### Heathrow expansion a blow to the regions

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Yet now, the UK Government has not only committed to reducing carbon emissions by 78% (against 1990 levels) in advance of 2035, but, for the very first time, it is demanding that aviation emissions are included within targets for reductions.

So any future expansion of Heathrow, in the already economically advantaged South East, would need to be offset by restrictions, such as reductions in operations, or closures at regional airports across the UK

The carbon budget's mathematics confirms Heathrow expansion will render it necessary.

Such a policy would of course represent an abandonment of the UK Government's levelling-up agenda.

And who, other than Heathrow's foreign-based shareholders, is likely to advocate for a relegation of economic opportunity in the regions and nations outside London? Paul McGuinness

No 3rd Runway Coalition

Western Mail, 28 Apr 21

# **Heathrow expansion will** crush levelling up agenda

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So any future expansion of Heathrow, in the already economically advantaged South East, would need to be offset by restrictions, such a reductions in operations, or closures at regional airports across the UK.

This could include airports in the Midlands. The carbon budget's mathematics confirms Heathrow expansion will render it necessary.

Such a policy would, of course, represent an abandonment of the Government's levelling-up agenda. And who, other than Heathrow's foreign based shareholders, is likely to advocate for a relegation of economic opportunity in the regions and nations outside of London?

Paul McGuinness, Chair, No 3rd **Runway Coalition** 

#### Heathrow expansion may hit Scotland

SIGNIFICANT tightening of UK carbon emissions policy (net zero for Scotland by 2045. 78 per cent of the way to net zero across the rest of the UK by 2035) and the inclusion of aviation among the targets for cuts, could well impact upon Scotland were Heathrow expansion to proceed.

Because, in confirming that there can now be no net expansion in UK aviation capacity, the UK Government's Climate Change Committee has now stated that expanding Heathrow - in the already economically advantaged south-east of England - would need to be offset by restrictions, and quite possibly closures, at other UK airports. And this could

include those in Scotland

Other than Heathrow's foreign-based shareholders, who might advocate for such a relegation of economic opportunity?

Paul McGuinness, Chair, No 3rd Runway Coalition The Herald on Sunday, 9 May 2021

# **Heathrow plans** could hurt north

Paul McGuinness, chairman, No 3rd Runway Coalition

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So any future expansion of Heathrow, in the already economically advantaged South East, would need to be offset by restrictions, such a reductions in operations, or closures at regional airports across the UK. This could include airports across the north of England

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Yorkshire Evening Post, 29 Apr 21

#### What future for regional airports?

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Airport takes flight

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Birmingham Post, 6 May 21

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Bigger Heathrow

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Paul McGuinness, Chair, No 3rd Runway Coalition, Teddington

Edinburgh Evening News, 3 May 21

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From: Paul McGuinness. Chair, No 3rd Runway Coalition, Middlesex

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# Airport policy at odds with levelling-up agenda

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#### Yorkshire Post, 30 Apr 21

#### Third Heathrow runway could put EMA at risk through regional offsets

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Burton Mail, 3 May 21

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> Paul McGuinness, chair, No 3rd Runway Coalition

Derby Telegraph, 29 Apr 21

## Larger Heathrow may hurt Midland airports

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Paul McGuinness, Chairman, No **3rd Runway Coalition** 

Birmingham Mail, 6 May 21

#### What will carbon aims mean for our airports?

The Journal, 3 May 21

Climate plan

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Leicester Mercury, 28 Apr 21 Loughborough Echo, 5 May 21 Nuneaton News, 5 May 21

Sunday Mercury, 2 May 21

# Huddersfield Daily Examiner, 29 Apr 21 What future for

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Chair, No 3rd Runway Coalition South Wales Echo, 28 Apr 21

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Western Daily Press, 29 Apr 21 Western Morning News, 29 Apr 21

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