

**Correspondence dated 24<sup>th</sup> September 2021**

**From:** [REDACTED]

**Sent:** 24 September 2021 08:59

**To:** [REDACTED]

**Subject:** RE: Heathrow Airport - Ministerial meeting - John Holland-Kaye - note - 23 September 2021

[REDACTED]

When you get a minute (!) can you dig out:

The MOU

The submission that got Ministers' agreement to the MOU. (Can't recall if it was just Ministers or Cabinet). Would have been September or early October 2016.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** 24 September 2021 09:52

**To:** [REDACTED]

**Subject:** RE: Heathrow Airport - Ministerial meeting - John Holland-Kaye - note - 23 September 2021

[REDACTED]

I have attached a link to the MOU. However looking in eRDM I can't see a submission seeking agreement to the MoU, but I have found some briefing around when the MoU was to be announced, includes Q&A etc.

Is this the submission you are looking for or do you want me to keep looking?

Thanks

[REDACTED]

From: [REDACTED]

Sent: 24 September 2021 09:53

To: [REDACTED]

Subject: RE: Heathrow Airport - Ministerial meeting - John Holland-Kaye - note - 23 September 2021

That's fine thanks. Don't spend any time on it.

[REDACTED]

[REDACTED]

**Correspondence 30 September 2021**

From: [REDACTED]  
Sent: 30 September 2021 09:53  
To: [REDACTED]  
Subject: Help calculating total emissions from flights to Heathrow

Hi [REDACTED]

[REDACTED] is drafting a submission to the First Minister on Heathrow expansion and he would like to include the current yearly emissions from flights between Scotland and Heathrow airport.

I know we don't have a breakdown of the domestic emissions figure, however I was thinking we could provide a reasonable estimate based on the emission figures from the Element Energy Excel spreadsheet and the number of flights between Scotland and Heathrow per year. What do you think? Is this something you could give to [REDACTED]

Thanks for your help.

[REDACTED]

[REDACTED]

From: [REDACTED]  
Sent: 01 October 2021 15:18  
To: [REDACTED]  
Subject: RE: Help calculating total emissions from flights to Heathrow

[REDACTED] – Thanks, and just to add (if it's relevant to the request) I've now had confirmation of the breakdown of passenger for 2019:

Routes	Domestic Point to Point	International connecting
LHRINV INVLHR	[REDACTED]	[REDACTED]
LHRABZ ABZLHR	[REDACTED]	[REDACTED]
LHRGLA GLALHR	[REDACTED]	[REDACTED]
LHREDI EDILHR	[REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]  
Sent: 01 October 2021 15:32  
To: [REDACTED]  
Subject: FW: Help calculating total emissions from flights to Heathrow

Hi [REDACTED]

I've had a look at Heathrow's website and today there are the following number of flights from Heathrow to Scotland:

Heathrow to Edinburgh – 5 flights  
Heathrow to Glasgow – 4 flights  
Heathrow to Inverness – 2 flights  
Heathrow to Aberdeen – 4 flights

[REDACTED] Does this look fairly representative of the number of flights from Heathrow to Scotland on a typical day? If not what do you think is a reasonable number for [REDACTED] to use? (aware this will not be 100% accurate just wanting to be able to do a rough estimate). Ideally we would ask Heathrow airport for the total flights number of Scotland in 2019 rather than try and estimate – do you think they would be able/willing to provide us with this information? If yes, do you have contact [REDACTED] can get in touch with?

Thank you both for your help with this.

[REDACTED]

[REDACTED]

From: [REDACTED]  
Sent: 01 October 2021 16:39  
To: [REDACTED]  
Subject: RE: Help calculating total emissions from flights to Heathrow

Hi [REDACTED]

For a recent briefing I done I looked at flights over a week and found from Heathrow there were approximately 37 services per week to Edinburgh, 35 per week to Glasgow, 29 per week to Aberdeen and 10 per week to Inverness.

[REDACTED]

Regards

[REDACTED]

## Correspondence 13 October 2021

**From:** Media Team - Scottish Liberal Democrats <[REDACTED]>

**Sent:** 13 October 2021 14:50

**To:** [REDACTED]

**Subject:** Cole-Hamilton challenges Sturgeon to rip up Heathrow deal



**Scottish Liberal Democrats**

**Contact:** [REDACTED]

**Embargo:** Immediate

### **Cole-Hamilton challenges Sturgeon to rip up Heathrow deal**

Scottish Liberal Democrat leader Alex Cole-Hamilton has today challenged First Minister Nicola Sturgeon to tear up her Government's deal with Heathrow Airport, after her Ted talk and prior to her address to the Arctic Circle Assembly tomorrow.

Alex Cole-Hamilton said:

"In the run up to COP26 the Scottish Government has an opportunity to show the rest of the world the way forward but too often they can't even bring themselves to do the bare minimum.

"Nicola Sturgeon can deliver all the slick conference speeches that she likes but if she is not prepared to take concrete steps to reduce Scotland's emissions then it is all for nothing.

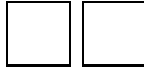
"The Scottish Government has admitted that our climate targets cannot be met if everyone flies as much as they used to. Yet the very same Scottish Government holds a contract with the single biggest polluter in the entire United Kingdom: Heathrow Airport.

"We cannot afford 75,000 extra flights between Scotland and London by 2040. Nicola Sturgeon should rip up her government's contract in support of a third runway at Heathrow before COP26 lands in Glasgow, otherwise no other country will possibly take her seriously as a credible voice on climate change.

"Last weekend I set out proposals for linking Air Passenger Duty to how far and how regularly people fly. All the SNP Government has changed in six years is the name, doing nothing for the climate emergency. It's time to make big changes."

ENDS

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**From:** **[REDACTED]**

**Sent:** 13 October 2021 15:07

**To:** **[REDACTED]**

**Cc:** Pacitti F (Frances) <**[REDACTED]**> Press Transport Scotland **[REDACTED]**

**Subject:** FW: Cole-Hamilton challenges Sturgeon to rip up Heathrow deal

**For info. Will give you a shout if we need lines (which we probably will)**

**Correspondence 26<sup>th</sup> October 2022. Extract of email**

**From:** [REDACTED] > **On Behalf Of** Minister for Parliamentary Business  
**Sent:** 26 October 2021 18:08  
**To:** Cabinet Secretary for Net Zero, Energy and Transport [REDACTED]; McFarlane J (John)  
(Special Adviser) [REDACTED]  
**Cc:** Minister for Green Skills, Circular Economy and Biodiversity [REDACTED]  
[REDACTED]; Spads Admin [REDACTED]  
[REDACTED]; Berge K (Kersti) [REDACTED];  
[REDACTED]; DG Economy [REDACTED]; McAllister C (Colin)  
[REDACTED]; Huyton H (Harry) [REDACTED]; Minister for Parliamentary  
Business [REDACTED]  
**Subject:** RE: URGENT - COP26 Debate - Parliamentary Motion Steer and Finalisation

Hello,

Please find below the amendments lodged to motion S6M-01769 in the name of Michael Matheson - Global Ambitions for COP26. **The Presiding Officer has selected all three amendments and there are no pre-emptions.**

Please let us know voting intentions as soon as possible tomorrow.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The Scottish Government | St Andrew's House, Regent Road, EDINBURGH EH1 3DG

From: [REDACTED] >

Sent: 26 October 2021 19:18

To: [REDACTED]

>; Bird L (Lisa) [REDACTED] >

Subject: FW: URGENT - COP26 Debate - Opposition Amendments

Importance: High

Removing Ministers, SpAds and Directors/DGs for now, but adding transport (inc aviation) policy leads,

In the hope that this might be helpful to [REDACTED] (as [REDACTED]), this is to share these opposition amendments around for wider policy consideration ASAP – noting that NetZET MPO will be looking for advice on voting intentions early tomorrow.

FWIW, my own initial thoughts on potential advice were as follows:

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

Best wishes,

[REDACTED]

[REDACTED]

Victoria Quay, Edinburgh, EH6 6QQ

[www.gov.scot/climatechange](http://www.gov.scot/climatechange) | [@ScotGovClimate](https://twitter.com/ScotGovClimate)

From: [REDACTED]

Sent: 27 October 2021 09:32

To: [REDACTED]



**Subject:** FW: URGENT - COP26 Debate - Opposition Amendments

[REDACTED] – Could you let me see the most recent LHR FMQ note please

[REDACTED]

[REDACTED]

[REDACTED]



An agency of  The Scottish Government

**From:** [REDACTED] >  
**Sent:** 27 October 2021 09:47  
**To:** [REDACTED] >  
**Subject:** FW: URGENT - COP26 Debate - Opposition Amendments

H [REDACTED]

Could you forward on [REDACTED] the most recent Heathrow FMQ note?

Thanks

[REDACTED]

**From:** [REDACTED]  
**Sent:** 27 October 2021 09:52  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: URGENT - COP26 Debate - Opposition Amendments

Hi [REDACTED]

[REDACTED] asked me to forward the latest Heathrow FMQ. [REDACTED]

[REDACTED]

And here is the version we originally put up:

Heathrow FMQ \_8\_09\_2021 (A34580471)

[REDACTED]

**ISSUE:** On the 6 September 2021, the UK wrote to organisations which had formally requested the UK Government to review the Airports National Policy Statement setting out why this was not the right time to do so. The decision not to review the Airports National Policy Statement is being seen as removing one of the barriers to Heathrow expansion. Campaigners against the development were hoping that the review of the policy statement would lead to the UK Government changing its position on the need for airport expansion.

