Twitter Thread by David Peilow



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Get ready for a load of spin about how the government's "Jet Zero" strategy allows them to do this and remain compatible with their climate goals. Jet Zero is a Trojan horse to expand aviation while promising change and it'll be too late to stop it when very little happens.

> BREAKING: HEATHROW VERDICT
>
> I am breaking the court embargo on Heathrow to protest against the injustice of the verdict, which is a betrayal of the younger generation and those on the frontline of the crisis in the UK and around the world:https://t.co/R0nx4RazXF
>
> — Plan B Earth (@PlanB_earth) December 15, 2020

We've seen exactly the same from MPs of a certain colour regarding the expansion of Southampton Airport runway. Our own MP even claimed it was necessary to support British Airways families. AFAIK there are no BA families here: Literally throwing constituents under the (air)bus.

It's worth reading this debate in Hansard to see what is going on. https://t.co/Zq1EhYbuhE

Want to see a textbook example of churnalism?

Here is a press release from the local business lobbying organisation of which the airport is a member: https://t.co/UGUssnUyj7

Here is the same thing reheated in the local press with a reporter's name on it: https://t.co/C0dsPqufwk

Here we go... https://t.co/iFkBtOmohd

> Supreme Court lifts ban on Heathrow third runway https://t.co/NdCdPnn8Cf
>
> — BBC Business (@BBCBusiness) December 16, 2020

https://t.co/7yZAZGe7Qs

> Supreme Court had handed down its judgement on the Airports NPS. They say the Sec of State (Grayling) did not act unlawfully in approving a Heathrow 3rd runway, as he took enough account of climate targets and the Paris Agreement. That is just the narrow legal point of the case
>
> — AirportWatch (@AirportWatch) December 16, 2020

When it is argued new technology will allow these projects to be compliant with net zero, remember this:

Airbus proposed hydrogen planes 20 years ago https://t.co/4StnkfkshW but ditched the idea for all the well known issues with hydrogen 10 years later https://t.co/oc0FNkGwNs

Boeing and their predecessors have proposed Blended Wing Bodies (BWBs) to save fuel since the 1990s. https://t.co/K9xrKeVaqH

But their head of future airplanes says they are impractical for anything but large, long haul routes. https://t.co/6eNCi3eYtj

So when Airbus now proposes hydrogen BWBs by 2035, take it with a massive pinch of salt https://t.co/9Sx9GbxWIZ

Besides, to switch Heathrow to hydrogen would need roughly 50 GW of dedicated power stations - the equivalent of today's peak grid demand or 32 Hinkley C reactors.

If the industry produces zero emissions long haul aircraft or electric short haul aircraft in 15 years, then we can have a conversation about airport capacity. Until then, short haul traffic should use what we know works today - high speed electric ground transport, aka trains.