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Dear Sir Howard,

## **Aviation and Climate Change discussion paper**

Climate change is a global issue that is best addressed at an international level. Hounslow Council's principle concerns regarding the aviation industry are much more local i.e. noise, air quality and the economic considerations. However, policy decisions made at a national and international level on climate change can have a direct effect on local circumstances.

## **Climate Change Policy and Local Economic Considerations**

The Committee on Climate Change has concluded that aviation can increase passenger numbers by 60% by 2050, this would mean that aviation's contribution to the UK's carbon emissions would rise from 5% to 25%, due to other sectors scaling back their emissions.

I would like to draw your attention to the oral evidence given by Sir Brian Hoskins of the Climate Change Committee to the London Assembly Health and Environment Committee on 16 October 2012.<sup>1</sup> Sir Brian asserted that in order for aviation to achieve the 60% growth whilst keeping emissions at 2005 levels there would need to be significant decarbonisation in other sectors. When questioned about what the UK might look like in 2050,<sup>2</sup> Sir Brian stated that,

*"The first thing, that by 2030 we need to just about decarbonise our power supply. That means nothing from unabated gas, oil or coal by 2030. Then it means using that decarbonised electricity in the transport sector, the land transport sector, for instance electric vehicles, and maybe biofuels for lorries; that sort of picture there. In the housing sector, houses from which you lose almost no heat compared to today. Therefore, the insulation on the past housing stock and the demand from the new housing stock is that the demand for energy to keep them warm and light is reduced by a large factor. Then using*

<sup>1</sup> <http://www.london.gov.uk/moderngov/documents/s18980/Minutes%20-%20Transcript%20-%20Appendix%201.pdf>

<sup>2</sup> *ibid*, p.10

*some of that electricity to maybe power heat pumps to heat those houses. In industry there is low carbon production throughout, and then carbon capture sequestration where one has to use fossil fuels. Shipping by that time we estimate will be hugely more efficient, because there is a lot of slack in shipping. Then non-CO2 greenhouse gases. Again, huge reductions from anything to do with waste and to do with agriculture. Agriculture is going to be a real problem by that time."*

Given that these factors combine to make the decarbonisation of other sectors imperative to the future growth of aviation and vice versa, the Council would be grateful if the following questions could be considered as part of your deliberations on climate change:

- 1) What happens to the aviation industry if other sectors fail to meet their emissions targets?
- 2) What happens to other sectors of industry if the aviation industry does not maintain 2005 emission levels?

### **Climate Change Adaptation and Airport Planning**

The following comments refer to Heathrow Airport.

As the discussion paper points out greater instability in weather patterns and is a function of climate change. Poor weather interferes with airport operation causing aircraft to depart later than scheduled; inevitably this encroaches on the night period. Aircraft noise at night is one of the most unpalatable aspects of airport operation for local communities. Therefore effective climate change adaptation is integral to the continued management of night flight and the prevention of community disturbance.

Therefore the Council requests that the commission considers the link between climate change adaptation and night flights within its deliberations.

It is believed essential that the Commission consider the local implications of both issues raised when making its recommendations. The consideration of these matters today will help local authorities ensure that they are better prepared to face the long-term planning, housing and energy challenges that will arise through the decarbonisation of the economy. We also believe that to consider the wider issues in this way will help to ensure that the legacy of Commission is robust, long-standing and credible.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Rob Gibson', with a long, sweeping underline that extends to the right.

Rob Gibson  
**Head of Environmental Strategy**  
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