### **Top Lines**

- The decision to allow Heathrow expansion was taken by the Westminster Government and Parliament.
- We have been clear that when the expansion of Heathrow Airport – the UK’s only global hub airport - goes ahead then it should deliver benefits for all the nations of the UK.
- This is why we remain committed to the Memorandum of Understanding with Heathrow Airport which has already delivered benefits including the reinstatement of the Inverness-Heathrow link.
- The MoU ensures that Scotland will benefit from this major infrastructure project which will bring significant job creation and investment opportunities to Scotland.
- The aviation sector has suffered significantly as a result of the Covid-19 pandemic. To assist our recovery it is essential that we rebuild our connectivity with the rest of the world for business and tourism. That will rely on us having a strong mix of direct routes and good connectivity to global hubs like Heathrow, Amsterdam and Dubai.
- In that context, it is essential that an expanded Heathrow provides good links from Inverness, Aberdeen, Edinburgh and Glasgow and we have stressed to the UK Government the importance of ensuring the whole of the UK benefits from this project.

### **While 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.
- The UK Government had said that it was confident expansion could be accommodated within its environmental responsibilities and the project would only happen if that was the case.

### **We acknowledge that emissions from aviation cannot be ignored**

- Scotland has shown global leadership by being the first country to include international aviation and shipping emissions in its statutory climate targets.
- Our ownership of Highlands and Islands Airports Ltd (HIAL) creates a unique opportunity for Scotland to lead the charge to zero emission aviation.
- Earlier this year a hybrid-electric aircraft flew from Wick to Kirkwall airport, as part of the Sustainable Aviation Test Environment (SATE) project which HIAL is jointly leading on.
- This flight demonstrates the potential for this new type of aircraft to be used on Scottish routes and is an important first step towards achieving our commitment to work to decarbonise scheduled flights within Scotland by 2040.

Other correspondence 26<sup>th</sup> October 2021. Extract of email.

From: [REDACTED]  
Sent: 26 October 2021 22:23  
To: [REDACTED]

[REDACTED]

Bird L (Lisa) [REDACTED]  
Subject: RE: URGENT - COP26 Debate - Opposition Amendments

[REDACTED]

I see that [REDACTED] has provided some general lines in his later response, which I will incorporate into Ms Slater's closing remarks [REDACTED]. If colleagues could also provide a line or two that can be incorporated into her speech, that would be welcome.

With best wishes,

[REDACTED]

[REDACTED]

From: [REDACTED] >  
Sent: 27 October 2021 09:22  
To: [REDACTED]

[REDACTED]

Bird L (Lisa) <[REDACTED]>  
Cc: [REDACTED] >  
Subject: RE: URGENT - COP26 Debate - Opposition Amendments

Colleagues,

Just to add to my email below, if I can have up to date FMQ style briefings for Ms Slater on all these hot topics, [REDACTED] that can be included in her closing remarks, please?

A response by 11am would be welcome, in case MS Slater comes back with additional requests, questions, etc.

Thanks in advance,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 27 October 2021 10:12

To: [REDACTED]

[REDACTED]

; Bird L (Lisa)

Subject: RE: URGENT - COP26 Debate - Opposition Amendments

Heathrow FMQ \_8\_09\_2021 (A34580471)

[REDACTED] – Here's the link to our LHR FMQ note. Just use whatever lines you think work best.

[REDACTED]



An agency of  The Scottish Government

**ISSUE:** On the 6 September 2021, the UK wrote to organisations which had formally requested the UK Government to review the Airports National Policy Statement setting out why this was not the right time to do so. The decision not to review the Airports National Policy Statement is being seen as removing one of the barriers to Heathrow expansion. Campaigners against the development were hoping that the review of the policy statement would lead to the UK Government changing its position on the need for airport expansion.

### Top Lines

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- This flight demonstrates the potential for this new type of aircraft to be used on Scottish routes and is an important first step towards achieving our commitment to work to decarbonise scheduled flights within Scotland by 2040.

**Correspondence 2<sup>nd</sup> November 2021**

From: [REDACTED]  
Sent: 02 November 2021 11:25  
To: [REDACTED]  
Subject: Climate Leadership Summit - 9th November

Good morning [REDACTED],

I hope you are well! On the 9<sup>th</sup> November, Ms Forbes will be attending the Climate Leadership Summit at the Scottish Parliament and believe there will an opportunity to manage the business relationship with Heathrow Airport.

- In preparation for this, are you able to provide us the current situation regarding Heathrow MoU? Even just a couple of bullet points to aid with the engagement.
- Would you also have any 'asks' for Ms Forbes to put to Heathrow if given the chance?

Appreciate the time taken to look into this request.

Thanks,

[REDACTED]

From: [REDACTED] >  
Sent: 02 November 2021 16:08  
To: [REDACTED] >  
Cc: [REDACTED] >  
Subject: RE: Climate Leadership Summit - 9th November

[REDACTED]

Thanks. Not sure relationship needs managed as Mr Dey (and various Transport Ministers before him) have regular meetings with the CEO of Heathrow.

[REDACTED] can provide latest FMQ note on Heathrow expansion. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]  
Sent: 02 November 2021 16:20  
To: [REDACTED]  
Subject: RE: Climate Leadership Summit - 9th November

[REDACTED]

Here's our Heathrow FMQ note in eRDM - Heathrow FMQ \_8\_09\_2021 (A34580471) – just let me know if any issues accessing this.

Regards

[REDACTED]

**ISSUE:** On the 6 September 2021, the UK wrote to organisations which had formally requested the UK Government to review the Airports National Policy Statement setting out why this was not the right time to do so. The decision not to review the Airports National Policy Statement is being seen as removing one of the barriers to Heathrow expansion. Campaigners against the development were hoping that the review of the policy statement would lead to the UK Government changing its position on the need for airport expansion.

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- This flight demonstrates the potential for this new type of aircraft to be used on Scottish routes and is an important first step towards achieving our commitment to work to decarbonise scheduled flights within Scotland by 2040.

## Briefing Contribution 5<sup>th</sup> November 2021

### Climate Leadership Summit – MoU Heathrow Key Points

**ISSUE:** On the 6 September 2021, the Department of Transport wrote to organisations which had formally requested the UK Government to review the Airports National Policy Statement setting out why this was not the right time to do so. The decision not to review the Airports National Policy Statement is being seen as removing one of the barriers to Heathrow expansion. Campaigners against the development were hoping that the review of the policy statement would lead to the UK Government changing its position on the need for airport expansion.

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- This flight demonstrates the **potential for this new type of aircraft to be used on Scottish routes** and is an important first step towards achieving our commitment to work to **decarbonise scheduled flights within Scotland by 2040**.



## Annex A – Memorandum of Understanding

### MEMORANDUM OF UNDERSTANDING

Between

**Heathrow Airport Limited (HAL)**

And

**The Scottish Government (SG)**

#### Preamble

1. The UK Government is due to announce a preference for one of the following three airport expansion proposals in the South East of England:
  - 1.1. a new north-west runway at Heathrow Airport (**"the Heathrow NWR Option"**), developed by HAL;
  - 1.2. an extension to the northern runway at Heathrow Airport, developed by Heathrow Hub Limited; or
  - 1.3. a new runway at Gatwick Airport, developed by Gatwick Airport Limited.
2. The UK Government appointed Airports Commission unanimously and unambiguously recommended that the Heathrow NWR Option should be given policy support by the UK Government. The Airports Commission concluded that the Heathrow NWR Option could allow Heathrow to expand without more local residents being affected by aviation noise and confirmed that expansion could be delivered without breaching EU air quality law or impacting on the meeting of carbon targets.
3. Expansion at Heathrow will create jobs in Scotland – up to 16,000 based upon Airport Commission numbers – and connect more Scottish cities to the UK's hub airport. This will mean more competition and choice for Scottish passengers, provide reliable trading links for exporters, improve passenger experience and create an international showcase for Scotland.
4. HAL's ambition to add 40 new long-haul flights with expansion is dependent upon a successful hub operation. This in turn requires a high transfer passenger through-put. Domestic routes have a high proportion of transfer passengers and therefore the growth of competitive domestic routes, including to Scotland, is integral to the airport's current and future success.
5. HAL and SG have been working constructively to ensure that the benefits of delivering the Heathrow NWR Option are realised during and after construction and that Scotland's existing interests in Heathrow are protected and enhanced in the meantime.
6. This MoU:
  - 6.1. outlines the joint plan to be undertaken by HAL and SG to ensure these aims are met in the event that the UK Government announces its support for the Heathrow NWR Option;
  - 6.2. confirms the support of SG for the Heathrow NWR Option; and

6.3. is a statement of working intent and is not intended to be legally binding. Nothing in this MoU is intended to affect in any way the legal obligations and/or rights of either party. It is intended to be binding in honour only.

