

7

**From:** [redacted]  
**Sent:** 05 June 2018 11:00  
**To:** [redacted]  
**Cc:** Press Transport Scotland; [redacted]  
**Subject:** RE: Media bid Heathrow expansion - BBC Radio Scotland

Thanks. Small change made.

Regards

**From:** [redacted]  
**Sent:** 05 June 2018 10:52  
**To:** [redacted]  
**Cc:** Press Transport Scotland; [redacted]  
**Subject:** RE: Media bid Heathrow expansion - BBC Radio Scotland

Thanks [redacted] - I'll put that up to KB shortly.

We would also recommend putting these holding lines up for KB to review - are you content with these?

**Economy Secretary Keith Brown said:**

"We have always stated that we want the best deal for Scotland and building a third runway at Heathrow provides the most significant benefits to the country's economy and connectivity.

"Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports can benefit from the new runway capacity. The basing of a logistics hub in Scotland is also an important part of the Heathrow offer.

"Growing the number of direct international air routes to and from Scotland remains a priority for this Government, but the proposals from Heathrow offer all our airports a range of benefits that will help them grow passenger numbers and continue to build on their successes."

**From:** [redacted]  
**Sent:** 05 June 2018 10:17  
**To:** [redacted]  
**Cc:** Press Transport Scotland; [redacted]  
**Subject:** RE: Media bid Heathrow expansion - BBC Radio Scotland

More for KB. As discussed, the Cabinet sub-committee met this morning but we don't know if the statement will be made today. Until we hear what the SoS says and what the National Policy Statement says about regional connectivity, all KB will be able to do will be to recite the usual lines about supporting the third runway and the benefits it will bring. I think we should wait until the statement is made before commenting.

Regards

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 05 June 2018 10:07  
**To:** [REDACTED]  
**Cc:** Press Transport Scotland; [REDACTED]  
**Subject:** RE: Media bid Heathrow expansion - BBC Radio Scotland

Hi [REDACTED]

We've received this bid for HY.

Firstly, I assume I advise the journalist this is actually for KB?

Secondly, is KB talking off the back of a question today in parliament? I could direct the journalist to that if we know when it's on?

Finally, is your recommendation that KB accepts or declines the bid, particularly given the timing we've just talked about?

Thanks,

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 05 June 2018 09:58  
**To:** [REDACTED]  
**Cc:** Press Transport Scotland; [REDACTED]  
**Subject:** Media bid Heathrow expansion - BBC Radio Scotland

Hi [REDACTED]

Please see media bid below.

Thanks,

[REDACTED]

## ***Press Enquiry***

**Name** [REDACTED]  
**Organisation** BBC Radio Scotland

[REDACTED]

**Deadline** For show at 1pm today

**Enquiry** Media bid for interview with HY regarding the effects of the Heathrow expansion on Scotland. (Live on radio just after 1pm).

8

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 05 June 2018 12:13  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Media enquiry: Herald and Times - Heathrow expansion

Fine thanks.

---

**From:** [REDACTED]  
**Sent:** 05 June 2018 12:12  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Media enquiry: Herald and Times - Heathrow expansion

[REDACTED]

See below – I assume you are happy for me to issue our earlier lines?

Thanks,  
[REDACTED]

**Economy Secretary Keith Brown said:**

"We have always stated that we want the best deal for Scotland and building a third runway at Heathrow provides the most significant benefits to the country's economy and connectivity.

"Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports can benefit from the new runway capacity. The basing of a logistics hub in Scotland is also an important part of the Heathrow offer.

"Growing the number of direct international air routes to and from Scotland remains a priority for this Government, but the proposals from Heathrow offer all our airports a range of benefits that will help them grow passenger numbers and continue to build on their successes."

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**From:** [REDACTED]  
**Sent:** 05 June 2018 11:43  
**To:** [REDACTED]  
**Subject:** [REDACTED]

H [REDACTED]

Looking for a line on Heathrow.

Justine Greening, the former Transport secretary said on the Today programme this morning that the extension to Heathrow would make Scottish connections unviable.

She said the Scottish Government would have to pay Heathrow Ltd to maintain those links.

Would be keen to get a SG response. Have pasted her comments below.

Andrew

"We are an island without an airport strategy, that is now an urgent problem to fix. I am saying the whole mantra of hub is wrong and we need to be looking at regionality .

"One of the big problems in our country is that we have talent spread evenly but opportunity isn't People want opportunity on their doorstep.

"But that also means economic development, and that means allowing regional airports to be better connected.

"I'd say that extends to Scotland as well. One of the biggest problem with this proposal is that it means Scottish connections become unviable.

"They won't compete with yet another full plane flying to New York that can bring more money.

"So Scottish taxpayers should have to expect to pay a subsidy to Heathrow Airport ltd in the future if they want to maintain those links.

"I think that money would be better spent by the Scottish Government and Scottish people on developing point-to-point links connection Scotland's airports to the rest of the world and people there."

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9

**From:** [redacted]  
**Sent:** 05 June 2018 13:55  
**To:** PS/Transport Scotland  
**Cc:** Nicholls J (John) (TRANS); [redacted] ET FMQ/PQ Mailbox; [redacted]  
**Subject:** RE: FMQ brief Heathrow Airport run way (Westminster decision due this week).  
**Attachments:** LHRFMQ (3).docx

[redacted]  
Updated note following SoS statement.

Regards  
[redacted]

<<LHRFMQ (3).docx>>

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**From:** [redacted]  
**Sent:** 05 June 2018 12:05  
**To:** PS/Transport Scotland  
**Cc:** Nicholls J (John) (TRANS); [redacted]  
**Subject:** RE: FMQ brief Heathrow Airport run way (Westminster decision due this week).

[redacted]  
Note as requested. Subject to change as the SoS's statement is due at 12.30.

Regards  
[redacted]

<< File: LHRFMQ.docx >>

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**From:** [redacted]  
**Sent:** 05 June 2018 10:27  
**To:** [redacted]  
**Cc:** Nicholls J (John) (TRANS); [redacted]; PS/Transport Scotland; ET FMQ/PQ Mailbox  
**Subject:** FMQ brief Heathrow Airport run way (Westminster decision due this week).  
**Importance:** High

[redacted]  
As discussed. Grateful for return to PS/Transport Scotland by 1.30 pm this afternoon.

