

The operation of Luton airport inevitably causes pollution. Noise and air pollution, including carbon dioxide emission, from the aircraft and air pollution from airport operations and from the passengers travelling to and from the airport. This pollution is roughly proportional to the number of travellers using the airport and the number of aircraft movements. In the absence of any remedial action, any expansion of the airport will naturally result in a proportionate increase in pollution.

The response of the Airport to these issues is neither systematic nor focused.

1. They appear to be denying in advance any responsibility for air pollution, including carbon dioxide emission, from the additional aircraft. This is not logical.
2. Expansion will draw more electricity from the hard-pressed National Grid, especially if airport vehicles are EVs. This will increase carbon dioxide emission nationally. Buying Renewables Certificates does not increase the supply of Renewable Energy.
3. Pinning any increase in air pollution on the expansion of the airport would be extremely difficult. Instead of monitoring it, the Airport should be planning to reduce it. See below.

For expansion to be acceptable Luton Airport should

1. Restrict any additional aircraft movement to battery or hydrogen-fuelcell driven models. This would help to solve the noise problem.
2. Cover the airport roofs and car parks and other outlying areas with solar panels, and provide car charging points in the car parks to promote the use of EVs.
3. Replace all port vehicles with EVs.
4. Set out a detailed plan with annual milestones, explaining how it intends to achieve zero carbon dioxide emissions by 2050, for example by specifying that after that date all buses serving the airport must be battery or fuel cell driven, all cars using the car parks must be EVs, and no fossil fuel will be available for refueling aircraft.