## Securing Scottish Connectivity until new capacity is available

7. Before expansion takes place, domestic transfer passengers are essential to support Heathrow Airport's existing hub operation and passenger growth targets. From January 2017, HAL is introducing a discount of £10 per passenger on departing domestic passenger charges to support affordable domestic routes. Heathrow proposes that, provided that the UK Government announces its support for the Heathrow NWR Option and development consent for the Heathrow NWR Option is obtained, the discount could continue for the next 20 years or as long as it is deemed to be in the public interest and there remains a justification for the discount. Once consulted on and if approved, this could extend the current discount (which starts in January 2017) to January 2037. This will improve the viability of routes from all UK domestic destinations, including Scotland, making them more attractive for airlines to operate.
8. In the event that the UK Government announces its support for the Heathrow NWR Option, HAL will work with SG to deliver a marketing campaign worth £1.5 million using Heathrow Airport channels on-airport and online beginning in Q1 2017. This campaign will build on the success of previous Heathrow campaigns with Visit Scotland and Glasgow City Marketing Bureau, as well as the recent "Made in Scotland" week. It will aim to promote investment and tourism in Scotland as well as promote the V&A museum in Dundee in the lead-up to its opening and a short-period after.
9. HAL will also continue to work with all airlines who may wish to operate the British Airways/BMI merger "remedy slots", recognising that these slots could introduce competition between airlines on routes from Heathrow to Aberdeen and to Edinburgh.

## Supply Chain Hub

10. Heathrow NWR Option will be one of the largest private infrastructure projects in Europe, and will rely more on off-site pre-assembly and consolidation than any previous capital investment at Heathrow. It will also place significant demand on the UK's skilled construction labour supply. To streamline this process between our many contractors, we propose to open a number of Supply Chain Hubs in strategic locations across the UK where our tier 1 contractors will manufacture, preassemble and consolidate components critical to the expansion project. This will mean components arriving on site more efficiently than before and allow HAL to access a larger number of sub-contractors and wider pool of skilled labour.
11. The delivering of Heathrow NWR Option represents an opportunity to harness the expertise that exists among firms of all sizes across Scotland, supporting HAL's construction proposals and creating jobs and growth in communities across Scotland throughout the construction period. Heathrow has significant experience of off-site manufacture, for example an estimated £36m worth of contracts were awarded to Scottish businesses during the recent construction of Terminal 2 – safeguarding and creating approximately 600 jobs. If the development consent for the Heathrow NWR Option is obtained, Heathrow will build on its track record of operational procurement in Scotland, which includes employing 100 people at its Business Support Centre in Renfrew.
12. To ensure Scottish businesses are able to capitalise on the £16bn supply chain that will be needed to deliver expansion, subject to a UK Government announcement supporting the Heathrow NWR Option HAL will:

**12.1.** ensure that the SG is represented on Heathrow's Procurement Strategy Forum, with a view to ensuring that the supply chain is accessible to Scottish businesses, creating jobs and apprenticeships in communities across Scotland; and

**12.2.** host a series of Business Summits in Scotland, following on from the one held on 12 October 2016 in Glasgow, to engage Heathrow's tier 1 suppliers with SMEs from across Scotland.

**13.** If the development consent for the Heathrow NWR Option is obtained, HAL will also:

**13.1.** establish a new Supply Chain Hub in Scotland for the beginning of the construction period, which is targeted for 2020. HAL will work with SG to identify the optimal location for the Hub. This investigation will consider in the first instance whether Prestwick Airport has the suitable air, sea, road and rail links to support the pre-fabrication and consolidation of components required for Heathrow expansion;

**13.2.** target a minimum of £100m value of materials pre-assembled at the Supply Chain Hub and a minimum of 100 direct employees at the Hub at the peak of the construction phase;

**13.3.** map out the procurement timetable for expansion, establishing target spend: (a) with contractors and sub-contractors based in Scotland, and (b) of the total value of materials assembled at the Supply Chain Hub and employment profile;

**13.4.** procure a minimum of £200m construction-related spend in Scotland during the planning and construction phase, through a combination of engagement of Scottish SMEs with tier 1 suppliers and the location of a Supply Chain Hub in Scotland itself; and

**13.5.** explore whether the advertising of contracts through the Public Contracts Scotland portal is a viable option to help deliver HAL's Scottish construction spend targets.

## Supporting Scottish connectivity once new capacity becomes available

**14.** A new runway at Heathrow will open in 2025. HAL have also published plans to release an additional 25,000 ATMs before the Heathrow NWR Option opens. Subject to the UK Government granting development consent for the Heathrow NWR Option and the other necessary consents being obtained, the additional ATMs would be released in Q1 2021. Heathrow will work with the UK Government and advocate that the early expansion flights should be ring-fenced to provide additional connectivity for internal UK flights and to long-haul trade routes. These have the potential to offer up to 21 additional daily UK internal flights and 13 daily long haul flights. This could include additional services for Inverness and the potential to switch the Dundee-London PSO to Heathrow (see paragraph 19).

**15.** Additional capacity will create the opportunity for new entrants to compete on routes where there is only one incumbent airline. Competitive domestic fares ensure that Heathrow Airport remains the hub of choice for transfer passengers, who are integral to HAL's operation today and its vision to support 40 new long-haul flights with expansion.

**16.** Many of HAL's measures outlined to establish new connections are also expected to secure and improve existing connections to Heathrow before additional capacity is released. In particular, the £10 domestic passenger discount on departure charges being introduced from January 2017 will give airlines operating between Scotland and Heathrow the ability to either increase margins or induce demand by passing the discount directly to passengers.

**17.** Heathrow has worked with a number of new entrants to improve competition between airlines on routes between Scottish cities and Heathrow:



17.1. Easyjet has indicated it would operate multiple flights a day from an expanded Heathrow to Aberdeen, Inverness, Glasgow and Edinburgh.

17.2. Flybe have also indicated it would consider new routes from an expanded Heathrow, including Dundee and Prestwick.

18. Provided that the UK Government announces its support for the Heathrow NWR Option and development consent for the Heathrow NWR Option is obtained, HAL will support the introduction of new domestic routes across Scotland and the UK through its discounted pricing (see paragraph 7) and a £10m Route Development Fund that will provide start-up support to airlines commencing new domestic routes. Heathrow also supports the use of Public Service Obligation (PSO) routes to connect more UK cities to an expanded Heathrow, including those where a route might not necessarily be commercially viable.
19. HAL recognises the need for businesses in Dundee not just to be able to connect to London but also to hub through London. The Heathrow NWR Option presents the opportunity to realise a better return for Dundee from its PSO connection. HAL will support the SG and Dundee City Council to reassign the Dundee PSO route as Dundee-Heathrow from the point at which new capacity is available.
20. HAL will also continue to enter into partnerships with individual Scottish airports to cooperate and jointly approach airlines to protect and improve their Heathrow routes both before and after Heathrow expansion, taking account of the usual competitive constraints.
21. HAL and SG will work together to make and win the case for the UK Government to guarantee access to an expanded Heathrow for UK domestic routes in perpetuity. If the UK Government fail to guarantee access with expansion, HAL and SG will consider together alternative means, including financial guarantees or penalties, to ensure the four airports that are currently connected to Heathrow retain a connection to an expanded Heathrow.

## Conclusion

22. The SG and HAL agree that, with these measures in place, a third runway at Heathrow will serve Scotland, its businesses and its people by creating jobs, securing trading links and attracting new investment and tourism.
23. The SG and HAL encourage the UK Government to make a swift decision to expand Heathrow and do what is in the interests of Scotland by supporting the Heathrow NWR Option. The UK Government will have the support of SG if it does so.



**Keith Brown MSP**  
Cabinet Secretary for Economy, Jobs and Fair Work, Scottish Government



**John Holland-Kaye**  
Chief Executive, Heathrow Airport Limited

## Correspondence 12 December 2021

From: [REDACTED] >  
Sent: 12 December 2021 20:41  
To: [REDACTED]  
Subject: Scottish Government - Freedom of Information request - release of information

**Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.**

Hi [REDACTED]

The Scottish Government has received a request under the Freedom of Information (Scotland) Act 2002 (FOISA) for:

*A list of all the meetings, calls and correspondence between Scottish Ministers and representatives of Heathrow Airport which have taken place in 2021 to date; and copies of any minutes, meeting notes, or correspondence which is held for the period.*

*Copies of any reviews or updated assessments of either (a) the Scottish Government's support for Heathrow expansion or (b) the expected environmental impact of Heathrow expansion, which have been produced in either 2020 or 2021.*

You have an interest in the information which has been requested because one of the items we intend to release is a note of the meeting between the Minister for Transport and John Holland-Kaye, Chief Executive Officer, Heathrow Airport, held on 23 September 2021. I have attached a copy of the note that we propose to release with redactions already made.

Therefore, I am writing to ask you for your views on whether this information should be disclosed before we make a decision on the request. Please note that this consultation is a courtesy, not a statutory obligation, and you do not have a veto on disclosure of the information. Under the terms of FOISA, the decision on whether or not to release the information is for the Scottish Government alone. However, we will take account of your views.

