

ATTACHMENT to State letter AN 1/17-09/093

**QUESTIONNAIRE CONCERNING VOLUNTARY ACTIVITY FOR GHG REDUCTION/MITIGATION
IN THE AVIATION SECTOR**

A copy of the questionnaire, in Microsoft Word format, has been posted on the Internet at <http://www.icao.int/icao/en/env/measures.htm>.

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Q1. Name of the voluntary activity.

European Emission Trading Scheme EU-ETS
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Q2. Type¹ of the voluntary activity.

<input type="checkbox"/> Unilateral commitment <input checked="" type="checkbox"/> Public voluntary scheme <input type="checkbox"/> Negotiated agreement
<input type="checkbox"/> Other (Please describe the activity in the box below.)

Q3. Please mark all the participants² of the activity.

<input checked="" type="checkbox"/> Airline <input type="checkbox"/> Airline association <input type="checkbox"/> Manufacturer <input type="checkbox"/> Manufacturer association <input type="checkbox"/> Airport authority
<input type="checkbox"/> Air traffic control <input checked="" type="checkbox"/> Government <input type="checkbox"/> Other (Please specify in the box below.)

Q4. Is the voluntary activity accompanied by a side agreement³?

<input checked="" type="checkbox"/> Yes (Proceed to Q4-1.) <input type="checkbox"/> No (Proceed to Q5.)
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¹The features of each type of voluntary activity are as follows.

- Unilateral Commitment: The environmental improvement plan established by the participant itself, and declared to the stakeholders, such as employees, stockholders, consumers, etc. Target and measures to environmental improvement are established by the participant itself.
- Public Voluntary Scheme: The scheme which the participant agrees voluntarily with the standard on environmental improvement target, technology, management, etc. established by public organization such as Ministry for Environment.
- Negotiated Agreement: Contract based on negotiation between public organization (national government/local government) and industries. Both parties can independently decide whether to agree to the contract.

² If you marked "Public voluntary scheme" on Q2, the public organization which establishes the standard is included in the participants. If you marked "Negotiated agreement" on Q2, the public organization which agrees to the contract is included in the participants.

³ "Side agreement" is the agreement between the participant of the activity and a third party. For example, the agreement between an airline and an engine manufacturer, which prescribes that the manufacturer assist the airline to attain its target by introducing new emission-reducing technologies, is considered as a side agreement. For more information, please refer to Part II Paragraph 6.5.2 on "Template and Guidance on Voluntary Measures", released on ICAO CAEP website (http://www.icao.int/icao/en/env/Caep_Template.pdf).

Q4-1. If the voluntary activity is accompanied by side agreement, please describe the parties and outline the side agreement.

An agreement with a service provider to be able to compute the airline Carbon Emissions CO₂ over Europe.
 Another agreement with a verifier accredited by the Administering State to be able to verify the data and processes of the airline.
 Two data bases are involved to be able to first find out how much CO₂ are emitted per flight, thus working on its reduction. The databases are of the airline and of the service provider who shall capture the data.

Q5. Please answer the following questions concerning the coverage of the voluntary activity:

Q5-1. Select all green house gases (GHGs) which are part of the voluntary activity.

Carbon dioxide (CO₂) Methane (CH₄) Nitrous oxide (N₂O) Hydrofluorocarbons (HFCs)
 Perfluorocarbons (PFCs) Sulphur hexafluoride (SF₆) Nitric oxide & Nitrogen dioxide (NO_x) Water vapor (H₂O) Other (Please specify in the next box.)

Q5-2. Please select all operations⁴ which are part of the voluntary activity.

International passenger flight Domestic passenger flight International cargo flight
 Domestic cargo flight Other (Please specify in the next box.)

Q6. Please answer the following questions concerning the index to measure the effect of the voluntary activity.

Q6-1. Select the index used to measure the effect of the voluntary activity.

Absolute quantity of GHG emissions⁵ (Please outline the index in the box below.)
 Unit of GHG emissions⁶ (Please outline the index in the box below.)
 Introduction of specific technology
 Introduction of specific procedure Other (Please specify in the box below.)

TONNE-KILOMETRE OF CO₂ PER ANNUM.

⁴ In case that the voluntary activity describes its coverage from the other viewpoint than listed above, such as "operation under IFR", "operation of aircraft larger than specific weight", etc. and that aim of the activity is not linked to operation directly, for example introduction of new technology which contributes reduction/mitigation of GHGs, please mark "other" and please describe feature.

⁵ The example of the unit is Ton-CO₂, Ton-C, m³-CO₂, etc.

⁶ The example of the unit is g-CO₂/RPK (Revenue Passenger Kilometer), g-CO₂/ASK (Available Seat Kilometer), g-CO₂/RTK (Revenue Ton Kilometer), g-CO₂/ATK (Available Ton Kilometer), etc.

Q6-2. Please outline the procedure to acquire data to calculate or describe the index of Q6-1.

