



Canadian
Business Aviation
Association



EBACE MAY 20TH, 2008



Business Aviation and the Environment – Setting the Standard?



Introduction

- **International Political Climate**
- **Aviation Environmental Issues**
- **ICAO and CAEP**
- **IBAC and EIWG**



International Political Climate

Start with statements such as:

Tony Juniper, Director of Friends of the Earth, said: "Aviation is the fastest-growing contributor to climate change and it's vital that we get to grips with it. We urge the Government to take into account emissions from aviation when it publishes the climate change bill."



International Political Climate

Combine this with:

- The polluter pays principle
- The precautionary approach



International Political Climate

And you get:

- “Anyone who flies in an aircraft is a sinner”
- Announcement by the UK opposition party:
(Source: National Post)
 - Harsh new taxes on air travel, draconian, tough green tax proposals, the proceeds of which would be ploughed into tax cuts for the family.
 - Flight tax levied on airlines, which would penalize the dirtiest engines.
 - Everyone could be entitled to one short-haul return flight per year at the standard rate of tax, but additional flights would be charged at a higher rate.



Aviation Environmental Issues Simply Stated

- **Noise**
- **Emissions**
 - Local air quality (NO_x)
 - Climate Change (CO₂)
- **Interdependencies**



International Environmental Issues- ICAO

Key Challenges:

- to find an appropriate balance between the growth of aviation and its associated environmental impacts
- to accommodate States' very different views within a harmonized worldwide approach.

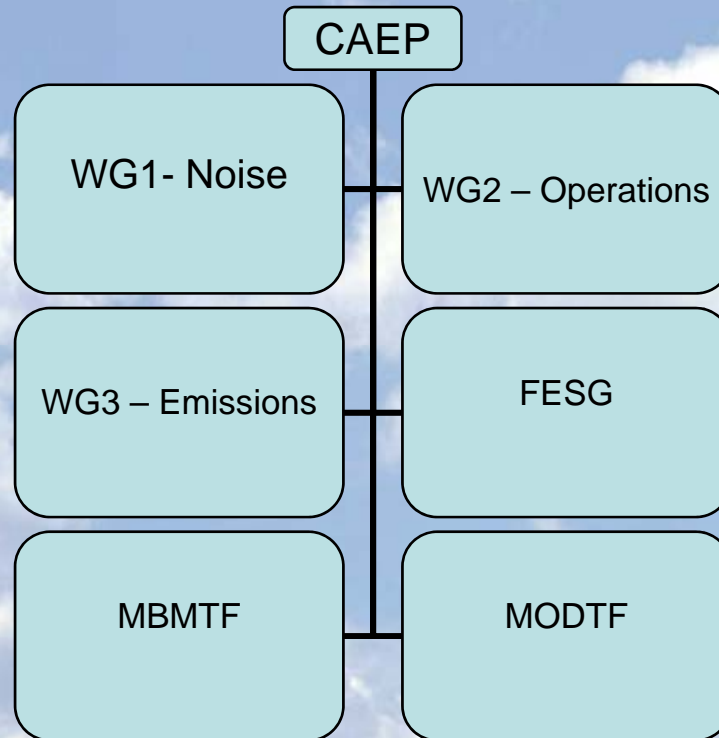


Committee on Aviation Environmental Protection (CAEP)

- The majority of ICAO's environmental work is conducted by CAEP, a technical committee with political issues.
- Assists the Council in formulating new policies and adopting new standards on aircraft noise and aircraft engine emissions.
- Consists of members and observers.



CAEP Organization





ICAO Standards

- Increased stringencies must be considered from the viewpoints of:
 - Technical feasibility
 - Economic reasonableness
 - Environmental benefit
 - Interdependencies



Future ICAO Standards

- Noise and Emissions Stringency discussions at CAEP/8 (2010)
- Supersonic Standards for Noise and Emissions (2013)
 - Public acceptance of supersonic flight over land is recognized as key constraint.



Business Aviation and the Environment

- Business aircraft produce approx 1 to 1.5% of all aviation CO₂ emissions.
- Overall CO₂ emissions per year by all business aircraft combined are approximately the equivalent of one medium sized power plant.
- Hourly emissions of business aircraft range from under 1000 kgs to approximately 4000 kgs.



Industry Policies and Organization



- **Council of BA Associations worldwide working to coordinate the industry policies and practices.**
- **Group, appointed by the Council, dedicated to developing options for business aviation contribution to environmental best practices.**



BA Industry Initiatives

- **Environmental Issues Work Group** meets regularly to seek solutions.
 - evolve an industry strategy & policy on emissions (CO₂ & NO_x)
 - develop a communications strategy
- **BA Environment Project** initiated to seek optimum path forward.



BA Industry Initiatives

- **Defend** bizav interests *vis a vis* ETS proposals
- **Technology Enhancements** by engine manufacturers.
- **Aerodynamic Enhancements** by aircraft manufacturers.
- **Airspace management and technology** improvements.



BA Industry Initiatives

- **Voluntary offset programs** by associations e.g. EBAA and BBGA programs.
- **Flight department participation** in broad corporate GHG initiatives.
- **Operational Measures** – e.g. evaluation programs to reduce flight time.
- **Strengthen** involvement in ICAO and CAEP
 - GIACC



Canadian
Business Aviation
Association



cbaa.ca

EBACE MAY 20TH, 2008