

**ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE****ASSEMBLY – 35TH SESSION****PLENARY****Agenda Item 2: Statements by delegations of Contracting States and of Observers****STATEMENT**

[Presented by International Coordinating Council
of Aerospace Industries Associations¹ (ICCAIA)]

Aviation is a truly global endeavor calling for internationally harmonized policies, standards and practices. The International Coordinating Council of Aerospace Industries Associations (ICCAIA) was established in 1972 to represent manufacturers of civil aviation products and systems in International Civil Aviation Organization deliberations. ICCAIA provides a venue for aerospace manufacturers worldwide to offer their expertise in development of ICAO policies, standards and recommended practices necessary for the safety, security, efficiency, and regularity of international air transport. ICCAIA firmly believes that ICAO is the appropriate international forum in which to address those issues.

The paramount objective of ICCAIA is promotion of aviation safety and security in an environmentally sound manner. ICCAIA and its member associations believe that ICAO standards and recommended practices (SARPs) must be based on sound scientific and economic analysis, and be performance-based, enhance system performance and ensure accountability of all responsible parties. ICCAIA is encouraged by ICAO efforts to develop cooperative relations with the scientific community and other U.N. bodies, and with the development of cost benefit assessment capabilities to meet these objectives, and supports their further development.

Aerospace manufacturers are committed to continuous product improvement and the seamless diffusion of demonstrated technologies to benefit our customers and society, and to enable sustainable economic development. Earlier this year the Council adopted a more stringent standard representing a 12% reduction in allowable NOx emissions for new engine types certificated after December 31, 2007. Thirty-five percent of in-production engines do not meet this standard, and ICCAIA is pleased to report that engine manufacturers are currently working to bring these engines into compliance with the new standard although they are not legally required to do so.

¹ Members are the AeroSpace and Defence Industries Association of Europe, the Aerospace Industries Association of America, the Aerospace Industries Association of Brazil, the Aerospace Industries Association of Canada, and the Society of Japanese Aerospace Companies.

Manufacturers are engaged in robust research efforts to develop and bring new technologies to market. A critical aspect of this technology development process is to achieve maximum overall product efficiency through optimization of trade-offs without compromise to safety. Specific to environmental objectives, physics-based trade-off constraints amongst noise and emissions species must be taken into account in addressing agreed environmental priorities while maintaining the highest levels of safety in a cost effective manner.

The Council has presented its proposals for updating the *Consolidated statement of continuing ICAO policies and practices* on environmental protection to the Assembly. In accordance with Assembly Resolution 33-7, progress made through the Committee on Aviation Environmental Protection (CAEP) on ICAO guidance material to assist States in implementing the concept of the balanced approach to noise management has been reported.

The balanced approach to noise management is a comprehensive means to ensure an acceptable noise climate around the vicinity of airports while permitting aviation to grow. In addition to continued reduction in aircraft noise and operational measures to reduce noise exposure, land-use management was found to be an indispensable means to prevent the erosion of gains made through the ICAO program to phase-out Chapter 2 aircraft and to manage future development within noise sensitive areas. ICCAIA encourages Member States to incorporate this guidance material in their national regulatory framework and establish dialogue with responsible parties on environmentally sound land use practices.

CAEP has examined a range of market-based measures to provide economic incentives for further CO₂ reductions as documented in Assembly Resolution A33-7. Questions remain, however, regarding the applicability of these measures to international aviation, their structure, equity and economic impact. ICCAIA supports the Council proposal recommending that appropriate studies be performed to address outstanding issues, and urges that Member States refrain from imposing CO₂ emissions-related levies on international aviation.

CAEP has established that market forces are an efficient means providing strong incentive for manufacturers to reduce fuel burn without the risk of generating unintended consequences, evidenced by the considerable achievements made in the absence of a standard. This progress has reduced the emission of both CO₂ and water vapor, and further reductions are being made. CAEP also found that infrastructure and air traffic system improvements to increase capacity and reduce delay are necessary means to further reduce fuel burn.

With regard to the *Consolidated statement of continuing ICAO policies and practices* related to communications, navigation surveillance/air traffic management systems, the Council has recommended that amendments be introduced in Resolution A33-14, Appendix A and Resolution A33-15, Appendix B.

The global nature of aviation mandates that the international air traffic system be interoperable, seamless, and available everywhere at all times. By reducing congestion and delay, air traffic system modernization is an important environmental means to reduce aviation CO₂ emissions and promote sustainable development. Recognizing the necessity and urgency of changes that are currently needed, ICCAIA urges that ICAO remain fully engaged in addressing airspace modernization and air traffic operations issues. ICCAIA supports the Council recommendations as a means to improve the global air traffic system and establish a performance-based future system in an environmentally sound manner.

Expanding the Universal Safety Oversight Audit Program beyond Annexes 1, 6 and 8 ("core programs") to enable a systems approach is being considered by the Assembly. The experience gained from the conduct of safety audits on an Annex-by-Annex basis has shown they are interdependent and that the ICAO audit program does not evaluate the effectiveness of a Member State's safety oversight system as a whole. ICCAIA supports this expansion effort and encourages the focus to core programs be maintained.

Under direction of ICAO Secretary General Dr. Taieb Cherif, Council President Dr. Assaid Kotaite, the Council, and Bureau Directors, significant progress has been made since the 33rd ICAO Assembly three years ago. The International Coordinating Council of Aerospace Industries Associations recognizes the diligence and commitment of ICAO Member States, observer organizations and the ICAO secretariat in ensuring ICAO fulfills its mandate in a responsible and efficient manner. ICCAIA is committed to remain an active contributor to further this important work in a constructive manner.

— END —