**NO 3RD RUNWAY COALITION**

**PRESS RELEASE**

17 March 2022

*For immediate use*

**Government: we will review Heathrow policy, but not yet**

The Government has stated that it will review its policy on Heathrow expansion, but not yet and instead it will now do so later this year (1).

Speaking in the House of Commons on Thursday, Aviation Minister Robert Courts responded to questions from David Simmonds MP – the Chair of the All-Party Group on Airport Communities (2) and Ruth Cadbury MP a member of the Transport Committee, who asked for a review of the Airports National Policy Statement – which enables Heathrow expansion – to be reviewed now, without delay. It was stated that various legislative changes since the statement was voted on by Parliament in 2018, including the move to a Net Zero emissions by 2050 and a 75% reduction by 2035, means that there are important immovable facts which won’t change. The Government’s Climate Change Committee stated that expansion at Heathrow would mean capacity cuts or even closures of aviation elsewhere in the country to meet these targets (3). The Government’s recently revised carbon abatement costs showed that the clean-up cost of third runway would double to £100bn since MPs voted on the plans in 2018 (4).

Courts stated that the Government needs more time to consider responses to the Jet Zero consultation, the impact of COVID and then it would look at the Airports National Policy Statement. But campaigners believe this delay is unnecessary when there are existing immovable facts.

**Paul McGuinness, Chair of the No 3rd Runway Coalition, said:**

“*The Government’s reiteration that it will review its Heathrow expansion policy, but only after its Jet Zero consultation has been completed ignores immovable facts. Whatever this review's outcome, there aren’t even any cleaner planes in the manufacturers design books and the current fleet of planes has twenty years to run.*

*“Moreover, the Government’s climate advisers have now stated that an expansion of Heathrow will require restrictions at regional airports and the Government’s recently revised Carbon Abatement Costs mean that Heathrow Expansion can only come at a very high economic cost to the country.*

*“With so many significant changes of circumstance, the Airport National Policy Statement simply no longer stacks up. And it should be scrapped without further ado*”.

*ENDS.*

Notes:

1. For a clip of the question from today’s House of Commons proceedings, see: <https://www.youtube.com/watch?v=hNJtxXq-lG0>
2. <https://www.airportcommunities.co.uk/>
3. <https://www.theccc.org.uk/wp-content/uploads/2020/12/Sector-summary-Aviation.pdf>
4. <https://www.theguardian.com/environment/2021/dec/22/cleanup-cost-of-heathrow-third-runway-doubles-to-100bn-mps-told>

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