LONDON ASHFORD AIRPORT (LYDD)

CARBON MANAGEMENT REPORT

AUGUST 2008

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In December 2006, London Ashford Airport (Lydd) ("LAA") submitted a planning application for a runway extension (reference Y06/1648/SH) and a planning application for a new terminal building (reference Y06/1647/SH) supported by an Environmental Statement. Following consultation that took place at the beginning of 2007, LAA submitted in October 2007 Supplementary Information to further support the two planning applications.

The Supplementary Information was consulted upon during Autumn/Winter 2007, with Shepway District Council ("SDC") requesting additional information in March 2008. The point in relation to sustainability is replicated below as follows:

Reference Information Request

6. CO2 The council welcomes proposals for a carbon management plan, but further information is required for both applications of CO² emissions, relating this to potential mitigation and management.

RESPONSE TO COMMENT 6

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In response to this request, the airport has worked on key outline principles for a carbon management plan and these are set out in this report.

Airports themselves contribute a relatively small proportion of the emissions from the aviation sector as a whole. However, airports can take steps to implement carbon reduction projects relatively quickly, whilst airlines' efficiency improvements through airframe and engine design and air navigation practices take longer to deliver.

Being seen to take a lead and support the work being carried out by the other parts of the industry delivers the message that there is a recognition that carbon reduction measures need to be delivered. In this respect, LAA is fully committed to implementing carbon reduction projects as set out in this report. As an example, the BREEAM bespoke pre-assessment of LAA has shown that LAA has the potential to achieve a VERY GOOD assessment result which is impressive for an airport development. Please refer to Section 9 of the Revised Design and Access Statement submitted with the 2008 Supplementary Information.

There are five key areas of potential management options which LAA can use as a framework to manage its carbon footprint:

- Airport vehicles;
- Surface access journeys;
- Minimising energy use;
- Waste management; and
- Aircraft operations

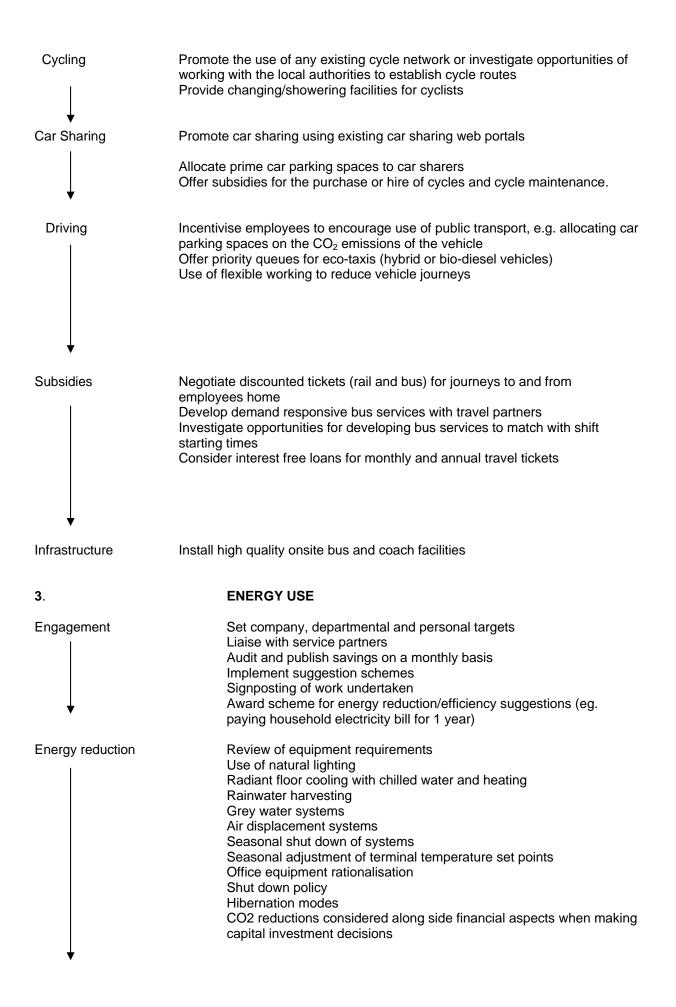
Key options for techniques are set out below which it is proposed should form key building blocks of a more detailed carbon management plan which would be prepared pursuant to an appropriate planning mechanism upon the grant of planning permission. It is anticipated that this carbon management plan would be monitored and reviewed by both LAA and SDC, thereby ensuring that LAA remains in line, or exceeds, UK airport best practice as it emerges. The carbon management plan would also be closely linked to LAA's travel plan and accordingly the two plans should be monitored and progressed together.

