



Business Aviation Association For India



Business Aviation Association of Southern Africa



BUSINESS AVIATION STATEMENT ON CLIMATE CHANGE

In support of the ICAO Declaration on International Aviation and Climate Change and the need for a global aviation sectoral approach in a post-Kyoto global framework.

(A consolidated position of the business aviation operating and manufacturing communities)

World leaders have called for a comprehensive, ambitious and fair international climate change Agreement to be reached at the United Nations Climate Change Conference (COP 15) in Copenhagen, 7-18 December 2009. Business Aviation agrees with the need for worldwide action to mitigate the impact of GHG emissions on the climate. Business Aviation strongly supports a mechanism for a global sectoral approach for aviation in a post-Kyoto Agreement on Climate Change.

Aviation commitment is universal

The business aviation industry fully supports the International Civil Aviation Organization's (ICAO) Programme of Action on International Aviation and Climate Change and encourages acceptance of the ICAO proposal for aviation sectoral management of targets and monitoring of GHG emissions in a post-Kyoto Agreement. Business aviation also supports and is in harmony with proposals made by other aviation sectors as the aviation community is in universal accord with the Declaration developed by the High Level Meeting on International Aviation and Climate Change, convened by ICAO at its Headquarters in Montreal on 7 to 9 October 2009.

Global harmonization is critical to safe and efficient operations

Aircraft are used by business and increasingly recognized by Governments as a productivity tool with benefit to nations, communities and industries. Aircraft are flown routinely across borders and from continent to continent. Given the global nature of aviation and the prevalence of international operations, a critical need exists for globally harmonized policies, rules and procedures to ensure safe, efficient and balanced operations. Application of Policies and Standards and Recommended Practices (SARPS) of ICAO, the United Nations specialized agency for aviation, are fundamental to a viable global air transportation network, free of regional distortions and anti-competitive practices. Lack of harmonization will cause critical deficiencies and unbalanced market forces. A global approach is needed to avoid a costly, cumbersome and divisive patchwork of differing national and regional provisions. Pursuant to the goal of international harmonization and efficient movement of aircraft between States, and the need to mitigate the impact of greenhouse gas (GHG) emissions on climate change, the business aviation industry encourages a post-Kyoto Agreement whereby ICAO is assigned global sectoral responsibility over aviation emissions targets and monitoring.

The Business Aviation Record of Achievement

Business aviation has established an excellent record of constantly improving fuel efficiency, delivering 40% improvement over the past 40 years. Business Aviation's global CO2 emissions are very small, being approximately 2% of all aviation and .04% of global man-made carbon emissions. Business aircraft are operated for specific missions and they fly efficient, direct routes between airports. Modern navigation equipment, combined with the latest technologies in aircraft and engine design and operational best practice provide for ever improving fuel efficiency and reduced GHG emissions.

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The Business Aviation Commitment

Although the community has an excellent environmental record, it is resolved to do more. Business aviation manufacturing and operating communities have jointly developed an aggressive programme in support of ICAO targets and are committed to contributing to the overall aviation goals. To this end, the business aviation community commits to the following specific targets:

- Carbon-neutral growth by 2020;
- An improvement in fuel efficiency of an average of 2% per year from today until 2020; and,
- A reduction in its total CO₂ emissions by 50% by 2050 relative to 2005.

Consistent with the recommendations of the ICAO High Level Meeting of October 2009 and consistent with inherent data limitations of the sector, business aviation supports the development of an appropriate alternative metric within ICAO to measure and track business aviation's emissions on a fleet basis.

Achieving the above targets will require not only sustained effort on the part of the entire business aviation community, but also a partnership between industry and government and a commitment to develop realistic solutions that balance economic growth, progress and technology. We will achieve these objectives through expected advances in four areas: technology, infrastructure and operational improvements, alternative fuels, and market based measures.

Technology: In business aviation, the market demands efficiency. Business aviation aircraft must be as light as possible and use as little fuel as possible in order to transport a payload as far as possible. Business aircraft manufacturers have led the way in the use of innovative technologies that allow for more efficient operations. Manufacturers are firmly committed to continue on this path: a business aircraft built in 2050 will be 45% more fuel efficient than one built in 2005.

Infrastructure and Operator Best Practices: Through collaboration with ATM providers to accelerate implementation of air traffic infrastructure and procedures modernization, CO₂ emissions will be considerably reduced. Along with development and implementation of operational best practices to reduce fuel usage, these programmes will deliver 14% of the overall CO₂ reductions by 2050.

Alternative Fuels: The aviation industry is driving the research, development and deployment of commercially viable, sustainable alternative aviation fuels. Industry is partnering with authorities in Europe and North America to develop, certify and commercially implement such fuels within the next few years. Based on current research and the encouraging results already demonstrated in flight, business aviation anticipates a CO₂ life cycle reduction of 40% in absolute terms from biofuels by 2050. This is an area that holds huge promise for significant GHG emissions reductions, but it will require a sustained commitment to funding research by national and other authorities.

Market Based Measures: The successful achievement of carbon neutral growth by 2020 will be challenging, since there will not be a significant and immediate impact delivered by improvements in technology, infrastructure and operations, and alternative fuels. During this interim period, business aviation operators are committed to offsetting their emissions through market-based economic measures.

Conclusion

The Business Aviation Sector's commitment to the environment is demonstrated by the remarkable improvements in environmental performance delivered over the last half century. The community firmly believes that, if scope is given to the aviation community as a whole to manage environmental stewardship into the future, along with industry partners and under the leadership of ICAO, the collective aviation community and society can enjoy a vibrant and healthy industry that will continue to proactively reduce its impact on the environment.