Regards  
[redacted]

[REDACTED]

Transport Scotland, Buchanan House, 56 Port Dundas Road, Glasgow, G4 0HF, [Gavin.Boyd@gov.scot](mailto:Gavin.Boyd@gov.scot) 0141 272 7112

All emails and attachments sent and received by PS/Transport Scotland are not routinely stored.

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**From:** [REDACTED] **On Behalf Of** ET FMQ/PQ Mailbox  
**Sent:** 05 June 2018 10:24  
**To:** PS/Transport Scotland  
**Cc:** ET FMQ/PQ Mailbox  
**Subject:** FW: New Commissions - Deadline 3pm today

Hi [REDACTED]

We spoke. FM's office are looking for an FMQ brief Heathrow Airport run way (Westminster decision due this week). The deadline for FM's office is 2pm today, therefore grateful if the brief could be with the ET FMQ/PQ mailbox by 13:30 today please. Can you please let us know who this has been assigned to?

Please find the FMQ template attached below.

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Thanks

[REDACTED]

## UK GOVERNMENT SUPPORT FOR HEATHROW THIRD RUNWAY

The Secretary of State has made a statement to Parliament on 5 June supporting a third runway and tabling a National Policy Statement to be voted on within 21 days. [REDACTED]

[REDACTED] That said, it has made very strong efforts to secure support from Scotland. We signed an MoU with Heathrow in October 2016 which committed Heathrow *inter alia* to reducing airport charges for domestic services; introducing a regional route development fund which will incentivise new routes from Scotland; and the basing of a logistics hub in Scotland (Prestwick expressly mentioned). An estimate of up to 16,000 jobs will come to Scotland from Heathrow expansion. Our ask of the UK Government (not yet public) is for a proportionate (4.8%) share of the new capacity to be introduced sometime after 2026.

### Top Lines

- We support a new third runway at Heathrow because of the benefits it will bring for Scotland's connectivity and economy.
- Scotland needs more direct air services but, acknowledging that we will not be able to have all the routes we desire, we need better hub connectivity too.
- We now need the UK Government to tell us its plans on guaranteeing additional slots for Scotland. This has been our ask from the start of the process.

### Further points for FM to read out

- More slots for Scotland should facilitate competition at Aberdeen, Edinburgh and also Glasgow (currently BA only) bringing more choice and cheaper fares.
- It should also enable the Inverness service to further flourish and potentially bring Scottish airports not currently served into the equation.
- I note that the Secretary of State reiterated on 5 June that the UK Government expects to reserve up to 15% of slots on the new runway for domestic connections.
- We have made a reasonable ask of the UK Government for a proportionate increase in Scotland's slots. We now need the UK Government to respond.
- Whilst we have no responsibility for expansion, we are not divorced from the environmental consequences as a leader in tackling climate change.
- We note that the UK Government is confident that expansion can be accommodated within its environmental responsibilities and that the project will only happen if that is the case.



30

**From:** [REDACTED]  
**Sent:** 05 June 2018 15:16  
**To:** Cabinet Secretary for Economy, Jobs and Fair Work  
**Cc:** Minister for Transport and the Islands; Press Transport Scotland; [REDACTED]; PS/Transport Scotland; Brañnen R (Roy) [REDACTED]; [REDACTED] Nicholls J (John) (TRANS)  
**Subject:** Heathrow - National Policy Statement  
**Importance:** High

Mr Brown will be aware that the SoS made a statement earlier supporting a third runway at Heathrow and publishing a final National Policy Statement which needs to be voted on at Westminster within 21 sitting days. A link to the NPS is here:  
<https://www.gov.uk/government/publications/airports-national-policy-statement>

I've put a call in to DfT counterparts to try and get some of the subtext to the statement but there doesn't appear to be any change of note from the regional section of the final NPS (3.30-3.34) from the draft NPS [REDACTED]

During questioning, the SoS maintained that the UKG would look to secure regional slots and that his initial advice was that PSO would provide the opportunity. We have acknowledged that PSO would have a role in securing new routes but that it wouldn't deliver beyond 1 or 2 daily rotations and likely only at airports where there was currently no commercial services to Heathrow. He was also questioned on his commitment first made at the Transport Select Committee in February that regional services would be reserved 15% of the new runway capacity. We have 4.8% of the current ATM movements with the UK as a whole accounting for 8.4%. It's not clear then how they would intend to get to 15% on the new runway or on the impact on existing services on the other 2 runways.

So the plan appears to be that any specific designation of additional slots to Scotland will need to be contained in Heathrow's Development Consent Order the process for that to be kicked-off once the UK Parliament votes in favour of the NPS.

I'd would recommend that Mr Brown seeks a conversation with Mr Grayling at some point in the next week to get more detail on his thoughts on the SG ask and if he is receptive to that, what mechanisms his officials are looking at. We'll report back on our discussions with the DfT.

Regards



Heatask1.docx

11

[Redacted]

**From:** [Redacted]  
**Sent:** 05 June 2018 15:41  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Media enquiry: Scotsman - Heathrow expansion

Small change thanks to reflect that we have been seeking this for a while now.

Regards

[Redacted]

---

**From:** [Redacted]  
**Sent:** 05 June 2018 15:37  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Media enquiry: Scotsman - Heathrow expansion

Minor edits.

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**From:** [Redacted]  
**Sent:** 05 June 2018 15:35  
**To:** [Redacted]  
**Cc:** Press Transport Scotland [Redacted]  
**Subject:** RE: Media enquiry: Scotsman - Heathrow expansion

Thanks Martin – suggested updates below (in red):

**Economy Secretary Keith Brown said:**

“Following publication of the National Policy Statement, we will now push for clarification from the UK Government about a number of issues, including how it intends to guarantee slots for Scotland.

“We have always stated that we want the best deal for Scotland and building a third runway at Heathrow has the potential to provide the most significant benefits to the country's economy and connectivity.

“Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports can benefit from the new runway capacity. The basing of a logistics hub in Scotland is also an important part of the Heathrow offer.

