Dear Sir,

Amongst other unrealistic pledges to win backing for their third runway campaign, Heathrow's "promise" to increase the number of domestic routes, from 6 to 14, has been primarily designed to win the support of regional airports, businesses and politicians.

And although some of these regional figures do appear to have fallen for it, the snag is that such a promise can never be in Heathrow's gift. Because – as has been amply demonstrated by BA's announcement this week that it will reduce its Leeds Bradford to Heathrow connection by 10 flights a week from this summer – regional connectivity can only be determined by airlines, and not by the airports which they use.

Regional businesses who contributed to the CBI's 2016 report "Unlocking Regional Growth" would seem to understand this. For, while recognising the need for better links to international markets, they also stated that flights need to fly directly to centres of trade and commerce (rather than relying on a transfer at a hub, such as Heathrow, before reaching their destination).

BA's decision on its Leeds Bradford/Heathrow service doesn't only demonstrate this truth. It also reminds us of the short-sightedness of those who have been lulled into supporting Heathrow's campaign to concentrate (yet again) all the best tax payer funded infrastructure in the already, disproportionately well-endowed South East of the country.

Paul McGuinness

Chair, No 3rd Runway Coalition

London