

## Welcome!

This is our new-look Sustainable Aviation newsletter which will aim every month to give SA members the latest news on our cross-industry initiatives. Please help and support SA's work by ensuring your organisation understands what SA is doing on your behalf. This could be by highlighting the SA Newsletter within your organisation, using our website – and contributing to our work.

The Comms Group includes BATA, AOA, ADS, BAA, Virgin Atlantic, Airbus, Rolls-Royce and NATS. If you would like to be more involved, please drop me a note.

Jane Johnston  
Chair, SA Communications Group  
[jane.johnston@nats.co.uk](mailto:jane.johnston@nats.co.uk)

## SA MEMBERS JOIN FORCES TO TEST “THE PERFECT FLIGHT”



**READY TO GO:** Captain Lee Griffiths runs through his checklist before his British Airways “perfect flight”

AN ordinary summer's evening service from Edinburgh to Heathrow turned into an extraordinary proving flight when it became the UK's first “perfect flight”.

Every bit of the journey – from pushback from the stand and taxiing to an optimised flight profile and continuous descent approach – was calibrated to achieve minimal emissions and delay, planned meticulously by NATS, British Airways and BAA.

Passengers on the 7.30pm British Airways BA1462 flight on Saturday, July 9 had no idea they were part of a pioneering initiative to benchmark the optimum level of per-flight carbon emissions. NATS has set an environmental target to reduce ATM CO<sub>2</sub> emissions by an average 10% per flight by 2020.

The flight - by an Airbus A321 powered by Rolls-Royce engines - burned some 350kg less fuel than usual on the route, saving over 10% of normal fuel consumption and almost one tonne of CO<sub>2</sub> emissions. The flight time was an impressive 48 minutes, with off blocks at Heathrow to engine shutdown at Edinburgh just 63 minutes.

The proving flight demonstrated the strength of the alliances forged through Sustainable Aviation – and the results we can achieve when we work together as an industry.

The flight was given special ATC clearance without the constraints normally necessary in Britain's busy skies, flying for longer than usual at its most fuel-efficient altitude.

**Kel Kirkland, of NATS Services**, said: “The congested airspace in the UK limits our ability to achieve perfect flight as the norm – but we have proved what it can deliver and it's a great example of what can be achieved when the industry works together.”

**Dean Plumb, British Airways' Strategy and Environment Manager**, said: “This highlights what can be achieved if every individual part of a flight is optimised. The data obtained shows that what seemed to be a normal, scheduled flight actually achieved something extraordinary.”



**Colin Wood, BAA's Heathrow Airside Operations Director**, added: "The benefits included reduced taxi time, lower carbon emissions, improved air and noise quality and lower airline fuel costs. Trials such as this are fundamental in delivering new procedures and technologies."

The aviation industry, through Sustainable Aviation, is committed to a target to reduce aviation emissions to 2000 levels by 2050. NATS, BA, BAA, Airbus and Rolls-Royce are all members.

## GOVERNMENT RESPONDS ON LOW CARBON TECHNOLOGIES

The Energy & Climate Change Committee has published the Government's response to its report on Low Carbon Technologies in a Green Economy on September 13th, following the inquiry last year. The Government explains its very short response – just two pages – by saying the inquiry related in large part to the previous Administration's policies and that it will set out in the Annual Energy Statement (which the Government said it would publish later this month) initial actions to support the development and deployment of low carbon technologies in the economy.

However, the Government says it "strongly agrees" with many of the Committee's recommendations. "In particular, we agree that low carbon technologies can play a vital role not just in meeting the UK's climate change and energy security targets, but also in contributing to economic growth. We share the Committee's view that it is essential to ensure the market framework incentivises investment in the development and deployment of new technologies and infrastructure."

SA contributed a written submission to the Committee's inquiry (available on the SA website) and last October gave evidence at an oral session, represented by Roger Wiltshire of BATA, Ric Parker of Rolls-Royce and Ian Jopson of NATS. The Committee referred several times to SA's evidence in their report, which is [available here](#).

## TWO NEW SA REPORTS PUBLISHED

Two new papers have been published by Sustainable Aviation this summer – a progress report on development of sustainable alternative fuels, and a paper on how CO<sub>2</sub> can be reduced on aircraft ground operations at UK airports through collaborative action by airports and their stakeholders.

The airports programme has developed a menu of pragmatic and effective "action steps" for airports to deploy in concert with the wider aviation community. This best practice document represents a first step towards the full realisation of these CO<sub>2</sub> savings on the ground. AOA member airports will trial the guidance over a twelve month period CO<sub>2</sub> reduction for aircraft on the ground. You can find the papers on the SA website – [Sustainable Aviation](#).

*If you would like to contribute an article for inclusion in a future issue, please contact the Editor.*

**Sustainable Aviation is a coalition of UK airlines, airports, aerospace manufacturers and air navigation service providers working together to address the future sustainability of the aviation industry.**

**Sustainable Aviation Signatories:** ADS, Airbus UK, Airport Operators Association, BAA (Heathrow, Stansted, Aberdeen, Southampton, Glasgow and Edinburgh), BAE Systems, Belfast City Airport, Birmingham International Airport, bmi, Bombardier Aerospace, Bristol International Airport, British Air Transport Association, British Airways, Cobham, Doncasters, easyJet, Farnborough Aerospace Consortium, Flybe, London Gatwick Airport, GE Aviation, Glasgow Prestick Airport, GKN, Goodrich, Leeds Bradford Airport, London City Airport, MAG (Manchester, Humberside, East Midlands, Bournemouth), Marshall Aerospace, Meggitt, Messier Dowty, Monarch, NATS, Newcastle International Airport, Peel Group (Liverpool John Lennon, Durham Tees Valley, Robin Hood Doncaster Sheffield), Qinetiq, Rolls-Royce, TBI Group (London Luton, Belfast International, Cardiff International), Thomas Cook, TUI Travel, Virgin Atlantic, West of England Aerospace Forum

**Newsletter Editor: Josette Planer email: [planer@bata.uk.com](mailto:planer@bata.uk.com)**