“Growing the number of direct international air routes to and from Scotland remains a priority for this Government, but the proposals from Heathrow could eventually offer all our airports a range of benefits that will help them grow passenger numbers and continue to build on their successes.”

---

**From:** [Redacted]  
**Sent:** 05 June 2018 15:27  
**To:** [Redacted]

**Cc:** Press Transport Scotland; [REDACTED]  
**Subject:** RE: Media enquiry: Scotsman - Heathrow expansion

Thanks [REDACTED]

You'll have seen my note to KB. I think we need to add that following publication of the NPS we now need a bit more clarity from the UKG on how it will provide for guaranteed slots amongst other things and that KB intends to speak further with the SoS on this and other issues.

[REDACTED]

Regards

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 05 June 2018 15:21  
**To:** [REDACTED]  
**Cc:** Press Transport Scotland; [REDACTED]  
**Subject:** Media enquiry: Scotsman - Heathrow expansion

[REDACTED]

Scotsman have been on looking for comment in response to Grayling.

Are you content for these lines to go again?

Thanks,

**Economy Secretary Keith Brown said:**

"We have always stated that we want the best deal for Scotland and building a third runway at Heathrow provides the most significant benefits to the country's economy and connectivity.

"Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports can benefit from the new runway capacity. The basing of a logistics hub in Scotland is also an important part of the Heathrow offer.

"Growing the number of direct international air routes to and from Scotland remains a priority for this Government, but the proposals from Heathrow offer all our airports a range of benefits that will help them grow passenger numbers and continue to build on their successes."

[REDACTED]  
Transport Scotland

Address1: St Andrews House, 2 Regent Road, Edinburgh EH1 3DG  
Address2: Contact and Education Centre, South Queensferry EH30 9SF

[REDACTED]

12

**From:** [REDACTED]  
**Sent:** 05 June 2018 16:31  
**To:** [REDACTED]  
**Cc:** [REDACTED]; ET FMQ/PQ Mailbox; First Minister FMQs [REDACTED]  
**Subject:** RE: FMQ - Heathrow - update required by 5.30pm  
**Attachments:** LHRFMQ (3).docx

[REDACTED]

Revised note. Members of the Team will be in early tomorrow if you need any more.

Regards

[REDACTED]

<<LHRFMQ (3).docx>>

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**From:** [REDACTED]  
**Sent:** 05 June 2018 15:28  
**To:** [REDACTED]  
**Cc:** [REDACTED]; ET FMQ/PQ Mailbox; First Minister FMQs [REDACTED]  
**Subject:** FMQ - Heathrow - update required by 5.30pm

[REDACTED]

Thanks for the attached briefing on Heathrow. Can this be updated to take account of the following please:

- 1) Stakeholder reaction – for example, I note the Scottish Greens are tweeting about this. If there are any specific points be raised by stakeholders, please can these be addressed in the main body of lines. For example, the criticism that this will not help us meet our climate change targets.
- 2) The facts on the support by the SNP for the vote in Westminster – ie do they support, what will this mean for the parliamentary arithmetic. This should be included in background.
- 3) We need to spell out in much more detail the reasons we support this expansion. For example, the background mentions 16,000 jobs, yet this is not reflected in the lines.
- 4) In addition, the lines need to set out the position on the MoU and what this will bring in terms of benefits to Scotland when the expansion takes place.

I would be grateful if this could be updated and returned by 1730 please.

Thanks,

[REDACTED]

<< File: Heathrow.docx >>

[REDACTED]

[REDACTED]

## UK GOVERNMENT SUPPORT FOR HEATHROW THIRD RUNWAY

The Secretary of State made a statement to Parliament on 5 June supporting a third runway and tabling a final National Policy Statement to be voted on within 21 days.

[REDACTED]

[REDACTED]

[REDACTED] That said, it has made very strong efforts to secure support from Scotland. We signed an MoU with Heathrow in October 2016 which committed Heathrow *inter alia* to reducing airport charges for domestic services; introducing a regional route development fund which will incentivise new routes from Scotland; and the basing of a logistics hub in Scotland (Prestwick expressly mentioned). An estimate of up to 16,000 jobs will come to Scotland from Heathrow expansion.

Our specific ask of the UK Government (not yet public) is for a proportionate (4.8%) share of the new capacity to be introduced sometime after 2026. The SNP Westminster Group has been supportive of a new third runway but prior to the NPS vote, like the Scottish Government, will now need to see more detail on how the UK Government intends to secure additional slots for Scotland.

The Scottish Greens have been critical of the Scottish Government's support for a third runway. On 5 June, Ross Greer MSP tweeted: "*To mark World Environment Day, the Tories and the SNP are celebrating airport expansion*".

### Top Lines

- We support a new third runway at Heathrow because of the benefits it will bring for Scotland's connectivity and economy.
- This includes the potential for up to 16,000 new jobs in Scotland; the siting of a logistics hub and the procurement of a minimum of £200 million construction-related spend during planning and construction.
- The MoU we signed with Heathrow also committed the Airport to reducing charges for domestic services and a regional route development fund worth £10 million pounds to be introduced once planning permission is secured.
- The reduced charges are already taking effect. Heathrow's £15 pounds reduction in charges over 2017 and 2018 was instrumental in Flybe introducing services to Heathrow from Aberdeen and Edinburgh.
- Scotland needs more direct air services but, acknowledging that we will not be able to have all the routes we desire, we need better hub connectivity too.
- We now need the UK Government to tell us its plans on guaranteeing additional slots for Scotland. This has been our ask from the start of the process.

## **UK GOVERNMENT SUPPORT FOR HEATHROW THIRD RUNWAY**

### **Further points for FM to read out**

- More slots for Scotland should facilitate competition at Aberdeen, Edinburgh and also Glasgow (currently BA only) bringing more choice and cheaper fares.
- It should also enable the Inverness service to further flourish and potentially bring Scottish airports not currently served into the equation.
- I note that the Secretary of State reiterated on 5 June that the UK Government expects to reserve up to 15% of slots on the new runway for domestic connections.
- We have made a reasonable ask of the UK Government for a proportionate increase in Scotland's slots. We now need the UK Government to provide more detail on whether and how it will make this happen.
- Whilst we have no responsibility for expansion, we are not divorced from the environmental consequences as a leader in tackling climate change.
- We note that the UK Government is confident that expansion can be accommodated within its environmental responsibilities and that the project will only happen if that is the case.
- We recognise that boosting economic growth by improving air connectivity may lead to an increase in aviation emissions.
- Our Climate Change Plan accommodates projected changes in aviation emissions.
- Scotland has already shown global leadership by including a fair share of international aviation and shipping emissions in its statutory climate targets. Our new Climate Change Bill retains this approach.
- This is part of a balanced approach to meeting Scotland's world leading climate targets by driving down overall emissions.