I should also explain that we can withhold information only if an exemption under FOISA applies to that information and, where applicable, the public interest in disclosure is not outweighed by the public interest in upholding the exemption. You can find information about FOISA on the Scottish Information Commissioner's website at:

<http://www.itspublicknowledge.info/home/ScottishInformationCommissioner.asp>

In order to ensure that we meet our statutory duty to respond to the request not later than 20 working days of from the day following the date of receipt, I must ask for your views by **midday Tuesday 14 December**.

I am now out of the office therefore I would be grateful if you could copy in my colleagues on the email chain into your response.

From: [REDACTED] >  
Sent: 13 December 2021 15:08  
To: [REDACTED]  
Subject: RE: Scottish Government - Freedom of Information request - release of information

Hi all,

Thank you for alerting us to this. We don't have any objection to anything in the attached document so please feel free to proceed.

Many thanks,

[REDACTED]

[REDACTED]

[REDACTED]



Heathrow Airport  
The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

## Correspondence 10<sup>th</sup> Feb 2022

From: [REDACTED] >  
Sent: 10 February 2022 09:24  
To: [REDACTED]  
Subject: Scottish Govt/Heathrow expansion - comment

Hi - I'm writing a story for [REDACTED] about the Scottish Government's policy on Heathrow expansion, and I wanted to give the SG a chance to comment. If you would like to provide something I would need it by the end of tomorrow (11 Feb) please.

The story is based on documents obtained under FOI, which include notes from a meeting between Heathrow's CEO and Scotland's Transport Minister, and internal government advice on Heathrow expansion provided to the First Minister. I've attached these for reference.

The main points of the story are going to be as follows:

- NGOs say the documents show that the Scottish Government's policy on supporting a third runway at Heathrow airport is "worrying[ly] closely aligned...with the aviation lobby"
- The advice to the First Minister claims that "there is nothing to suggest that LHR [Heathrow] expansion will have a negative impact on emissions attributable to Scotland." However, it makes no mention of a previous internal Scottish Government analysis which found a third runway at Heathrow would lead to an additional 600,000 tonnes of carbon emissions from Scotland. (see: <https://theferret.scot/heathrow-expansion-climate-scottish-airports/> )
- The notes from the meeting between Heathrow and the Scottish Transport Minister, taking place a few weeks before the COP26 summit and the publication of the Scottish Government's aviation strategy, record that: Heathrow sees the Scottish Government's objectives as the "same as theirs"; Heathrow "offered to help with difficult challenges of balancing economy and decarbonisation," highlighting the role of sustainable aviation fuel (SAF) as a "big thing"; Heathrow said their CEO would be "in Scotland quite a lot in [the] next few months"; and the Transport Minister "said we'd keep in touch on our aviation strategy."
- NGOs say the document "casts doubt on how serious the Scottish Government is about reaching its climate targets" and have pointed out that SAF is still under development, and "will not be ready to be deployed at scale before the 2030s or even later."
- On 23 September, the same day as his meeting with Heathrow Airport, Graeme Dey told MSPs that "research suggests that without a reduction in aviation demand, the transport sector will not be able to achieve its emissions envelope for 2030...demand will have to fall. That is the message of the research."

I have also had the following quotes from Transform Scotland and the Aviation Environment Federation, which I've copied below in full:

[REDACTED] spokesperson for Transform Scotland said:

"To meet our legally binding targets we need to see Scottish carbon emissions from aviation reduced by 33% between 2019 and 2030. Reducing emissions will require significant reductions in flying in the short term as alternative low carbon technologies will not be available at scale within this timeframe. Sustainable Aviation Fuels and zero carbon aircraft, which the Scottish Government appears to be relying on to deliver carbon reductions, are being developed but will not be ready to be deployed at scale before the 2030s or even later.

"The advice provided to the First Minister on the expansion of Heathrow does not make the scale and speed of emissions reductions that is necessary clear, nor does it address when low carbon technologies will be available and ready to deliver the required carbon reductions. Whether or not this is deliberate, it certainly obscures that action on aviation emissions is required now.

"It is worrying to see how closely aligned the Scottish Government appears to be with the aviation lobby, particularly in the run up to COP26 and the publication of the deeply flawed consultation on the new aviation strategy, and it casts doubt on how serious the Scottish Government is about reaching its climate targets.

"It is not good enough for the aviation sector to continue to be given a free pass when it comes to climate policy and it would be extremely unjust to expect other sectors to make up for the aviation sector's failure to decarbonise."

[REDACTED] at the Aviation Environment Federation, said:



“John Holland Kaye can surely see which way the wind is blowing, and that it’s getting harder by the month to try to square a third Heathrow runway with UK and Scottish climate commitments.

“First the Climate Change Committee – the official advisers to the UK Government – recommended no ‘net’ increase in airport capacity to have a reasonable chance of getting to net zero by 2050, so if Heathrow expands another airport would have to contract. Heathrow has always tried to make out that a third runway would somehow benefit the whole of the UK, but CCC’s advice means growth in London could only be possible at the expense of other airports.

“Then – while Heathrow was trying to argue that you can decarbonise flights with sustainable fuels – Element Energy came out with their advice to the Scottish Government that low-carbon aviation fuels and technologies are so far away that meeting Scotland’s 2030 targets would require a reduction flight numbers.

“John Holland Kaye’s arguments in response look pretty desperate. He says that if Heathrow doesn’t grow then the flights and the emissions will just go elsewhere. But he must be aware that the application for a new runway at Charles de Gaulle was turned down last year for climate reasons. And his claim that Scotland’s emissions wouldn’t increase as a result of a third runway, even if there’s an increase in flights between Heathrow and Edinburgh as promised, suggest some very odd carbon accounting somewhere along the line.

“The Memorandum of Understanding – that the Scottish Government would support Heathrow growth in return for various favours – was reached before net zero climate legislation came into force. With Scotland now reviewing its aviation strategy, it feels like a good time to move on, and to focus on how to bring the aviation sector into line with Scotland’s ambitious climate agenda.”

Please let me know if you would like to respond or if you've any other questions.

Many thanks

[REDACTED]

From: [REDACTED]  
Sent: 10 February 2022 09:38  
To: [REDACTED] >  
Cc: Press Transport Scotland [REDACTED] >  
Subject: FW: Scottish Govt/Heathrow expansion - comment

Morning gents,

Please see the enquiry below – is there anything we would like to say by way of comment here?

I’ve pulled out some previous top lines but these are from November so not sure if they need updated, or what aspects you would wish to include, welcome your thoughts please.

Thanks, [REDACTED]

- The decision to allow Heathrow expansion was taken by the Westminster Government and Parliament.
- We have been clear that if the expansion of Heathrow Airport – the UK’s only global hub airport - goes ahead then it must deliver benefits for all UK nations

[REDACTED]

[REDACTED]

[REDACTED]

- We know the impact aviation has on emissions and that transport is currently one of the biggest contributors to carbon emissions.
- Every sector and industry needs to do more to cut its emissions, transport and aviation is no exception.



- But we will also always need people, goods and services to move around here in Scotland, across the UK and of course, internationally.
- Aviation can play a role in our net zero mission for transport - we need to balance all the impacts of change to try and create environmental and economic sustainability.

[REDACTED]

[REDACTED]  
From: [REDACTED]

Sent: 10 February 2022 10:00

To: [REDACTED]

Cc: Press Transport Scotland [REDACTED]

Subject: RE: Scottish Govt/Heathrow expansion - comment

[REDACTED] – Thanks. Ministers are keen to keep it high level – i.e. decision has been taken by Westminster but important that whole of UK gets economic benefits. So suggest dropping some of the bullet points as below:

- The decision to allow Heathrow expansion was taken by the Westminster Government and Parliament.
- We have been clear that if the expansion of Heathrow Airport – the UK's only global hub airport - goes ahead then it must deliver benefits for all UK nations
- While we continue to work with airports to restore and grow Scotland's direct international connectivity, global hubs like Heathrow and Amsterdam will remain important for Scottish businesses, exports and tourism.

[REDACTED]

[REDACTED]

[REDACTED]

- We know the impact aviation has on emissions and that transport is currently one of the biggest contributors to carbon emissions.
- Every sector and industry needs to do more to cut its emissions, transport and aviation is no exception.
- But we will also always need people, goods and services to move around here in Scotland, across the UK and of course, internationally.
- Aviation can play a role in our net zero mission for transport - we need to balance all the impacts of change to try and create environmental and economic sustainability.

[REDACTED]

[REDACTED]



TRANSPORT SCOTLAND

From: [REDACTED] >  
Sent: 10 February 2022 10:15  
To: [REDACTED]  
Subject: RE: Scottish Govt/Heathrow expansion - comment

Thanks [REDACTED]

I've just dropped that into a quote – just to check these are previously cleared and issued? If so, I will get them out the door, but if you feel this needs SpAd/Ministerial approval that's fine – welcome your thoughts please.

