The TSC concluded that there will be **170,000 fewer flights from non-London airports** compared to a no expansion scenario if a third runway is built.

NPS forecast that **growth at non-London airports** between 2016 and 2030 will be **24% less** due to a third runway at Heathrow and **17% less** at between 2016 and 2050.

There is no definition of a domestic route set by Government.

Government only committed to an ambition of delivering “up to 15%” of slots for regional connections.

Significant Government subsidy would be required to support additional domestic connectivity into Heathrow.

The Government has no policy on the financial support it is prepared to offer regional airports.

The NPS did not include any analysis of how any economic benefit would be broken down by region or nation of the UK.

No mechanism established for Government to enforce Heathrow’s domestic connectivity commitments.
• The NPS forecast that there would be **just 5 domestic routes with a third runway** (compared to 3 without expansion) which is down from 8 today.

• Without a regional slot allocation preference or some sort subsidy that these new routes may not be commercially viable.

• Heathrow could potentially subsidise links with UK regional airports in perpetuity. However, this is not something that they have committed to.

• The UK Government currently funds three PSOs into London from Londonderry, Dundee and Newquay. In addition, the Welsh Government funds a PSO from Anglesey to Cardiff, and the Scottish Government funds a further eighteen PSOs.

• The **total annual subsidy in 2017** for these routes was **£10,564,194**.

• The **average annual cost** of these PSOs in 2017 was **£480,191**.

• The DfT **Regional Air Connectivity Fund launched 11 routes in 2016**, under existing already expensive Heathrow passenger charges. Of those 11 routes launched, 9 failed entirely and **only 2 are left, but operating at reduced frequency**.

For more information please contact info@no3rdrunwaycoalition.co.uk