

Emissions modelling for additional services from Scotland to Heathrow – July 2018

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
extra weekly return flights TOTAL	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97
extra annual return flights TOTAL	5,044	5,044	5,044	5,044	5,044	5,044	5,044	5,044	5,044	5,044	5,044	5,044	5,044	5,044	5,044
total extra return trips	605,000	605,000	605,000	605,000	605,000	605,000	605,000	605,000	605,000	605,000	605,000	605,000	605,000	605,000	605,000
emissions per domestic return trip	0.070	0.069	0.069	0.068	0.068	0.067	0.067	0.066	0.066	0.065	0.064	0.064	0.063	0.063	0.062
additional emissions (tonnes)	42,258	41,920	41,585	41,252	40,922	40,595	40,270	39,948	39,628	39,311	38,997	38,685	38,375	38,068	37,764

The emissions trend projected here is driven by improvements to aircraft emissions efficiency of 0.8% per year and refers to the number of passengers expected in our ask (a total of 605,000), so does not model demand growth over time. Rough modelling of projected baseline emissions suggests that the third runway expansion will result in a c. 2% increase for Scotland over current aviation emission levels.