(13)

From: [REDACTED]

Sent: 06 June 2018 13:54

To: [REDACTED]

Cc: [REDACTED]

ET FMQ/PQ Mailbox; First Minister FMQs; [REDACTED]

Nicholls J (John) (TRANS); [REDACTED]

Subject:

RE: FMQ - Heathrow - update required by 2.30pm

Please find attached a revised FMQ. The ADT bits are fine. I've added in a few supportive quotes from a range of organisations.



FMQ - Heathrow  
- 5 June 2018.d...

Mr Brown's statement

**Economy Secretary Keith Brown said:**

"Following publication of the National Policy Statement, we will now push for clarification from the UK Government about a number of issues, including how it intends to guarantee slots for Scotland.

"We have always stated that we want the best deal for Scotland and building a third runway at Heathrow has the potential to provide the most significant benefits to the country's economy and connectivity.

"Heathrow's plan offers significant job creation, major investment opportunities and, crucially, seeks to address how all of Scotland's airports can benefit from the new runway capacity. The basing of a logistics hub in Scotland is also an important part of the Heathrow offer.

"Growing the number of direct international air routes to and from Scotland remains a priority for this Government, but the proposals from Heathrow could eventually offer all our airports a range of benefits that will help them grow passenger numbers and continue to build on their successes."

Taking each of your comments in turn.

- It will also bring benefits in terms of the procurement of a minimum of £200 million construction-related spend during planning and construction - What does this refer to - is this the prospect of Scottish firms bidding for this, or based on the overall impact of the UK economy?

The £200m of construction-related spend would relate to potential new business for a wide array of companies with capabilities in the construction of airport and associated infrastructure. It's a specific commitment by Heathrow within the MoU and I've added this to the sentence.

- It also committed the airport to establish a regional route development fund worth £10 million pounds to be introduced once planning permission is secured. - What does this mean in practice? What will this do?

The commitment to introduce a £10m regional fund for new services to Heathrow will apply competitively to Wales, Northern Ireland and the regions of England as it will Scotland. The aim would be for this to assist in the development of further connections between Scotland and Heathrow both in terms of increasing frequency on current services or through introducing new routes such as Prestwick or Dundee. It is not possible to say at this stage which Scottish proposals will be successful and what the environmental impact would be. I've expanded the bullet to say this.

• [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**It is important to keep aviation emissions in perspective. Aviation currently accounts for less than 4% of total Scottish emissions [2015 stats]**

- Whilst aviation demand will likely rise over the period to the 2030s, projected fuel efficiency savings should prevent emissions from rising significantly. - Is this statistic still up to date?

Yes.

Thanks

[REDACTED]

---

From: [REDACTED]  
Sent: 06 June 2018 11:27  
To: [REDACTED]  
Cc: [REDACTED] ET FMQ/PO Mailbox; First Minister FMQs; [REDACTED] Nicholls J. (John)  
(TRANS)  
Subject: RE: FMQ - Heathrow - update required by 2.30pm

[REDACTED] and team

Copying [REDACTED] interests.

I have updated the attached Heathrow briefing to bring in additional lines on the environment and ADT. These are taken from the ADT briefing. Can this be checked please to ensure my amends are accurate?

Can you also review my remarks in the comments and address as necessary?



Also, can I have some of the supportive quotes from the airport and business organisations please?

Finally, can I have a copy of the statement issued by Keith Brown welcoming the decision yesterday please?

Can you please get this back to me by 2.30pm?

Thanks

<< File: Heathrow.docx >>

**From:** [REDACTED]  
**Sent:** 05 June 2018 16:31  
**To:** [REDACTED]  
**Cc:** [REDACTED]; ET FMQ/PQ Mailbox; First Minister FMQs; [REDACTED]  
**Subject:** RE: FMQ - Heathrow - update required by 5.30pm

Revised note. Members of the Team will be in early tomorrow if you need any more.

Regards

<< File: LHRFMQ (3).docx >>

**From:** [REDACTED]  
**Sent:** 05 June 2018 15:28  
**To:** [REDACTED]  
**Cc:** [REDACTED]; ET FMQ/PQ Mailbox; First Minister FMQs; [REDACTED]  
**Subject:** FMQ - Heathrow - update required by 5.30pm

Thanks for the attached briefing on Heathrow. Can this be updated to take account of the following please:

- 1) Stakeholder reaction – for example, I note the Scottish Greens are tweeting about this. If there are any specific points raised by stakeholders, please can these be addressed in the main body of lines. For example, the criticism that this will not help us meet our climate change targets.
- 2) The facts on the support by the SNP for the vote in Westminster – ie do they support, what will this mean for the parliamentary arithmetic. This should be included in background.
- 3) We need to spell out in much more detail the reasons we support this expansion. For example, the background mentions 16,000 jobs, yet this is not reflected in the lines.
- 4) In addition, the lines need to set out the position on the MoU and what this will bring in terms of benefits to Scotland when the expansion takes place.

I would be grateful if this could be updated and returned by 1730 please.

Thanks,

[Redacted]

<< File: Heathrow.docx >>

[Redacted]

## HEATHROW THIRD RUNWAY

**ISSUE: 5 June** - UK Secretary of State for Transport Chris Grayling statement to Parliament outlining support for a third runway at Heathrow. He tabled a National Policy Statement to be voted on within 21 days.

**ISSUE: Political support** - [REDACTED]

[REDACTED] That said, it has made very strong efforts to secure support from Scotland.

The SNP Westminster group has indicated they are in favour of the third runway, but will await details of the precise motion from the UK Government before confirming absolutely. Chris Grayling has said he will publish the motion within 21 days.

