

Message from Eric Fanning

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Stakeholders working together at ICAO have made remarkable strides towards a more sustainable future for aviation. Technical work carried out through CAEP has delivered new standards in CO₂, noise, non-volatile particulate matter, and NO_x (among others). Modern aircraft are now 80 per cent more fuel-efficient and 75 per cent quieter than the first generation of jet aircraft. In just the last three years, the adoption of CORSIA by the ICAO Assembly has seen aviation become the first sector to agree to a global market-based measure to curb CO₂ emissions. It will also enable the aviation industry to achieve carbon neutral growth from 2020 and reduce carbon emissions by 50 per cent from 2005 levels by 2050.

These improvements go far beyond what would have been achieved had individual countries decided to unilaterally pursue their own measures. Across the ICAO ecosystem, in areas like safety, security, and the environment, there is a track record of nation states working with other stakeholders and setting measures that require the industry to continuously perform to higher standards – all done without jeopardizing the growth of aviation and the benefits it brings to our global economy and society.

As the chairman of ICCAIA, I am proud of manufacturers' contributions to these successes and our continued work to drive down aviation's impact on the environment. Whether through new types of aircraft design, incorporating advanced materials, or looking at alternative propulsion methods like electrification when possible, ICCAIA and the companies we represent are fully committed to playing our part in delivering more environmentally-friendly air transport.

But it's not just manufacturers who can take credit for these achievements. The partnership that takes place at ICAO and within CAEP has been integral to this success. Through ICAO's Basket of Measures for reducing CO₂ emissions and its Balanced Approach for managing aircraft noise, all aviation stakeholders will contribute to the progress we want – and need.

This means that – along with CAEP continuing to set ambitious requirements for aircraft that are environmentally beneficial, technically feasible, and economically reasonable – we must use all the tools at our disposal. Governments must ensure CORSIA is properly implemented, policies are put in place to enable a commercially-viable sustainable jet fuel industry, and the latest air navigation technologies are implemented to make flights more efficient. Airlines should invest in the latest aircraft and adopt procedures that reduce fuel use and the noise experienced by communities. At a local level, we must move towards greater community engagement on noise issues and build on the good work many airports are doing in this area.

Working together, airlines, manufacturers, airports, NGOs, regulators, governments, and the public can ensure aviation continues to deliver environmentally-friendly economic growth and opportunity today and into the future.