Cheers, [REDACTED]

A Transport Scotland spokesman said:

*"The decision to allow Heathrow expansion was taken by the Westminster Government and Parliament.*

*"We have been clear that if the expansion of Heathrow Airport – the UK's only global hub airport - goes ahead then it must deliver benefits for all UK nations.*

*"While we continue to work with airports to restore and grow Scotland's direct international connectivity, global hubs like Heathrow and Amsterdam will remain important for Scottish businesses, exports and tourism.*

*"We know the impact aviation has on emissions and that transport is currently one of the biggest contributors to carbon emissions. Every sector and industry needs to do more to cut its emissions, transport and aviation is no exception.*

*"But we will also always need people, goods and services to move around here in Scotland, across the UK and of course, internationally. Aviation can play a role in our net zero mission for transport - we need to balance all the impacts of change to try and create environmental and economic sustainability."*

[REDACTED]

[REDACTED]

From: [REDACTED]  
Sent: 10 February 2022 10:21  
To: [REDACTED]  
Subject: RE: Scottish Govt/Heathrow expansion - comment

[REDACTED] – Yes, cleared previously and used a number of times including at FMQs, but it's been a while so no harm in running it past them again.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >  
Sent: 10 February 2022 13:22  
To: Higgins K (Kate) [REDACTED]; Nicolson S (Stuart) (Special Adviser) <[REDACTED]>  
Cc: Pacitti F (Frances) <[REDACTED]>  
[REDACTED] >; Press Transport Scotland [REDACTED]  
Subject: For SpAd views - media enquiry - Heathrow expansion

Hi Kate & Stuart,

Please see the enquiry below on the Heathrow expansion plans.

The following comments have been previously cleared and issued including at FMQs, however, it has been a while since these have been deployed (October 2021), so just wanted to check you are content for these to issue please.

Thanks, [REDACTED]

**A Transport Scotland spokesman said:**

*“The decision to allow Heathrow expansion was taken by the Westminster Government and Parliament.*

*“We have been clear that if the expansion of Heathrow Airport – the UK’s only global hub airport – goes ahead then it must deliver benefits for all UK nations.*

*“While we continue to work with airports to restore and grow Scotland’s direct international connectivity, global hubs like Heathrow and Amsterdam will remain important for Scottish businesses, exports and tourism.*

*“We know the impact aviation has on emissions and that transport is currently one of the biggest contributors to carbon emissions. Every sector and industry needs to do more to cut its emissions – transport and aviation is no exception.*

*“But we will also always need people, goods and services to move around here in Scotland, across the UK and of course, internationally. Aviation can play a role in our net zero mission for transport – we need to balance all the impacts of change to try and create environmental and economic sustainability.”*

[REDACTED]

[REDACTED]

From: Nicolson S (Stuart) (Special Adviser) [REDACTED]

Sent: 10 February 2022 15:07

To: [REDACTED] Higgins K (Kate) [REDACTED]

Cc: Pacitti F (Frances) [REDACTED]

[REDACTED]; Press Transport Scotland [REDACTED]

Subject: RE: For SpAd views - media enquiry - Heathrow expansion

Ok thanks.

**Correspondence 25 February 2022**

From: [REDACTED]  
Sent: 25 February 2022 16:31  
To: [REDACTED]  
Subject: PQ answers and background note to clear - Wednesday 2 March

Hi [REDACTED]

[REDACTED]

[REDACTED] I have drafted answers to the 7 PQs that came in today/yesterday and a background note for these. As you can see from the comments I will tweak the background note to some of the questions slightly to give the Minister the background on the previous PQ/FOI referred to in the question but thought it is easier just to send the one version for you to clear.

[REDACTED] you can see in the document that I need your help with the last answer to make sure I have not missed out any meetings (I checked the lobbying register and could not find any to add)- [REDACTED] has limited time to clear so thought it is easier for you just to add that info in at the same time.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]  
Sent: 01 March 2022 09:07  
To: [REDACTED]

Subject: RE: PQ answers and background note to clear - Wednesday 2 March

[REDACTED] – Thanks for picking these up. Appreciate they sort of fall between your sustainable aviation responsibilities and [REDACTED] Heathrow responsibilities.

Couple of suggestions marked. Will come back shortly on background note.

[REDACTED]

[REDACTED]

[REDACTED]

**[NOTE: Link to PQ answers provided in Covering Letter]**

Correspondence 1<sup>st</sup> March 2022

From: [REDACTED] >  
Sent: 01 March 2022 15:56  
To: [REDACTED]

Subject: Readout of the Cab Sec's statement on Climate Assembly

Hi all

While unsurprisingly the Cabinet Secretary's statement following the last meeting of the Climate Assembly made no mention of aviation, two of the questions asked following the statement related to aviation:

The first one asked about extra emissions because of Heathrow expansion - Cab Sec answered this by referring to work underway to develop low/zero-emission aircraft and made reference to the SATE project (the MSP was Liam McArthur from Orkney who also asked all the recent PQs on Heathrow )

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



**Correspondence 8<sup>th</sup> March 2022**

**From:** [REDACTED] >  
**Sent:** 08 March 2022 10:47  
**To:** [REDACTED] >  
**Cc:** DL for Climate Change FMQs Team [REDACTED]  
**Subject:** FW: URGENT: FMQ CONTRIBUTION

Hi [REDACTED]

Could you please provide lines in response to the following article for the FMQ:

6 Mar  
The Herald 17 ScotsGov agrees airport expansion will not increase Scottish emissions SCOTTISH ministers have adopted aviation industry claims that expanding Heathrow airport will not lead to increased emissions from Scotland, internal documents show. Just two years ago, the Government calculated that adding a third runway at Heathrow would lead to an additional 600,000 tonnes of climate-warming carbon emissions. However, a memo prepared for the First Minister last October, obtained by independent investigative journalism co-operative The Ferret, now claims that "there is

Many thanks in advance,

[REDACTED]  
[REDACTED]

**From:** [REDACTED] >  
**Sent:** 08 March 2022 10:55  
**To:** [REDACTED] >  
**Subject:** RE: URGENT: FMQ CONTRIBUTION

Hi [REDACTED]

Here are my suggested lines:

Aviation is a global industry and continued international collaboration is vital to achieving emissions reductions, and meeting our ambitious climate change targets.  
Sustainable aviation fuels (SAF) and hydrogen/electric aircraft have the potential to significantly reduce aviation emissions in the future whilst still allowing us to enjoy the social and economic benefits that aviation brings. This includes the economic benefits of being connected to global hubs likes Amsterdam and Heathrow.  
The actual number of flights operating between Scotland and Heathrow in the future will be determined by demand, capacity, and competition from airlines serving other global hubs. Similarly the environmental impact of these flights will depend on the type of aircraft and fuel used, with aerospace companies aiming to develop the first zero-emission commercial aircraft by around 2035.

[REDACTED]  
[REDACTED]

From: "[REDACTED]"

Sent: 8 Mar 2022 12:02

To: [REDACTED]

Subject: RE: URGENT: FMQ CONTRIBUTION

[REDACTED] skim read the article and adding [REDACTED] in case a comments

Would you agree with this as stated issue...

8 Mar: SG accused of 'greenwashing' Heathrow expansion emissions impact on Scotland. Ferret reports internal SG advice that the expansion will have no negative emissions impact contradicts previous advice that a third runway would lead to an additional 600,000 tns of emissions.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 08 March 2022 12:09

To: [REDACTED]

Subject: RE: URGENT: FMQ CONTRIBUTION

[REDACTED]

As well as [REDACTED] lines, can you send round standard (and very long standing) FMQ note on LHR. Ministers just want to keep position very high level - decision was made by UK Parliament and Scotland must benefit proportionately from expansion of UKs only Global Hub airport. Might want to include these top lines in this new FMQ note too.

[REDACTED]

From: [REDACTED]

Sent: 08 March 2022 12:33

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: URGENT: FMQ CONTRIBUTION

[REDACTED]

Here's the latest FMQ I have from September 2021.

Regards

[REDACTED]

**ISSUE:** On the 6 September 2021, the UK wrote to organisations which had formally requested the UK Government to review the Airports National Policy Statement setting out why this was not the right time to do so. The decision not to review the Airports National Policy Statement is being seen as removing one of the barriers to Heathrow expansion. Campaigners against the development were hoping that the review of the policy statement would lead to the UK Government changing its position on the need for airport expansion.

### **Top Lines**

- The decision to allow Heathrow expansion was taken by the Westminster Government and Parliament.
- We have been clear that when the expansion of Heathrow Airport – the UK’s only global hub airport - goes ahead then it should deliver benefits for all the nations of the UK.
- This is why we remain committed to the Memorandum of Understanding with Heathrow Airport which has already delivered benefits including the reinstatement of the Inverness-Heathrow link.
- The MoU ensures that Scotland will benefit from this major infrastructure project which will bring significant job creation and investment opportunities to Scotland.
- The aviation sector has suffered significantly as a result of the Covid-19 pandemic. To assist our recovery it is essential that we rebuild our connectivity with the rest of the world for business and tourism. That will rely on us having a strong mix of direct routes and good connectivity to global hubs like Heathrow, Amsterdam and Dubai.
- In that context, it is essential that an expanded Heathrow provides good links from Inverness, Aberdeen, Edinburgh and Glasgow and we have stressed to the UK Government the importance of ensuring the whole of the UK benefits from this project.

### **While 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.
- The UK Government had said that it was confident expansion could be accommodated within its environmental responsibilities and the project would only happen if that was the case.