Fuel data are linked to each aircraft and city pair for the purpose of ETS reporting. The fuel supplied is documented at the uplift to the aircraft. Fuel deliver notes are crosschecked with flight data and finance. The airline will as well verify together with the third party. The third party as well will monitor all aircraft data and re-verify with Euro Control. Quality assurance is done through periodic internal audits and on annual basis through the third party as accredited by the Administering state. The Quality Management System QMS ensures compliance with international standards. TK reports and aircraft emissions are generated and sent to the authority after verification.

Q7. Please answer the following questions concerning the target of the voluntary activity.

Q7-1. Is the target of the voluntary activity clearly defined?

Yes (Proceed to Q7-2.) No (Proceed to Q8.)

Q7-2. Please describe the target of the voluntary activity, including substance of the target, target year, base year.

Targets in details could not be determined yet by the EU as no consensus has been made as for which quota is to be given for each administering state. However the target of the airline will be "not to exceed whatever quota is determined for the airline through the shares distributed by the administering state. This will take 2010 year to be finalised.

Q8. Please list the measures to attain the target or to reduce/mitigate GHGs.

To mitigate GHGs after the determination of the quota assigned, the airline intends to get involved with several measures. Such as fleet modernization and fuel consumption/management programs.

Q9. Please answer the following questions concerning periodic review of the voluntary activity.

Q9-1. Is the progress of the voluntary activity reviewed periodically?

Yes (Proceed to Q9-2.) No (Proceed to Q10.)

Q9-2. Please describe the frequency of the periodic review.

Annually and/or when a change in fleet occurs, i.e the introduction of a new aircraft or the lease and withdrawal of an aircraft.

Q9-3. Is a third party's opinion considered/to be considered in the periodic review?

Yes (Proceed to Q9-4.) No (Proceed to Q10.)

Q9-4. Please outline the third party opinion.

The third party shall verify as per the contract and as accredited by the administering state the data processed on periodic basis against actual documentation and reporting processes.

Q10. Please answer the following questions concerning legislative obligation.

Q10-1. Is there any legislative obligation on attainment of the target?

Yes (Proceed to Q10-2.) No (Proceed to Q11.)

Q10-2. Please describe legislative obligation, including measures taken in case that the participant of the voluntary activity fails to attain the target.

**Directive 2003/87/EC as amended by Directive 2004/101/EC and 2008/101/EC i.e the EU-ETS Directive requires aircraft operators who are included in the European Greenhouse Gas Emission Trading Scheme to monitor and report their emissions and tonne-kilometre data and to have the reports verified by an independent third party and accredited verifiers.
Fees and penalties shall be determined and paid by the airline for any extra tonne-kilometre beyond the target (quota given).**

Q11. Please answer the following questions concerning disclosure of information⁷ on the voluntary activity:

Q11-1. Is the name of the participant of the voluntary activity disclosed to the public?

Yes No

Q11-2. Is the target of the voluntary activity disclosed to the public? (If you marked "no" at Q7-1, the answer to this question shall be "not applicable".)

Yes No Not applicable

Q11-3. Are the measures taken/to be taken by the participant of the voluntary activity to attain the target/reduce or mitigate GHGs disclosed to the public?

Yes No

Q11-4. Is the result of each periodic review disclosed/to be disclosed to the public? (If you marked "no" at Q9-1, the answer to this question shall be "not applicable".)

Yes No Not applicable

Q11-5. Is the effect of the voluntary activity disclosed/to be disclosed to the public?

⁷ Item(s) to which the answer is/are "no" from Q11-1 to Q11-5, are considered but this information will not be included in the final report.

Yes No

Q12. Please answer the following questions concerning effect of the voluntary activity:

Q12-1. Is third party's opinion considered/to be considered when examining the effect of the voluntary activity?

Yes (Proceed to Q12-2.) No (Proceed to Q12-3.)

Q12-2. Please outline the third party opinion.

The monitoring and Reporting Guidelines as set out by the Commission Decision 2007/589/EC as amended by Commission Decision 2009/73/EC define further requirements for monitoring and reporting.

The data submitted must be verified by the verifier otherwise the data shall be discarded and the quota shall not be permitted. The Monitoring and reporting plan shall not be considered.

Q12-3. How much of GHGs amount emitted per year, in CO₂ weight equivalent are reduced or mitigated/expected to be reduced or mitigated by the voluntary activity?

This shall be determined at the end of 2010 right after the full year of mentoring and determination of the amount of GHG emissions.

Q13. Please provide the website address for the voluntary activity, if any, in the box below.

Not available.

Q14. Please describe additional information, if any.

In 2010, the airline is planning to finalise two projects:

- 1. Fleet modernization as a continuous project to keep being implemented beyond 2010.**
- 2. To invest in the IATA fuel consumption reduction program, in order to have a fuel management program that will have an ROI and at the same time reduce fuel consumption, thus reducing carbon emissions. It will include engine wash, rout optimisation, airport procedure for taxiing, and maintenance optimisation amongst others.**

Duly completed questionnaires should be returned to:

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