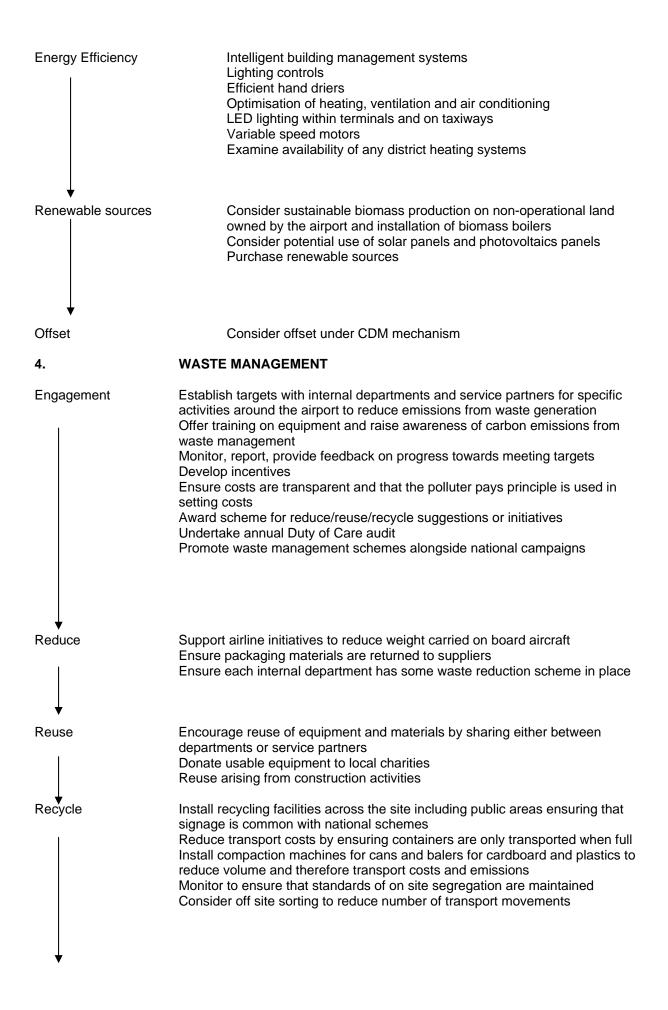
In addition, the carbon management plan There is no standard framework for a scope, method and reporting of carbon emissions for airport operations at present, but as such frameworks are developed in the coming few years, this will assist the airport in dealing with direct emissions (such as emissions which occur from sources that are owned or controlled by the airport (for example, from combustion in owned or controlled boilers and vehicles)) and approaches which seek to indirect emissions from sources not owned by the airport but which are central to its operation (such as electricity consumption, passenger access journeys and ground based aircraft movements). LAA is determined to be at the forefront of carbon management techniques in relation to airport carbon emissions and it sets out below a series of flow chart options identified as potentially being suitable for managing carbon emissions from airport vehicles, surface access journeys, energy use and aircraft operations. These options are designed to form the building blocks of the detailed carbon management which the airport would be committed to as part of an appropriate planning permission mechanism:

1.

AIRPORT VEHICLES

Engagement ↓	Monitoring and reporting Controls and codes of practice Airport vehicle charter
Number of vehicles	Review the size of the fleet Limits on number of vehicles allowed to operate
Green Driving	Enhanced driver training to include green driving techniques Review and introduction of the most appropriate speed limits Introduction of switch off policy Spot checks carried out between CAP 642 tests Enforcement and penalties
Bio-diesel ↓	Introduction of bio-diesel (noting the trade-off with NOx emissions)
Green vehicles	Investment in new vehicle technology - hybrid, electric or even hydrogen powered vehicles. Age limits on airside fleet All diesel engines to meet the latest Euro standard CO_2 emissions considered during procurement
Offset	Consider offset under CDM mechanism
2.	SURFACE ACCESS JOURNEYS
Engagement	Understand travel patterns of employees and passengers Set targets Publish public transport timetables, available fares, information on public footpath and cycle routes Develop personal journey plans and influence choice Ensure that ever employee has a personal target to reduce CO ₂ emissions from their journey to and from work Establish Service Partner Travel Forum Develop Ground Transport Plan Develop an award scheme Link promotion to national schemes





Recovery	Incineration for energy recovery
Ļ	Processing to refuse derived fuel Composting Consider partnership opportunities with external providers
Disposal ↓	Aim towards zero landfill target
Offset	Consider offset under CDM mechanism
5.	AIRCRAFT OPERATIONS
Engagement	With air service navigation providers, airlines, individual pilots Set targets Ask operators to publish emissions on a regular basis. Consider award scheme for best the best and most improved airline operation
Reduce time of engine operation	Single engine taxiing (if operationally viable) Mandatory to use fixed electrical ground power coupled with operational restriction on the use of ground power units and auxiliary power units Consider towing aircraft to starter grids Ensure that the taxiway infrastructure is as efficient as possible
During LTO cycle	Reduce holding times Development of codes of practice for continuous descent approaches Restrictions on the use of reverse thrust

2 CONCLUSION

It is considered that the above principles represent a responsible approach to minimising carbon emissions from the proposed development and the airport is committed to developing these as part of a detailed carbon management plan in conjunction with the local authority and industry best practice.

August 2008