

1) In June 2021 the CCC's Joint Recommendations 2021 Report to Parliament said 'There should be no net expansion of UK airport capacity unless the sector is on track to sufficiently outperform its net emissions trajectory and can accommodate the additional demand.' and in June 2023 'The list of UK airports proposing to expand capacity continues to grow, counter to the Committee's advice that there should be no net airport expansion across the UK. A UK-wide capacity management framework is needed to manage these decisions. No airport expansions should proceed until this is in place.'

The UK government has failed to implement such a framework, and GAL has failed to explain satisfactorily how it's expansion will achieve the significant reduction in carbon emissions to meet the CCC's target emissions trajectory for its own operations.

2) GAL has failed to explain how the planned near doubling of passenger numbers following conversion of the emergency runway to full time use will help the UK achieve its international carbon reduction obligations, nor how that number of passengers can actually reach the airport given the already severely restricted public / sustainable travel options, without resource to carbon intensive private travel. (EVs are not low carbon in the context of a net zero world.)