that are growing in importance like China and Latin America, so the government is absolutely right to start looking at a more imaginative solution. We are being left badly behind.”

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The **DEPUTY MAYOR FOR LONDON** added, “There is no doubt we can achieve this, since British engineers have already done it in Hong Kong.” Boris Johnson is preparing to appoint the civil engineer who helped build Hong Kong’s island airport, also partly on reclaimed land, to conduct a feasibility study into the proposed plan.

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The **MP FOR NORTH EAST ESSEX** argued that the TEA would be placed in an ideal location and claimed, “Our main hub airport at Heathrow has only 2 runways, which cannot operate 24 hours a day, for social and environmental reasons. Frankfurt airport (Germany) has 3, Charles de Gaulle airport (France) has 4 and Schiphol airport (Amsterdam) has 7, and they are all 24 hour airports. As a result, London will become an international backwater if we don’t address this.”

5

The UK'S CIVIL AVIATION AUTHORITY (CAA) pointed out, "As we haven't been able to build a single additional runway in the south east of England capable of handling the weight and take off distance of the large intercontinental Boeing 747s and Airbus A380s for over 70 years, we should recognise the difficulty of increasing capacity here is undeniably obvious. Despite this, the additional capacity from the TEA would offer significant benefits for consumers and for the UK as a whole, so we should still consider this expansion."

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Document 2

Foster reveals proposal for an airport in the Thames Estuary

Fact file of advantages from the Foster TEA proposal

flights 24 hours a day

4 runways each 4 km long

30 mins from central London by high speed rail

capacity for 150 million passengers a year

half the airport's area on reclaimed land

its railway station could become the UK's busiest, with 300 000 passengers a day

Architect Norman Foster believes the scheme could bring £150 billion of benefits, including increased income from airport tax and £75 billion from growth in the area. He said the hub “would not need to depend on public funding, because it would eventually pay for itself. We have to have the courage, political will, intelligence and the common sense to invest now in our transport structures. If we don't, then we are denying future generations. So I do not believe we have a choice.”

www.architectsjournal.co.uk

About us: The Architects' Journal is the voice of architecture in Britain. We sit at the heart of the debate about British architecture and British cities, and shape opinions across the whole construction industry on design-related matters.

Document 3

Problems: We need to consider the consequences

A 2003 REPORT, commissioned by government ministers the last time they considered a major new hub airport on the Thames bird-rich marshes and mud flats, found the risk of an “aircraft loss” after being hit by birds was expected to be once in every 102–297 years. The same risk for ten of the largest airports in the UK studied was found to range between once in every 304–1210 years, with an average of once in every 654 years. The risk posed by birds at the previous proposed site in the Thames estuary was thus considered to be greater than most, if not all, major airports in the UK.

A SPOKESMAN FOR THE ROYAL SOCIETY FOR THE PROTECTION OF BIRDS (RSPB) stated, “As they would have to destroy bird habitat to create the airport, the TEA would not add to the natural environment.”

The EASTERN REGION GREEN PARTY CO-ORDINATOR asked, “Why should the people of Essex have to suffer more noise, pollution and traffic? If the government went ahead with this vastly expensive, environmentally disastrous airport and its detrimental impact upon Essex, the environmental benefits of bringing Heathrow’s expansion to an end would be entirely lost.”

The GMB TRADE UNION’S NATIONAL OFFICER FOR AIRPORT WORKERS said: “GMB is dismayed that the government is looking at another airport hub in the South of England when we already have the world’s largest airport hub at Heathrow, and it would be quicker and less expensive to expand Heathrow than build a new airport. New runways at many European hub airports are already taking Heathrow business and having a detrimental effect on jobs, skills and the economy of London and the UK.”



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