**ISSUE: October 2016** – Scottish Government signed an MoU with Heathrow which committed Heathrow *inter alia* to: reducing airport charges for domestic services; introducing a regional route development fund which will incentivise new routes from Scotland; and the basing of a logistics hub in Scotland (Prestwick expressly mentioned).

An estimate of up to 16,000 jobs will come to Scotland from Heathrow expansion. Our ask of the UK Government (not yet public) is for a proportionate (4.8%) share of the new capacity to be introduced sometime after 2026.

### Top Lines

- We support a new third runway at Heathrow because of the benefits it will bring for Scotland's connectivity and economy.
- This includes the potential for up to 16,000 new jobs in Scotland and the siting of a logistics hub.
- The memorandum of understanding we signed with Heathrow committed the Airport to the procurement of a minimum of £200 million construction-related spend in Scotland during planning and construction.
- As well as this the memorandum of understanding committed the Airport to reducing charges for domestic services to Scotland.
- It also committed the airport to establish a regional route development fund worth £10 million pounds to be introduced once planning permission is secured which should assist the development of further Scottish connections to Heathrow.
- The reduced charges are already taking effect.
- Heathrow's £15 pounds reduction in charges over 2017 and 2018 was instrumental in Flybe introducing services to Heathrow from Aberdeen and Edinburgh.
- Scotland needs more direct air services but, acknowledging that we will not be able to have all the routes we desire, we need better hub connectivity too.
- We now need the UK Government to tell us its plans on guaranteeing additional slots for Scotland.
- This has been our ask from the start of the process.

## HEATHROW THIRD RUNWAY

**QUOTE:** *"Together with our supporters across the country, we urge all MPs to vote for expansion. Their votes will connect all of Britain to global trade, increase competition and choice for passengers and create tens of thousands of new skilled jobs for future generations. The world is waiting for Britain. It's time to vote for Heathrow expansion."*

John Holland Kaye, CEO, Heathrow 5 June 2018

[REDACTED]

## HEATHROW THIRD RUNWAY

### **Whilst we have no responsibility for expansion, we are not divorced from the environmental consequences as a leader in tackling climate change.**

- We recognise that boosting economic growth by improving air connectivity may lead to an increase in aviation emissions.
- Our Climate Change Plan accommodates projected changes in aviation emissions.
- Scotland has already shown global leadership by including a fair share of international aviation and shipping emissions in its statutory climate targets.
- Our new Climate Change Bill retains this approach.
- This is part of a balanced approach to meeting Scotland's world leading climate targets by driving down overall emissions.
- We note the UK Government is confident expansion can be accommodated within its environmental responsibilities and the project will only happen if that is the case.

### **It is important to keep aviation emissions in perspective. Aviation currently accounts for less than 4% of total Scottish emissions [2015 stats]**

- Whilst aviation demand will likely rise over the period to the 2030s, projected fuel efficiency savings should prevent emissions from rising significantly.

### **Scotland needs increased air connectivity to help our economy**

- More slots for Scotland should facilitate competition at Aberdeen, Edinburgh and also Glasgow (currently BA only) bringing more choice and cheaper fares.
- It should also enable the Inverness service to further flourish and potentially bring Scottish airports not currently served into the equation.
- I note that the Secretary of State reiterated that the UK Government expects to reserve up to 15% of slots on the new runway for domestic connections.
- We have made a reasonable ask of the UK Government for a proportionate increase in Scotland's slots.
- We now need the UK Government to provide more detail on whether and how it will make this happen.

**QUOTE:** *"Expanding UK's aviation capacity by giving the thumbs up for Heathrow's third runway is critical in boosting our position in the global economy, and will provide much-needed confidence to international investors and our trading allies."*

Liz Cameron, Director & Chief Executive, Scottish Chambers of Commerce  
5 June 2018

**QUOTE:** *"The increased capacity of a third runway should mean more domestic flights, greater connectivity and significant opportunities for our civil aviation sector and the supply chains to develop on their existing operations and compete for new infrastructure contracts."*

Louise Gilmour, Senior Organiser, GMB Scotland 5 June 2018



bc

An agency of abcdefghijklmnopqrstuvwxyz

(15)

[Redacted]

**From:**

[Redacted]  
07 June 2018 12:59

**Sent:**

**To:**

Minister for Transport and the Islands

**Cc:**

Cabinet Secretary for the Rural Economy and Connectivity; Cabinet Secretary for  
Economy, Jobs and Fair Work; PS/Transport Scotland; Brannen R (Roy); Transport  
Scotland Directors [Redacted]

**Subject:**

[Redacted] Press Transport Scotland; DG Economy; Communications Economy  
Briefing and speaking note - Mr Yousaf - British-Irish Airports Expo 2018 - 12 June  
2018

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

-----

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Regards [Redacted]





[REDACTED]

For agency and travel information visit our [website](#)

Transport Scotland, the national transport agency  
Còmhdaidh Alba, buidheann nàiseanta na còmhdaidh

