

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.

Reducing the Environmental Impacts of Ground Operations and Departing Aircraft – An Industry Code of Practice

Q2. Type¹ of the voluntary activity.

<input checked="" type="checkbox"/> Unilateral commitment <input 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 checked="" type="checkbox"/> Manufacturer association <input checked="" type="checkbox"/> Airport authority <input checked="" type="checkbox"/> Air traffic control <input checked="" type="checkbox"/> Government <input checked="" type="checkbox"/> Other (Please specify in the box below.)
Sustainable Aviation – a UK specific group comprising airlines, airports, manufacturers and air navigation service provider NATS.

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

<input type="checkbox"/> Yes (Proceed to Q4-1.) <input checked="" type="checkbox"/> No (Proceed to Q5.)

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.

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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.)

Although the Code of Practice concentrates on reducing fuel burn/CO₂, NO_x and noise, other emissions species are also expected to be reduced as a result of the reduction of fuel use.

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.)

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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.)

Four procedures are highlighted:

1. Use of airport terminal-based power and pre-conditioned air sources;
2. Taxi Operations with less than all engines operating;
3. Continuous Climb Operations (CCO);
4. Airport-Collaborative Decision Making (A-CDM).

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.

Airport and airline surveys and records which will be reported to the “Sustainable Aviation” initiative, who will track the impact of the “Departures Code of Practice” amongst SA members and report results as part of their biennial reporting cycle.

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.

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

Four procedures are outlined:

1. Use of airport terminal-based power and pre-conditioned air sources;
2. Taxi Operations with less than all engines operating;
3. Continuous Climb Operations (CCO);
4. Airport-Collaborative Decision Making (A-CDM).

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.

This has been incorporated into the work-plan of the “Sustainable Aviation” initiative, who will track the impact of the “Departures Code of Practice” amongst SA members and report results as part of their biennial reporting cycle.

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.

Sustainable Aviation includes a “Stakeholder Panel” which reviews and comments on their biennial “Progress Report”, before publication, consisting of regulators, NGO’s and other stakeholders.

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.**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?

☒ 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.)

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.

Q12-2. Please outline the third party opinion.

Feedback from the Sustainable Aviation Stakeholder Panel will be taken into account when reporting progress due to this initiative.

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?

The Departures Code of Practice will enable GHG emissions to be reduced, but the actual values will depend on a number of things, not all of which are under the control of the airlines, airports and NATS, and so it is not possible to provide a separate estimate.

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

<http://www.dft.gov.uk/publications/reducing-environmental-impacts-ground-operations-departing-aircraft>
<http://www.sustainableaviation.co.uk/wp-content/uploads/DCOPractice2012approvedhi-res.pdf>
 reporting will be via the Sustainable Aviation website at <http://www.sustainableaviation.co.uk/>

Q14. Please describe additional information, if any.

The “Sustainable Aviation” initiative consists of the following members:

Airlines:	Airports:	Manufacturers:	ANSPs:
BATA	AOA	ADS Group Limited	NATS
British Airways	BAA	Airbus UK	
easyJet	Birmingham Airport	BAE Systems	
Flybe	Gatwick Airport	Bombardier Aerospace	
Monarch	Belfast City Airport	Cobham	
Thomas Cook	Glasgow Prestwick Airport	Doncasters	
TUI Travel	Leeds Bradford Airport	Farnborough Aerospace Consortium	
Virgin Atlantic	London City Airport	GE Aviation	
	Manchester Airports Group	GKN	
	Newcastle Airport	Goodrich	
	Peel Group Airports	Marshall Aerospace	
	TBI Group Airports	Meggitt	
		Messier Dowty	
		QinetiQ	
		Rolls Royce	
		West of England Aerospace Forum	

Duly completed questionnaires should be returned to:

Voluntary Measures Focal Point
ICAO Committee on Aviation Environmental Protection (CAEP)
Attention: Mr. Tetsu Shimizu
Policy Coordinator for Global Environment
Civil Aviation Bureau of Japan
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