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Sustainable development

The era of sustainable aviation has begun, but there is a long way to go. We are working with our clients to help them rethink their business models and operations to focus on sustainable outcomes, focused on the way airports and ground infrastructure are designed and operated.

There are many ways to make aviation more sustainable, and we're looking at how the sector can develop circular economy business models, reduce emissions, generate its own electricity, harvest water and eliminate waste and perform socially valuable roles.

The sustainable aviation era

Like the rest of the transport sector, aviation businesses must balance demand and global growth with the need to decarbonise, become more energy and operationally efficient and address climate change. We help clients across the industry to understand how to make their operations and services more sustainable, designing for lower energy use and operating costs at the same time. We are working with our aviation clients to help

them rethink their business models and operations to maximise social value, ensure supply chains are resilient, develop circular business models, reduce emissions, generate electricity, harvest water and eliminate waste.

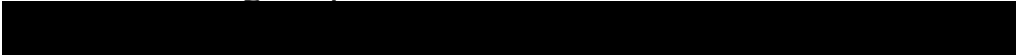
The above is taken from ARUP's website:



Wise words indeed however on reading their pages on aviation their expertise appears confined to passenger aviation and not cargo and I would suggest the two are distinctly different.

In ARUP's report they have failed to see the unique opportunity of not just a cargo hub but the opportunity (and possibly the only one) of building a truly green, carbon neutral airport from the ground up. Something which would make the UK a world leader in sustainable aviation and from which others could learn and adapt.

Since the original consultation much has happened which is having an impact on aviation. The logistics of Brexit and Covid are obvious but the real impact is on the development of new engines with enormous advances in both electric and hydrogen and in SAF (Sustainable aviation fuel). In the past eighteen months these have come on in leaps and bounds and to cite specifics would take too long. However there is a regularly updated site which brings to public view a lot of the current advances in aviation.



I see little point in pointing out the obvious defects in reports from Jennifer Dawes, Louise Congdon, Peter Forbes and ARUP. Most are just rehashing past statistics and biases which have little relevance to the task in hand of re-opening Manston Airport as a world leading cargo hub. Since I started writing this response we have seen the RAF take the world record for flying an all-electric plane in excess of 300mph. The RAF have also been testing a plane on completely synthetic fuel. This is alongside developments in both electric engines and green hydrogen as an aviation fuel. By the time you receive this I am sure it will be surpassed by yet a further development. RSP are committed to a green airfield, it has the opportunity of being built from ground up with all the latest and developing technology to make this airfield "World beating". A place where countries can come and see first hand what can be done to make aviation carbon neutral and green.

I have just taken a break for a cup of tea and in doing so have spotted a development in electric driven airport fire tenders, just one example of how things are changing.

Do not throw away this opportunity and remember what our Prime Minister stated publicly back in March 2021

“Build, Back Better”.

From Mr T J Huckstep