 @transcotland

 transcotland



HISTORY  
HERITAGE &  
ARCHAEOLOGY  
• 2017 •

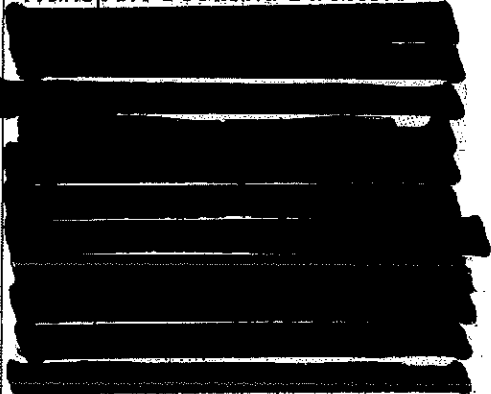
**MINISTERIAL ENGAGEMENT BRIEFING: HUMZA YOUSAF**

Copied to: As per covering e-mail

<p><b>Engagement title</b></p>	<p>Heathrow Connectivity Conference – 3<sup>rd</sup> British-Irish Airports Expo 2018</p>
<p><b>Engagement timing</b></p>	<p>Time: 09:00 - 10:30                  Date: Monday 12 June 2018</p> <p>Speech at 09:50.</p> <p>Meeting with Baroness Sugg – 10:45 – 11:15</p>
<p><b>Venue and full address</b> (including postcode)</p>	<p>Olympia London,                  Hammersmith Road,                  London,                  W14 8UX</p> <p>(Maps attached at Annex K)</p>
<p><b>Background/Purpose</b> (including invitation history)</p>	<p>2017/0045380 - Invitation to be a keynote speaker at the Heathrow Connectivity Conference being held at the 3<sup>rd</sup> British-Irish Airports Expo 2018. The event is being hosted by Heathrow Airport in collaboration with Anna Aero and the Regional and Business Airports Group. It is anticipated that there will be around 200 exhibitors and around 3000 visitors attending.</p> <p>The Heathrow Connectivity Conference will be an intensive examination of airport and airline propositions for new Heathrow services. Attendees will be keen to hear the Scottish Government's position on Heathrow at the conference.</p> <p>This invitation links in with the Memorandum of Understanding (MoU) which was signed between the Scottish Government and Heathrow Airports Limited which outlined commitments offering strategic and economic benefits to Scotland, potentially creating thousands of jobs, as well as a significant boost to the Country's connectivity.</p> <p>Baroness Sugg, UK Aviation Minister, will also be in attendance at the event to formally open the Expo and the RABA (Regionals and Business Airports Group) conference being staged at the event. You are scheduled to meet with Baroness Sugg following the Heathrow Connectivity Conference to talk about Heathrow and National Policy Statement issues.</p>
<p><b>Presentation Title</b></p>	<p>While growing direct international air routes to Scotland remains our priority, Heathrow's plan addresses how all Scottish airports benefit from the new runway capacity by providing a significant boost to the country's connectivity (while offering significant</p>

	job creation and major investment opportunities).
<b>Greeting Party and specific meeting point on arrival</b>	Minister should arrive at the VIP Section of Registration Desk (Map of specific entrance at Annex K).  [REDACTED] Event Director, will greet the Minister before escorting the Minister to the Heathrow Exhibition stand and then onto the Concorde stand.
<b>Venue contact name and number</b>	[REDACTED]
<b>Event programme</b>	Annex A
<b>Summary page</b> (key issues, lines to take if pressed and issues to avoid)	Annex B
<b>Background</b>	[REDACTED] Annex F – Heathrow/National Policy Statement [REDACTED] [REDACTED] [REDACTED]  Speaking note is attached separately.
<b>Media Handling</b>	
<b>Official Support</b> (including mobile number)	[REDACTED] [REDACTED]

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constituent Interest	General Awareness
Cabinet Secretary for the Rural Economy and Connectivity			x		
Cabinet Secretary for Economy, Jobs and Fair Work			x		

PS/Transport Scotland  
 Roy Brannen, Transport  
 Transport Scotland Directors  
  
 Press Transport Scotland  
 DG Economy  
 Comms Economy

**Heathrow Connectivity Conference – 3<sup>rd</sup> British-Irish Airports Expo 2018  
12 June 2018**

**Programme**

- 09:00 – 9:30 Minister Arrives at 9.00 to be miked up and meet fellow speakers
- 09:30 – 09:40 Opening remarks from [REDACTED] and short introduction from [REDACTED] of RABA
- 09:40 – 09:50 Keynote speech – Baroness Sugg
- 09:50 – 10:00 Keynote speech – Mr Yousaf
- 10:00 – 10:10 Keynote speech – [REDACTED]
- 10:10 – 10:30 Audience question time

**Location:** Concorde Stage, Ground Floor, National Hall, Olympia London

**Session Title:** Opening Keynotes

**Presentation Title:** While growing direct international air routes to Scotland remains our priority, Heathrow's plan addresses how all Scottish airports benefit from the new runway capacity by providing a significant boost to the country's connectivity (while offering significant job creation and major investment opportunities).

Heathrow Connectivity Conference – 3<sup>rd</sup> British-Irish Airports Expo 2018  
12 June 2018

Top lines

Heathrow/National Policy Statement

- Our connections to the London airports, in particular Heathrow, remain absolutely pivotal to Scotland's economy and are vital for business and inbound tourism connectivity.
- Our position is that Scotland needs a strong mix of direct routes to international destinations as well as good connectivity to world hubs like Heathrow, Frankfurt, Amsterdam and Dubai.
- We have pressed the UK Government to ensure that Scotland's airports have guaranteed access in the lead up to and after the new runway capacity is introduced. This would mean holding what we currently have as a minimum and proportionate increases once the new capacity comes into play.
- We expect Scottish companies to benefit from an estimated £200m of construction spend in the planning and construction phase of Heathrow expansion.

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

**Heathrow Connectivity Conference – 3<sup>rd</sup> British-Irish Airports Expo 2018**  
**12 June 2018**

**3<sup>rd</sup> British-Irish Airports Expo 2018**

Background

1. The 3<sup>rd</sup> British-Irish Airports EXPO is the industry venue where suppliers and service providers showcase the latest solutions and concepts to the aviation industry. The Expo began in 2016 and was the largest ever airport industry exhibition staged in Britain or Ireland. The 2017 Expo was held at the Birmingham NEC and this year's event will be the first time it has been held in London.
2. This year's event is being hosted by Heathrow Airport Limited in collaboration with Anna Aero and the Regional and Business Airports Group. It is anticipated that there will be around 200 exhibitors and around 3000 visitors attending the 3<sup>rd</sup> British-Irish Airports EXPO 2018.
3. Baroness Sugg has accepted the invitation to officially open the 3<sup>rd</sup> British-Irish Airports EXPO and the Annual Conference of RABA (the Regional And Business Airports Group Annual Conference and AGM is hosted by the British-Irish Airports Expo) and will also be a speaker at the Heathrow Connectivity Conference.
4. The event will see six conferences being held; RABA's Annual Conference and AGM; the Heathrow Connectivity Conference; conferences on UK/Eire airport development, operations, and airport procurement; and the 2<sup>nd</sup> Airport Counter Terrorism Conference.
5. Of the 200 plus exhibitors attending the event, exhibitors and attendees include; the Airport Operators Association (AOA); Edinburgh Airport; Highlands and Islands Airports Limited; Prestwick; Loganair and Heathrow Airports Limited. The Expo will be well attended by other regional airports and airlines as well as the press.

