

Economics

- The Airports National Policy Statement gives misleading economic benefit figures. It provides measurement of 'gross' economic benefit that does not include the actual economic and environmental costs of the proposal.
- The DfT's Updated Appraisal Report (p.44), the evidence shows that the **Net Present Value (NPV)** – a metric which does include all costs and benefits – ranges from just **£2.9bn to minus £2.5bn** over a 60-year period.
- Research by the New Economics Foundation (NEF) shows that 75% of the capacity of a third runway will be taken up by international to international transfer passengers.
- DfT guidance suggests that the economic benefits of such passengers do not contribute to the welfare of the UK and should not be counted.
- Excluding these passengers from the DfT's most recent assessment – something the DfT itself recommends – could reduce the NPV by a further £5.5bn.
- An overrun in Heathrow's costs of just one per cent could be enough to negate the overall benefits of the scheme.

Jobs

- Range of 39,000-79,000 jobs estimated to be created – half of the Airports Commission estimate.
- Job creation figures utilised by Heathrow are based on the estimates made by the Airports Commission Report (2015). These have been revised twice by the DfT and are now at least 50% lower and could fall even further.
- Any claims on jobs or economic growth made by Heathrow should at best only be half believed.
- There is no explicit job model and no clear job creation analysis included in the NPS. The Government's own analysis many of the jobs created by 2030 will disappear by 2040.
- Independent research undertaken by PCS Union shows that there is little evidence to support the claims made by the Government. In fact, there has been a decrease in the number of jobs per flight at Heathrow over the last decade, making it is clear that industry growth does not guarantee either new jobs or protection of existing jobs.