### **We acknowledge that emissions from aviation cannot be ignored**

- Scotland has shown global leadership by being the first country to include international aviation and shipping emissions in its statutory climate targets.
- Our ownership of Highlands and Islands Airports Ltd (HIAL) creates a unique opportunity for Scotland to lead the charge to zero emission aviation.
- Earlier this year a hybrid-electric aircraft flew from Wick to Kirkwall airport, as part of the Sustainable Aviation Test Environment (SATE) project which HIAL is jointly leading on.
- This flight demonstrates the potential for this new type of aircraft to be used on Scottish routes and is an important first step towards achieving our commitment to work to decarbonise scheduled flights within Scotland by 2040.



**Correspondence 9<sup>th</sup> March 2022**

**From:** [REDACTED]  
**Sent:** 09 March 2022 10:23  
**To:** Ian Forgie [REDACTED]

**Subject:** FOI Request - 202200280819 - Prestwick Airport - proposed response - sent to Prestwick Airport - 9 March 2022

Hi Ian

We have received an FOI request asking for the following:

1. Please provide a copy of any extracts of documents which refer to the Scottish Government's relationship with Heathrow Airport and which the Scottish Government has made available to either (a) advertise the sale of Prestwick Airport or (b) progress the sale of Prestwick Airport with companies that are subsequently considered (i) a credible expression of interest or (ii) a preferred buyer. Please include any brochures or other such briefing documents, email correspondence or written assurances provided.
2. Has the Scottish Government (a) informed Heathrow Airport of the identity of, or (b) facilitated any meetings between Heathrow Airport and any (i) interested parties, (ii) credible expressions of interest or (iii) preferred buyers of Prestwick Airport. If so, please provide the date on which this occurred and all associated documentation.

This is due for response on Monday 14 March and we intend to issue the attached letter and extract document (redactions are highlighted yellow). Before we issue, can I just check if there are any issues with the proposed release from your perspective?

[REDACTED]

[REDACTED]

Thanks

[REDACTED]

**Correspondence 6<sup>th</sup> May 2022**

**From:** [REDACTED]  
**Sent:** 06 May 2022 00:11  
**To:** Minister for Transport [REDACTED]  
**Subject:** Cuts in flights between Heathrow and Inverness

Hi Jenny,  
As an [REDACTED], I was interested in the item on Reporting Scotland about British Airways further degradation in the air service between Heathrow and Inverness. Voters in this part of the country will be watching to see what our government is willing to do. Should there not be a legal requirement for this route to be maintained, given it's importance to the Scottish economy, tourism and business. Perhaps there is some action that the Scottish Government can take, particularly for the Highlands and Islands. Looking forward to hearing from you.  
Best wishes  
[REDACTED]

**Official Response Dated 17<sup>th</sup> May**

**Aviation, Maritime, Freight & Canals**

Victoria Quay, Edinburgh EH6 6QQ

[REDACTED]



[REDACTED]

e-mail: [REDACTED]

Your ref:  
  
Our ref:  
202200300033  
  
Date:  
17 May 2022

Dear [REDACTED]

Thank you for your e-mail of 6 May 2022 to Jenny Gilruth MSP, Minister for Transport, about British Airways' Inverness to London Heathrow service. I have been asked to reply.

As you may be aware from media coverage, British Airways, along with other airlines, has been experiencing staffing availability issues relating to the impact of Covid-19. In order to maintain the reliability of their services, and avoid short notice cancellations, British Airways has removed a number of services across its network in order to ensure that it has sufficient staff to operate the remaining services. Passenger numbers, including on the Inverness to Heathrow service, remain below their pre-Covid-19 levels and British Airways has focussed on reducing capacity on routes, rather than stopping routes entirely, with the aim of matching capacity with demand.

We understand the importance of aviation to the Highlands and Islands, which is why the Scottish Government provides funding to support the operations of Highlands and Islands Airport Limited (HIAL). HIAL operates airports across the Highlands and Islands, including Inverness. In 2021- 22 we provided HIAL with over £75 million in funding to maintain their operations. This funding means that HIAL's airport charges are kept lower than they would otherwise be enabling the operation of commercial air services.

In recent years HIAL have put a lot of effort into securing and maintaining connectivity to hubs such as

Heathrow and Amsterdam. We will continue to support HIAL as the aviation industry recovers from the impact of the Covid-19 pandemic. Many routes, including Inverness to Heathrow, have been restored and work continues to restore frequencies to their pre-Covid-19 levels in order to provide the connectivity needed by our communities and the businesses located in them. We anticipate frequencies on the Inverness to Heathrow service increasing again as demand increases and as British Airways' staffing issues are resolved.

The British Airways service from Inverness to Heathrow operates on a commercial basis. The scheduling of flights is an operational matter for British Airways. The Scottish Government has no power to intervene in the operation of the service.

Yours sincerely

**[REDACTED]**  
Aviation Policy

## Correspondence Dated 24<sup>th</sup> May 2022

From: [REDACTED]  
Sent: 24 May 2022 14:44  
To: [REDACTED]

Subject: BRIEFING: Minister for Transport meeting with HIE CEO and Chair

Hi [REDACTED]

Ms Gilruth is having a meeting with HIE on 16 June (date has changed from below email).

Do you have lines to take that we could use re Air Services? Assume this is air services to the Highlands etc...

Thanks

[REDACTED]  
Subject: RE: Minister for Transport meeting with HIE CEO and Chair

Hi [REDACTED]

Please find below HIE's proposed agenda for the meeting with Ms Gilruth on 25 May.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

### 6. Air services – Heathrow reduction in BA service

Kind regards

[REDACTED]  
From: [REDACTED]  
Sent: 25 May 2022 08:38  
To: [REDACTED]

Subject: RE: BRIEFING: Minister for Transport meeting with HIE CEO and Chair

[REDACTED]

I suggest that you use the following.

### Air services – Heathrow reduction in BA service

#### Lines to take

- We understand that the reduction in frequency on the British Airways Inverness to London Heathrow service is temporary.
- We anticipate frequencies on the service increasing again as demand increases and as British Airways' staffing issues are resolved.
- The scheduling of flights is an operational matter for British Airways. The Scottish Government has no power to intervene in the operation of the service.

#### Background

British Airways, along with other airlines, has been experiencing staffing availability issues relating to the impact of Covid-19. In order to maintain the reliability of their services, and avoid short notice cancellations, British Airways has removed a number of services across its network in order to ensure that it has sufficient staff to operate the remaining services. Passenger numbers, including on the Inverness to Heathrow service, remain below their pre-Covid-19 levels and British Airways has focussed on reducing capacity on routes, rather than stopping routes entirely, with the aim of matching capacity with demand.

We understand the importance of aviation to the Highlands and Islands, which is why the Scottish Government provides funding to support the operations of Highlands and Islands Airport Limited (HIAL). HIAL operates airports across the Highlands and Islands, including Inverness. In 2021-22 we provided HIAL with over £75 million in funding to maintain their operations. This funding means that HIAL's airport charges are kept lower than they would otherwise be enabling the operation of commercial air services.

In recent years HIAL have put a lot of effort into securing and maintaining connectivity to hubs such as Heathrow and Amsterdam. We will continue to support HIAL as the aviation industry recovers from the impact of the Covid-19 pandemic. Many routes, including Inverness to Heathrow, have been restored and work continues to restore frequencies to their pre-Covid-19 levels in order to provide the connectivity needed by our communities and the businesses located in them. We anticipate frequencies on the Inverness to Heathrow service increasing again as demand increases and as British Airways' staffing issues are resolved.

Thanks

[REDACTED]

**Correspondence 19 July 2022**

**From:** [REDACTED] > On Behalf Of Cabinet Secretary for Justice and Veterans

**Sent:** 19 July 2022 08:31

**To:** Cabinet Secretary for Justice and Veterans <[REDACTED]>; [REDACTED]

[REDACTED]

**Cc:** [REDACTED]

[REDACTED]; Communications Justice [REDACTED]

[REDACTED]; Aitken A (Anne) [REDACTED]; News Desk [REDACTED]; Gollan J (Jennie) [REDACTED]

Ingebrigtsen R (Ross) [REDACTED]; McFarlane J (John) (Special Adviser)

<[REDACTED]>; McAllister C (Colin) [REDACTED]

**Subject:** RE: CS Clearance Pls: BBC Good Morning Scotland - Interview bid

Good morning,

During Mr Brown’s interview on GMS this morning to speak about the extreme heat there was an exchange around Heathrow airport.

Mr Brown would like SpAd/Comms views on this please, and views on whether anything further needs to issue.

Copying in additional SpAds - the Cab Sec was live around 8.05am this morning. Grateful for views I can pass on to him please.

Thanks,

[REDACTED]

[REDACTED] - Keith Brown

Scottish Government | St Andrews’s House, Regent Road, Edinburgh, EH1 3DG |

Tel: [REDACTED]

The Cabinet Secretary’s preferences can be found [here](#).