Heathrow Connectivity Conference – 3<sup>rd</sup> British-Irish Airports Expo 2018  
12 June 2018

Heathrow Connectivity

Background

11. The Scottish Government announced its support for plans to build a third runway at Heathrow in October 2016. A Memorandum of Understanding (MoU) was signed outlining commitments made offering strategic and economic benefits to Scotland, potentially creating thousands of jobs and providing a significant boost to the Country's connectivity. The commitments include:

- The potential creation of up to 16,000 new jobs across Scotland from the new capacity.
- Heathrow to work with the Scottish Government to investigate Glasgow Prestwick Airport in the first instance as a potential site for a logistics hub to support the building of the third runway. 10 Scottish sites are in contention.
- £200m of construction-related spend in Scotland during planning and construction.
- A £10m route development fund to help support new domestic routes.
- From January 2017, a reduction of £10 per passenger on charges paid by airlines operating services from Heathrow to Scotland. This has benefitted existing services from Aberdeen, Edinburgh, Glasgow and Inverness and will incentivise the introduction of new services. Flybe's introduction of new services from Aberdeen and Edinburgh in March 2017 provided tangible evidence that the £10 reduction had an early impact.

[REDACTED] Heathrow introduced a further reduction of £5 for departing domestic passengers from January 2018.

- A significant marketing campaign at Heathrow to promote all that Scotland has to offer.

12. The MoU will help to counter some of the commercial and market-driven challenges which Scotland faces in retaining and improving our links to Heathrow. This acknowledges the existing capacity squeeze but also that we face challenges moving forward and even once new capacity is in place. Reflecting Scotland's current share of aircraft movements at Heathrow, our position on the new 3<sup>rd</sup> runway capacity is that Scotland's airports should receive a proportionate increase in slots which would amount to an additional 100 weekly pair services.

13. Heathrow itself will have a major role moving forward. Its strategy for a third runway has considerable focus on the importance of good regional connectivity. Heathrow has pursued this approach for good logistical reasons – new long-haul services will need sufficient feed from the regions [REDACTED]

14. As a consequence of these aspects and particularly because of the influence exerted by the SG, Heathrow has taken a raft of decisions to highlight its commitment to Scotland and other



parts of the UK. [REDACTED]

### UK Government Role

15. Securing and improving our connections to Heathrow will also require affirmative action from the UK Government. What we have said from the outset, including in our response to the Airports Commission, is that we want to protect what Scotland currently holds as a minimum and benefit proportionately from new runway capacity. We have also said that we understand these are complex issues and are willing to help devise solutions. Keith Brown met with the Secretary of State in July 2017 when he agreed that Scotland should benefit from additional slots once the new third runway is in place. The key will be to agree what this looks like in practice across Scotland's airports and how it is legislated for – the UK Government's Airports National Policy Statement (NPS) published on 5 June makes [REDACTED] to regional connectivity and reaffirms that the onus will be on Heathrow to deliver new domestic routes. Heathrow in its response to the draft NPS suggested that Scotland's requirements on minimum capacity could be accommodated in a post-Brexit situation where the UK was free to take its own decisions on ring-fencing regional connectivity. However, that would assume a hard-Brexit type situation where the UK is not bound by European rules on slot allocation.
16. The Cabinet Secretary detailed the Scottish Government's ask in a letter to the Secretary of State in February (copy attached at annex J). The NPS was published on 5 June and is required to be considered and voted on within 21 sitting days. During his statement, the Secretary of State reiterated the UK Government's desire to see 15% of the new runway capacity ring-fenced for domestic connections. The current figure for domestic ATM's is around 8% and it remains unclear how the UK Government would intend to facilitate the 15% target.
17. Heathrow has intimated that the new capacity will potentially deliver 6 new domestic routes, one of which could be from Prestwick. Heathrow has said that the new runway could be operational during 2026 but it can be anticipated that legal challenges would prolong introduction. During the lead-up to the UKG's announcement, Heathrow also announced plans to better utilise existing capacity by increasing flights by around 19,000 annually (around 50 per day) around 2020 through changes to existing planning conditions. Heathrow had suggested that some of these extra flights could be designated for the regions.

Heathrow Connectivity Conference – 3<sup>rd</sup> British-Irish Airports Expo 2018  
12 June 2018

Letter to Secretary of State (copy)

Cabinet Secretary for Economy, Jobs and Fair  
Work  
Keith Brown MSP  
T: 0300 244 4000  
E: scottish.ministers@gov.scot  
The Rt. Hon. Chris Grayling MP  
Secretary of State  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR



Scottish Government  
Riaghaltas na h-Alba  
gov.scot

17 April 2018

Dear Rt. Hon Grayling MP,

Since the Airports Commission concluded its work we have corresponded regularly, most recently in November 2017, on the subject of securing capacity for Scottish services in the lead-up to and once a new third runway has been introduced at Heathrow Airport.

We have discussed the Scottish Government's desire to see Scotland benefit proportionately from the new capacity when it comes but also to hold what we have as a minimum in the meantime. I have very much appreciated the positive approach you have adopted and the public commitments you have made regarding ring-fencing slots to ensure that the Nations and Regions of the UK benefit proportionately from the new capacity whilst seeking to mitigate the environmental and social consequences of more flights.

We have acknowledged the complexity of some of the issues and have offered assistance in finding solutions and in determining the respective roles of Heathrow and the UK and Scottish Governments. When I wrote to you in November, I touched on the UK Government's consideration of the existing interpretation of PSO rules and the use of the planning system as a means to facilitate and lay down minimum slot levels from Scotland's airports.

I am conscious that we are approaching the anticipated introduction of the UK Government's final draft National Policy Statement (NPS) to the UK Parliament. The document attached provides more detail on what the Scottish Government would desire to see before and after introduction of the third runway. This is based on the premise that prior to introduction we will be required to work with the (secondary slot trading) market to secure slots but that following introduction of the new third runway and through use of the planning system or other means, the UK Government will have the ability to determine a fair outcome for the Nations and the Regions from the additional capacity. As I mentioned in November, finding UK solutions to such issues will remain important in the lead-up to Brexit and potentially beyond.

