

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....

A resolution of the European Parliament states that "*General and Business Aviation complement regular air transport by commercial airlines and this provides specific social and economic benefits such as increasing the mobility of citizens, the productivity of businesses and regional cohesion....*" and that the community "*is of growing economic importance.*" Aircraft are used by corporations as a productivity tool with benefit to nations, communities and industries. Aircraft are flown routinely across borders and from continent to continent. Given the nature of aviation as "*an industry on the move*" 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 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. The industry global CO₂ emissions are very small, being approximately 2% of all aviation and .04% of global man-made emissions. Business aircraft are operated

on direct routes between airports, flights are for specific purpose and modern efficient navigation equipment, combined with latest technologies in aircraft design, provide for ever decreasing fuel usage per operation. In addition, operational best practices are prevalent in the industry leading to high levels of operational efficiency.

The Business Aviation Commitment.....

Although the community has an excellent environmental record, it is resolved to do more. Business aviation has developed an aggressive programme in support of ICAO targets and is committed to contributing to the overall aviation goals. To this end, business aviation commits to an 8 point programme of action consisting of:

- 1) **Fuel Efficiency Improvements....**
of 2% per year based on an alternative metric to be presented to the ICAO Committee on Aviation Environmental Protection (CAEP).
- 2) **Arresting Carbon Growth.....**
by achieving carbon neutral growth by the year 2020, and a reduction of 50% by 2050.
- 3) **Market Based Measures.....**
through the introduction of operator specific carbon offset programmes.
- 4) **Technology Improvements.....**
with continuing engine and airframe research to deliver a 45% reduction in emissions by 2050.
- 5) **Operator Best Practices.....**
through development and implementation of operational best practices to reduce fuel usage, resulting in a 6% reduction in CO₂ by this means alone by 2050.
- 6) **Air Traffic Efficiencies.....**
through collaboration with ATM providers to accelerate implementation of air traffic infrastructure and procedures modernization, reducing CO₂ emissions through these means by 8% by 2050.
- 7) **Alternative Fuels.....**
by actively participating in the development and the use of alternate fuels, reducing emissions 40% solely by changes in fuel compositions by 2050.
- 8) **CO₂ Certification Standards.....**
supporting new aircraft Certification Standards developed through the CAEP process, proposing a unique metric for measuring aircraft emissions.

The Business Aviation Sector cares about the environment as demonstrated by the remarkable improvements in environmental performance it has 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 will benefit so much more than a program to deliver environmental improvements regionally on a fragmented and anti-competitive basis.