

**APPLICATION BY LONDON LUTON AIRPORT OPERATIONS LTD
VARIATION OF CONDITIONS RELATING TO
LONDON LUTON AIRPORT
(REF APP/B0230/V/22/3296455)**

Technical Note: Proposed Scheme carbon emissions as a proportion of the Jet Zero in-sector carbon trajectory

30 September 2022

This note has been prepared to document the calculations undertaken to contextualise the scale of carbon emissions associated with the Proposed Scheme in relation to the modelling presented in The Jet Zero Strategy (CD11.19).

1. The Jet Zero Strategy (CD11.19) includes an in-sector carbon trajectory (1 MtCO₂ = 1,000 KtCO₂) on page 16:
2030 : 35,400 KtCO₂
2040 : 28,400 KtCO₂
2050 : 19,300 KtCO₂

2. Tables 3.4 and 3.6 of the PoE of Dr Matt Ösund-Ireland includes the incremental increase in emissions associated with the Proposed Scheme:
2028 : 24.7 KtCO₂
2032 : 28.9 KtCO₂
2040 : 28.8 KtCO₂
2050 : 21.7 KtCO₂

3. Interpolating between 2028 and 2032:

2030 : 26.8 KtCO₂

4. The above data can be used to present the incremental increase as a percentage of the in-sector carbon trajectory:

Year	In-sector trajectory (KtCO ₂)	Proposed Scheme (KtCO ₂)	%
2030	35,400	26.8	0.076
2040	28,400	28.8	0.101
2050	19,300	21.7	0.112

5. Aviation emissions from the Proposed Scheme represent 0.076 – 0.112% of the Jet Zero Strategy in-sector carbon trajectory. These can be compared to column 5 of Table 3.5 of the PoE of Dr Matt Ösund-Ireland which includes aviation emissions represented as percentages of the planning assumption. These are for Stansted (0.187 – 0.320%), Bristol (0.175 – 0.207%) and Manston (1.95%).

6. Paragraph 3.2.8 of the PoE of Dr Matt Ösund-Ireland. states that the
“test for significance is whether any increase in emissions as a result of the Proposed Scheme would impede UK climate policy in reaching carbon net zero by 2050 and achievement of carbon budgets...”.

7. Whether aviation emissions from the Proposed Scheme are evaluated as percentages of the planning assumption or the Jet Zero Strategy in-sector carbon trajectory, the percentages are very small. The conclusion remains that emissions from the Proposed Scheme would not materially impede government policies towards reaching net zero. With reference to IEMA guidance provided in Table 3.1 of the PoE of Dr Matt Ösund-Ireland:

“The project’s GHG impacts would be fully consistent with applicable existing and emerging policy requirements and good practice design standards for projects of this type. A project

with minor adverse effects is fully in line with measures necessary to achieve the UK's trajectory towards net zero."

8. In accordance with IEMA guidance, aviation emissions from the Proposed Scheme are deemed insignificant.

END.