

# Aviation can cut CO<sub>2</sub> and grow

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Letter

THE Committee on Climate Change doubts whether aviation can continue to grow while cutting CO<sub>2</sub> emissions. But the UK's Sustainable Aviation initiative has produced a CO<sub>2</sub> Roadmap demonstrating how new technology and systems can meet the predicted threefold rise in demand for air travel to 2050, while reducing aviation emissions back below 2000 levels.

An aircraft today produces 70 per cent less CO<sub>2</sub> than its equivalent from 50 years ago. The average aircraft now operating in the UK is as fuel-efficient as a hybrid car, travelling 100 passenger kilometres on four litres of fuel. Newer aircraft such as the Airbus A380 deliver the same performance on three litres.

Further research is taking place into improved Europe-wide air traffic management, which would potentially cut aviation emissions by 12 per cent by enabling planes to fly more direct routes, and into algae-based biofuels, which do not impact on land used to grow food.

Aviation delivers 500,000 jobs and more than £11 billion per year to the UK economy. When we demonise it, we put our prosperity at risk.  
**Matthew Knowles, Society of British Aerospace Companies.**

THE Aviation Environment Federation urges ministers to take up the Committee on Climate Change's call for a global agreement on tackling aviation emissions. But developing countries are unlikely to sign up to climate targets unless they see real action from countries like the UK.

The Committee calls for aviation emissions to reduce to 2005 levels by 2050. Even this measure, however, gives aviation an easy ride, allowing it an increase of 120 per cent over the 1990 emissions baseline other industries must follow.

If the sector grows in line with Government projections, technological and operational solutions won't provide sufficient cuts to prevent catastrophic climate change. The only way to do this, and

reduce strain on other crucial industries, is to re-examine the Government's 2003 airport expansion plans, starting with Heathrow.  
**Laura Simpson, Aviation Environment Federation.**

IF BRITAIN is to make significant reductions in aviation emissions, City Airport must not be allowed to expand by 50 per cent. In July, Boris Johnson allowed Newham council to approve 50,000 more flights from the airport, taking us in the entirely wrong direction – if the number of flights continues to rise, any savings in emissions achieved by technological advances can soon be cancelled out.

Alongside cutting carbon emissions, other negative effects from the airport must be addressed. Local people are already suffering from poor air quality and noise disturbance. There are better ways to bring jobs to the area than this.  
**Anne-Marie Griffin, chair, Fight The Flights.**

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