All e-mails and attachments sent by a Ministerial Private Office to any other official on behalf of a Minister relating to a decision, request or comment made by a Minister, or a note of a Ministerial meeting, must be filed appropriately by the recipient. Private Offices do not keep official records of such e-mails or attachments

Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot)

**From:** [REDACTED]

**Sent:** 19 July 2022 10:44

**To:** Cabinet Secretary for Justice and Veterans [REDACTED]

Communications Justice [REDACTED]

[REDACTED] McFarlane J (John) (Special Adviser) [REDACTED] SGoRR  
Information [REDACTED]; Baird J (Jim) [REDACTED]

[REDACTED]; Aitken A (Anne) [REDACTED]; News Desk [REDACTED]; Gollan J (Jennie) [REDACTED];

Ingebrigtsen R (Ross) [REDACTED]; McAllister C (Colin) [REDACTED]; Higgins K (Kate) [REDACTED]; Press Transport Scotland

[REDACTED]



**Subject:** RE: CS Clearance Pls: BBC Good Morning Scotland - Interview bid

Dear PO,

Lines on Heathrow below for you info.

Thanks

[REDACTED]

[REDACTED]

### Heathrow Expansion lines:

*“The decision to allow Heathrow expansion was taken by the Westminster Government and Parliament.*

*“We have been clear that if the expansion of Heathrow Airport – the UK’s only global hub airport – goes ahead then it must deliver benefits for all UK nations.*

*“While we continue to work with airports to restore and grow Scotland’s direct international connectivity, global hubs like Heathrow and Amsterdam will remain important for Scottish businesses, exports and tourism.*

*“We know the impact aviation has on emissions and that transport is currently one of the biggest contributors to carbon emissions. Every sector and industry needs to do more to cut its emissions – transport and aviation is no exception.*

*“But we will also always need people, goods and services to move around here in Scotland, across the UK and of course, internationally. Aviation can play a role in our net zero mission for transport – we need to balance all the impacts of change to try and create environmental and economic sustainability.”*

### **Extract of Transcript of BBC Scotland Interview 19<sup>th</sup> July 2022**

*Presenter*

*And in terms of meeting those targets, just on one specific issue, Friends of the Earth have said a third runway at Heathrow would all but blown our chances of meeting targets on emissions. Previously of course the Scottish Government backed that third runway in terms of connectivity from Scotland. Is that something that needs to be looked at?*

Keith Brown

Well that’s of course a decision for the UK Government, and who knows when and if that will happen. But of course...

*Presenter*

*Well the Scottish Government committed backing to it at one point.*

Keith Brown

Well yeah, and part of the calculation for that was it would reduce the number of short flights which take place which tend to be more environmentally damaging. So these things are never quite as black and white. But as I say, that’s a decision for the UK Government to take. And it may well be of course we’re in a very different situation post-pandemic so maybe a very different calculation would apply from the UK Government in relation to that possible development.

Presenter

And would the Scottish Government need to think again about backing that plan, as it did in the past?

Keith Brown

We don't know where the UK Government is in relation to this. We've not seen any...

Presenter

Yeah but I'm asking you specifically about where the Scottish Government is on this?

Keith Brown

Yes and I'm responding to you to say that's of course a decision that we'd take at the time. It's unlikely the same calculations would apply for the reasons I've mentioned. So it's a decision for the UK Government. If they intent to proceed with it they'll consult with us and we'll take the relevant action at that time.

From: [REDACTED]  
 Sent: 19 July 2022 11:33  
 To: Cabinet Secretary for Justice and Veterans [REDACTED]  
 Cc: [REDACTED]; Communications Justice [REDACTED]  
 [REDACTED]  
 [REDACTED] McFarlane J (John) (Special  
 Adviser) [REDACTED]; SGoRR Information [REDACTED]; Baird J (Jim)  
 [REDACTED]  
 [REDACTED]; Aitken A (Anne) [REDACTED]  
 [REDACTED]; News Desk [REDACTED]; Gollan J (Jennie) [REDACTED]  
 Ingebrigtsen R (Ross) [REDACTED]  
 McAllister C (Colin) [REDACTED]; Higgins K (Kate) [REDACTED]  
 [REDACTED]; Press Transport Scotland [REDACTED]  
 [REDACTED]

Subject: RE: CS Clearance Pls: BBC Good Morning Scotland - Interview bid

[REDACTED], Private Office

Good morning; attaching the transcript of Cab Sec' GMS bid this morning for awareness.

Following discussion, it's felt Cab Sec handled this morning's bid extremely well. [REDACTED]

The BBC's diversion into the Heathrow runway topic is not the story of the day & I strongly anticipate most news desk planners will today need to remain across the record high temperatures expected and the continued health advice, broad resilience lines – not the runway issue.

It's not felt the Heathrow line is likely to throw up any follow up queries or questions, but if they that occurs, Cab Sec now has our expanded position and stuck to it very well in the bid.

SPADS and Comms agree and suggest no further action / proactive measures needed on the Heathrow runway angle. Grateful as ever to PO for assisting with relaying Cab Sec's view of this advice.

[REDACTED]



Email exchange 1 (Between periods 26<sup>th</sup> October – 4<sup>th</sup> November)

From: [REDACTED]  
Sent: 26 October 2022 14:40  
To: [REDACTED] >; Cabinet Secretary for Transport, Infrastructure and Connectivity  
[REDACTED] >  
Cc: [REDACTED]  
Subject: Heathrow meeting - 17th November

Classification: Internal

Dear [REDACTED]

I hope you are well. [REDACTED] [REDACTED], and I briefly spoke with the Cabinet Secretary at SNP Conference in Aberdeen a couple of weeks back. We mentioned that we would be visiting Edinburgh on 17<sup>th</sup> November and wondered whether the Cabinet Secretary would be available for a meeting?

You'll remember we had twice-yearly meetings to update on our delivery against the Memorandum of Understanding we have with the Scottish Government, as well as related issues around decarbonisation, Sustainable Aviation Fuels, and performance of our routes to Scotland. However, our last meeting was with Minister Dey back in September 2021.

We have between 11:00-16:30 completely free at the moment.

Look forward to hearing back from you.

Regards

[REDACTED]

[REDACTED]

**Heathrow**

Heathrow Airport  
The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

t: [REDACTED]  
w: [heathrow.com](http://heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

From: [REDACTED]  
Sent: 3 Nov 2022 13:19  
To: [REDACTED] >  
Subject: FW: Heathrow meeting - 17th November

[REDACTED]

I've prepared the PS minute for the Heathrow micase inviting the Cab Sec to meet. [REDACTED] in the PS minute.

Given the sensitivities around heathrow, are you content with this PS minute before I send up?

Thanks

[REDACTED]

From: [REDACTED]  
Sent: 03 November 2022 13:38  
To: [REDACTED] >

**Subject:** RE: Heathrow meeting - 17th November

We need to establish who any meeting would be with. [REDACTED]

**From:** [REDACTED]  
**Sent:** 03 November 2022 14:14  
**To:** [REDACTED]  
**Subject:** RE: Heathrow meeting - 17th November

[REDACTED]

Response from [REDACTED] is that it is [REDACTED] and [REDACTED]. [REDACTED] has said that [REDACTED], their [REDACTED] and has been overseeing the work they've been doing with the Scottish Government over the years. [REDACTED] says [REDACTED] and the Cab Sec spoke briefly at the conference about a meeting on the 17<sup>th</sup>.

[REDACTED]

Thanks

[REDACTED]

**From:** [REDACTED] >  
**Sent:** 03 November 2022 14:16  
**To:** [REDACTED]  
**Subject:** RE: Heathrow meeting - 17th November

[REDACTED]

[REDACTED]

[REDACTED]



An agency of The Scottish Government

**From:** [REDACTED]  
**Sent:** 04 November 2022 11:19  
**To:** [REDACTED] >  
**Subject:** RE: Heathrow meeting - 17th November

[REDACTED]

That's the case sent to PO and I've flag it to them given the date of the meeting request.

I have attached the final PS minute sent as I made a few changes before sending up. [REDACTED]

[REDACTED]

Thanks

[REDACTED]

## PS Minute Event Details

**Date of Event:**

17/11/2022

**Time of Event:**

**MiCase Reference:**

202200327308

**Final Due Date:**

24/11/2022

**Case Owner:**

[REDACTED]

**Sender:**

[REDACTED]

**Has the Minister been asked to attend on Behalf of FM?:**

No

**Recommendation:**

[REDACTED]

**Recommendation Comments:**

Following the Cabinet Secretary's discussion with [REDACTED], [REDACTED] at Heathrow Airport, at the SNP conference in Aberdeen, [REDACTED] has now offered a meeting in Edinburgh on 17th November. The meeting attendees from Heathrow would be [REDACTED] and [REDACTED]. We previously had twice yearly meetings scheduled with Heathrow to allow them to provide an update on delivery against the Memorandum of Understanding between Heathrow and the Scottish Government. These meetings also provided an opportunity to discuss other matters including decarbonation, sustainable aviation fuels, the impact of Covid - 19, and performance of routes between Heathrow and Scotland. The last meeting was in September 2021 when Mr Dey met with John Holland - Kaye, CEO of Heathrow Airport.

**Has another minister been asked to attend?:**

No

**Theme of Event:**

Wealthier and Fairer

**Purpose of Event:**

=> Improve relations with stakeholders.

=> Reinforce or illustrate existing policy.