I would hope that the Scottish Government's requirements as outlined can be agreed as a basis for moving forward and that the main components can be accommodated in the final draft NPS. I would hope and anticipate that this would be well received by Scotland's representatives in the UK Parliament.

16

**From:** [REDACTED]  
**Sent:** 13 June 2018 11:58  
**To:** PS/Transport Scotland  
**Cc:** [REDACTED]  
**Subject:** RE: FMQ Brief - Heathrow - Deadline 3pm  
**Attachments:** Heathrow.docx

1 change made to reflect the new aviation emissions figure of 5% published yesterday.

Regards

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**From:** PS/Transport Scotland  
**Sent:** 13 June 2018 11:42  
**To:** [REDACTED]  
**Cc:** [REDACTED]; Nicholls J (John) (TRANS); [REDACTED] PS/Transport Scotland  
**Subject:** FW: FMQ Brief - Heathrow - Deadline 3pm  
**Importance:** High

Please see request below to update the FMQ note this week. Deadline for return to PS/Transport Scotland is 3 pm today.

Regards

[REDACTED]  
Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF [REDACTED]

All emails and attachments sent and received by PS/Transport Scotland are not routinely stored. If you require an official record of emails or attachments you must store them in your objective business area.

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**From:** [REDACTED] On Behalf Of ET FMQ/PQ Mailbox  
**Sent:** 13 June 2018 11:40  
**To:** PS/Transport Scotland  
**Cc:** ET FMQ/PQ Mailbox  
**Subject:** FMQ Brief - Heathrow - Deadline 3pm

Hi [REDACTED]

As discussed – deadline of 3pm today

Thanks

[REDACTED]

---

**From:** [REDACTED] **On Behalf Of** First Minister FMQs  
**Sent:** 15 June 2018 11:38  
**To:** ET FMQ/PQ Mailbox  
**Cc:** [REDACTED] First Minister FMQs  
**Subject:** New Commission - Deadline 3pm

Hi there,

New commission please. Deadline 3pm.

Heathrow airport. I have attached last week's version to be updated.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



## HEATHROW THIRD RUNWAY

**ISSUE: 5 June** - UK Secretary of State for Transport Chris Grayling statement to Parliament outlining support for a third runway at Heathrow. He tabled a National Policy Statement to be voted on within 21 days.

**ISSUE: Political support** - [REDACTED]

[REDACTED] That said, it has made very strong efforts to secure support from Scotland.

The SNP Westminster group has indicated they are in favour of the third runway, but will await details of the precise motion from the UK Government before confirming absolutely. Chris Grayling has said he will publish the motion within 21 days.

**ISSUE: October 2016** – Scottish Government signed an MoU with Heathrow which committed Heathrow *inter alia* to: reducing airport charges for domestic services; introducing a regional route development fund which will incentivise new routes from Scotland; and the basing of a logistics hub in Scotland (Prestwick expressly mentioned).

An estimate of up to 16,000 jobs will come to Scotland from Heathrow expansion. Our ask of the UK Government (not yet public) is for a proportionate (4.8%) share of the new capacity to be introduced sometime after 2026.

### Top Lines

- We support a new third runway at Heathrow because of the benefits it will bring for Scotland's connectivity and economy.
- This includes the potential for up to 16,000 new jobs in Scotland and the siting of a logistics hub.
- The memorandum of understanding we signed with Heathrow committed it to a minimum of £200 million construction-related spend in Scotland during planning and construction.
- It also committed the airport to establish a regional route development fund worth £10 million pounds.
- This will assist the development of further Scottish connections to Heathrow.
- The memorandum of understanding also committed the airport to reducing charges for domestic services to Scotland.
- The reduced charges are already taking effect.
- Heathrow's £15 pounds reduction in charges over 2017 and 2018 was instrumental in Flybe introducing services to Heathrow from Aberdeen and Edinburgh.
- Scotland needs more direct air services but, acknowledging that we will not be able to have all the routes we desire, we need better hub connectivity too.
- We now need the UK Government to tell us its plans on guaranteeing additional slots for Scotland.
- This has been our ask from the start of the process.

## HEATHROW THIRD RUNWAY

### **Whilst we have no responsibility for expansion, we are not divorced from the environmental consequences as a leader in tackling climate change.**

- We recognise that boosting economic growth by improving air connectivity may lead to an increase in aviation emissions.
- Our Climate Change Plan accommodates projected changes in aviation emissions.
- Scotland has already shown global leadership by including a fair share of international aviation and shipping emissions in its statutory climate targets.
- Our new Climate Change Bill retains this approach.
- This is part of a balanced approach to meeting Scotland's world leading climate targets by driving down overall emissions.
- We note the UK Government is confident expansion can be accommodated within its environmental responsibilities and the project will only happen if that is the case.

### **It is important to keep aviation emissions in perspective. Aviation currently accounts for less than 5% of total Scottish emissions [2016 stats]**

- Whilst aviation demand will likely rise over the period to the 2030s, projected fuel efficiency savings should prevent emissions from rising significantly.

### **Scotland needs increased air connectivity to help our economy**

- More slots for Scotland should facilitate competition at Aberdeen, Edinburgh and also Glasgow (currently BA only) bringing more choice and cheaper fares.
- It should also enable the Inverness service to further flourish and potentially bring Scottish airports not currently served into the equation.
- I note that the Secretary of State reiterated that the UK Government expects to see up to 15% of slots on the new runway used for domestic connections.
- We have made a reasonable ask of the UK Government for a proportionate increase in Scotland's slots.
- We now need the UK Government to provide more detail on whether and how it will make this happen.

### **The expansion is supported by business groups and trade unions**

- Liz Cameron, Chief Executive, Scottish Chambers of Commerce said:
- **QUOTE:** *"Expanding UK's aviation capacity by giving the thumbs up for Heathrow's third runway is critical in boosting our position in the global economy, and will provide much-needed confidence to international investors and our trading allies."* (5 June 2018)
- Louise Gilmour, Senior Organiser, GMB Scotland, said:
- **QUOTE:** *"The increased capacity of a third runway should mean more domestic flights, greater connectivity and significant opportunities for our civil aviation sector and the supply chains to develop on their existing operations and compete for new infrastructure contracts."* (5 June 2018)