

**Supporting Heathrow Expansion comes at the expense of the regions and to the UK as a whole.  
Here's why it should be opposed.**

### CURRENT STATE OF PLAY

- Heathrow is currently conducting an internal review of the business case for a 3rd runway.
- A final decision will then be made on whether and how to proceed to bring forward a planning application for a Development Consent Order.
- The final decision will be taken by the new CEO, Thomas Woldbye (former CEO of Copenhagen Airport), who is expected to begin work in mid-October.
- If Heathrow do decide to proceed with a 3rd runway, then they will need to restart their planning and enabling works which will require extensive rehiring of personnel, consultants and other external expertise.
- Heathrow are still required to undertake full environmental and health impact assessments alongside at least two further rounds of public consultation.
- If the process began today it may still take 2-3 years before Heathrow are ready to submit their application.
- Once submitted, the Planning Inspectorate decision process would last 9-12 months.

### IMPACT OF COVID

- Heathrow has lost around £4.5bn since the start of the pandemic.
- They reported a loss of £139m in the first half of 2023 despite flight numbers and passenger numbers almost returning to 2019 levels.
- This raises significant questions about Heathrow's ability to finance the construction and associated works which were estimated at around £31bn (before current levels of inflation accounted for).
- Shareholders received severe criticism for asking for state support during the pandemic despite being unwilling to invest any fresh capita.

### ROW OVER LANDING CHARGES

- Heathrow is in conflict with both the Civil Aviation Authority and it's airline customers over plans to seek to raise landing charges (ultimately paid by passenger) in order to recover some of it's pandemic losses.
- The CAA has ruled that Heathrow must reduce landing charges (£31.57 in 2023 to £25.43 in 2024) and subsequently Heathrow appealed to the Competition and Markets Authority who have largely supported the CAA position.
- Heathrow have said they will assess what impact this will have on **their ability to deliver their investment plans.**

### ECONOMIC COSTS

- The Government's own analysis found that once all negative impacts are monetised, a third runway could deliver net NEGATIVE economic costs totalling £2.2bn to the UK.
- There is no explicit job model and no clear job creation analysis included in the Airports National Policy Statement. Many of the few jobs created will be low-skilled and short term.
- The costs of the project are now expected to rise to over £31bn, increasing Heathrow's debt from £15.6bn (2022) to over £40bn in 2028. This could still increase further.
- Heathrow's ability to finance a 3rd runway remains highly questionable. Their majority shareholders are becoming less convinced that the project will see a return on their investment.

### CLIMATE CHANGE

- Heathrow is already the **biggest single source of carbon emissions in the UK** and expansion will add an extra 8–9 megatonnes of CO<sub>2</sub> per year.
- The Government has accepted the Climate Change Committee's advice to include international aviation emissions in the 6th Carbon Budget. Heathrow's expansion plans were based on the exclusion of those emissions in order to be compliant with UK climate law.
- The CCC balanced pathway to Net Zero anticipates that aviation will still be emitting 23 megatonnes of CO<sub>2</sub> by 2050. A third runway at Heathrow would increase the airport's emissions to 27 megatonnes of CO<sub>2</sub>.
- Consequently, growth would need to be curbed at all other UK airports if a third runway is built in order for the UK not to breach its carbon targets.
- The **carbon abatement cost of Heathrow expansion has now doubled to £100bn.**

### TRANSPORT IMPACTS

- Expansion would result in a total of **175,000 additional daily trips on local transport networks.**
- Heathrow has to increase the proportion of passengers accessing the airport by public transport from 40% today to 50% in 2030 and 55% in 2040. However, it has only increased this figure by 1% since 2009.
- It is **unclear what the cost to the taxpayer** of the road and rail infrastructure will be. Estimates range from £5bn to £15bn. To date Heathrow has only committed to contributing £1bn.
- Both the Western and Southern Rail Access schemes to Heathrow are required now to help increase public transport access to the airport. Neither scheme has a clear funding path and both have suffered from multiple delays.
- Similarly, both Crossrail and the Piccadilly Line upgrades have been designed to support the growth of London's population.
- TfL analysis shows that a 3rd runway would increase delays at road junctions and reduce average traffic speed.
- The Airports Commission found that to deliver no increase in airport related traffic (as promised by Heathrow), road user charging – of the order of £40 – would also be required.

### AIR & NOISE POLLUTION

- The Government accepts Heathrow expansion would have a “significant negative” effect on Air Quality.
- Government has provided no evidence to show how Heathrow can expand and comply with legal limits and there are currently no enforcement methods should Heathrow not meet legal requirements.
- The area around Heathrow is the second major hot spot for nitrogen dioxide (NO<sub>2</sub>) pollution in London, with breaches of legal limits recorded close to the airport for many years.
- Expansion would result in an additional **260,000 flights** each year or over 700 extra flights per day.
- Data from the Civil Aviation Authority reveals that 2.2 MILLION people experience an increase in noise from an expanded Heathrow.
- Parliament's Transport Select Committee concluded that **323,684 people will be newly affected by noise** from Heathrow.
- Hundreds of thousands of school children across London and the South East are already exposed to aircraft noise above 54 decibels, the sound level threshold which has a negative effect on children's behaviour, memory and learning.