**Most appropriate type of ministerial input:**

Ministerial meeting

**Main message to communicate:**

Our work to restore and grow our international connectivity relies on strong point to point connections, as well as frequent connections to global hubs, including Heathrow.

**View/Comment:**

From: [REDACTED] >

Sent: 04 November 2022 11:30

To: [REDACTED]

Subject: RE: Heathrow meeting - 17th November

OK thanks

[REDACTED]

[REDACTED]

Email exchange 2 (Between periods 26<sup>th</sup> October – 9<sup>th</sup> November)

From: [REDACTED]  
Sent: 26 October 2022 14:40  
To: [REDACTED] >; Cabinet Secretary for Transport, Infrastructure and Connectivity  
[REDACTED] >  
Cc: [REDACTED]  
Subject: Heathrow meeting - 17th November

Classification: Internal

Dear [REDACTED],

I hope you are well. [REDACTED], [REDACTED] and I briefly spoke with the Cabinet Secretary at SNP Conference in Aberdeen a couple of weeks back. We mentioned that we would be visiting Edinburgh on 17<sup>th</sup> November and wondered whether the Cabinet Secretary would be available for a meeting?

You'll remember we had twice-yearly meetings to update on our delivery against the Memorandum of Understanding we have with the Scottish Government, as well as related issues around decarbonisation, Sustainable Aviation Fuels. and performance of our routes to Scotland. However, our last meeting was with Minister Dey back in September 2021.

We have between 11:00-16:30 completely free at the moment.

Look forward to hearing back from you.

Regards

[REDACTED]

[REDACTED]

**Heathrow**

Heathrow Airport  
The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

t: [REDACTED]  
w: [heathrow.com](http://heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

From: [REDACTED]  
Sent: 03 November 2022 13:46  
To: [REDACTED] >  
Subject: RE: Heathrow meeting - 17th November

**Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.**

From: [REDACTED]  
Sent: 03 November 2022 12:22  
To: [REDACTED] >; Cabinet Secretary for Transport, Infrastructure and Connectivity  
[REDACTED] >  
Cc: [REDACTED] >; [REDACTED] [REDACTED] >  
Subject: RE: Heathrow meeting - 17th November

Classification: Internal

Hi [REDACTED]

Just following up on my email from last week, would the Cabinet Secretary be available on 17<sup>th</sup> November?

Regards

[REDACTED]

[REDACTED]



Heathrow Airport  
The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

t: [REDACTED]  
w: [heathrow.com](http://heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

From: [REDACTED]  
Sent: 03 November 2022 13:46  
To: [REDACTED]  
Subject: RE: Heathrow meeting - 17th November

Hi [REDACTED]

Hope you are well.

Can I check who is visiting Edinburgh on the 17<sup>th</sup> and who would be joining any potential meeting from your side?

Thanks

[REDACTED]

Aviation Team  
Transport Scotland

From: [REDACTED]  
Sent: 03 November 2022 13:53  
To: [REDACTED]  
Subject: RE: Heathrow meeting - 17th November

Classification: Internal

[REDACTED]

It will be [REDACTED] and [REDACTED] and has been overseeing the work we've been doing with the Scottish Government over the years. [REDACTED] and the Cabinet Secretary spoke briefly at conference about a meeting on 17<sup>th</sup>.

Regards

[REDACTED]

[REDACTED]



Heathrow Airport

The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

[REDACTED]

w: [heathrow.com](https://www.heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

An agency of  The Scottish Government

From: [REDACTED]  
Sent: 08 November 2022 13:45  
To: [REDACTED] >  
Subject: RE: Heathrow meeting - 17th November

Classification: Internal

Hi [REDACTED] would a meeting be possible?

[REDACTED]



Heathrow Airport  
The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

t: [REDACTED]

w: [heathrow.com](https://www.heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

From: [REDACTED] >  
Sent: 09 November 2022 09:47  
To: [REDACTED] >  
Subject: RE: Heathrow meeting - 17th November

**Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.**

Hi [REDACTED]

This is with the Cabinet Secretary's Private Office just now so we're still waiting to find out.

They will likely contact you directly, but I'll keep you posted when I know.

Regards

[REDACTED]

From: [REDACTED]  
Sent: 09 November 2022 13:38  
To: [REDACTED]  
Subject: RE: Heathrow meeting - 17th November

Classification: Internal

That would be great, thanks [REDACTED]



[REDACTED]



Heathrow Airport  
The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

t: [REDACTED]

w: [heathrow.com](http://heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

Cabinet Secretary for Net Zero, Energy and Transport  
Rùnaire a' Chaibineit airson Net Zero, Cumhachd agus Còmhhdhail  
Michael Matheson BPA/MSP



Scottish Government  
Riaghaltas na h-Alba  
gov.scot

T : 0300 244 4000  
E : scottish.ministers@gov.scot

[REDACTED]  
[REDACTED]

Our Reference: 202200327308  
Your Reference: Heathrow meeting - 17th November

10 November 2022

Dear [REDACTED],

Thank you for your email of 26 October 2022 offering to meet with Michael Matheson MSP, Cabinet Secretary for Net Zero, Energy and Transport, on 17 November, to discuss matters in relation to Heathrow Airport.

Unfortunately, due to a fully committed diary, Mr Matheson will not be able to meet at this time, however officials will continue their engagement to help improve Scotland's connectivity.

Yours sincerely

[REDACTED]

[REDACTED]  
[REDACTED]

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Tha Ministearanna h-Alba, an luchd-comhairleachaidh sònraichte agus Rùnaire Maireannach fo chumhachan Achd Coiteachaidh (Alba) 2016. Faicibh [www.lobbying.scot](http://www.lobbying.scot)

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[www.gov.scot](http://www.gov.scot)



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Email exchange 3 (Between periods 26<sup>th</sup> October – 4<sup>th</sup> November)

From: [REDACTED]  
Sent: 26 October 2022 14:40  
To: [REDACTED] >; Cabinet Secretary for Transport, Infrastructure and Connectivity [REDACTED] >  
Cc: [REDACTED]  
Subject: Heathrow meeting - 17th November

Classification: Internal

Dear [REDACTED],

I hope you are well. [REDACTED], and I briefly spoke with the Cabinet Secretary at SNP Conference in Aberdeen a couple of weeks back. We mentioned that we would be visiting Edinburgh on 17<sup>th</sup> November and wondered whether the Cabinet Secretary would be available for a meeting?

You'll remember we had twice-yearly meetings to update on our delivery against the Memorandum of Understanding we have with the Scottish Government, as well as related issues around decarbonisation, Sustainable Aviation Fuels, and performance of our routes to Scotland. However, our last meeting was with Minister Dey back in September 2021.

We have between 11:00-16:30 completely free at the moment.

Look forward to hearing back from you.

Regards

[REDACTED]

**Heathrow**

Heathrow Airport  
The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

t: [REDACTED]  
w: [heathrow.com](https://www.heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

From: [REDACTED] >  
Sent: 03 November 2022 12:22  
To: [REDACTED] >; Cabinet Secretary for Transport, Infrastructure and Connectivity [REDACTED]  
[REDACTED]  
Subject: RE: Heathrow meeting - 17th November

Classification: Internal

Hi [REDACTED],

Just following up on my email from last week, would the Cabinet Secretary be available on 17<sup>th</sup> November?

Regards

[REDACTED]

[REDACTED]

# Heathrow

Heathrow Airport

The Compass Centre, Nelson Road  
Hounslow, Middlesex, TW6 2GW

t: [REDACTED]

w: [heathrow.com](https://www.heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

From: [REDACTED] >

Sent: 04 November 2022 08:35

To: [REDACTED] >; Cabinet Secretary for Net Zero, Energy and Transport

<[REDACTED]>

Cc: [REDACTED]

Subject: RE: Heathrow meeting - 17th November

Hi [REDACTED]

I hope you are well.

Unfortunately, I have moved on from Private Office but I did forward on your previous email. I have copied PO in here for info.

Best wishes

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**LINK**

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**Correspondence 11<sup>th</sup> November**

From: [REDACTED] >  
Sent: 11 November 2022 12:36  
To: [REDACTED] >  
Subject: FW: Your recent correspondence with Scottish Government and partner agencies - 202200327308

Classification: Internal

Hi [REDACTED]

I'm afraid the Cabinet Secretary is not available. Would the Minister for Transport be available on 17<sup>th</sup> November? Shall I approach formally?

[REDACTED]

[REDACTED]



Heathrow Airport

The Compass Centre, Nelson Road Hounslow, Middlesex, TW6 2GW

[REDACTED]  
w: [heathrow.com](https://www.heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

From: [REDACTED]  
Sent: 11 November 2022 14:26  
To: [REDACTED] >  
Subject: FW: Your recent correspondence with Scottish Government and partner agencies - 202200327308

[REDACTED]

Cab Sec has declined the Heathrow meeting [REDACTED] is now asking about meeting the Minister on Wednesday and if he should approach formally – [REDACTED]

[REDACTED]

Thanks

[REDACTED]

From: [REDACTED]  
Sent: 11 November 2022 15:34  
To: [REDACTED] >  
Subject: RE: Your recent correspondence with Scottish Government and partner agencies - 202200327308

[REDACTED] leave it for them to ask again  
next time they're in Scotland.