



EUROPEAN APPROACH TO REDUCE THE AVIATION EMISSIONS IMPACT ON CLIMATE CHANGE



- A « comprehensive approach »

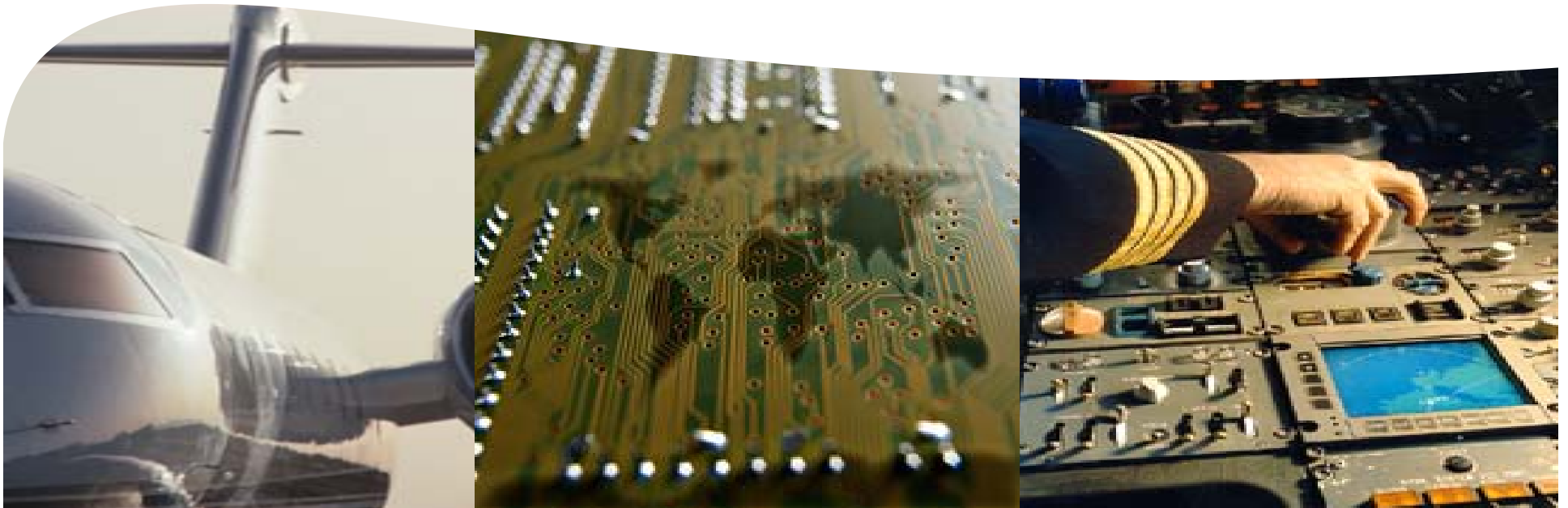
- Four main pillars :

1. New standards
2. R&D and support to Technological development
3. ATM Modernisation
4. Market-Based Measures

- Which « comprehensive approach » for aviation? New standards...
 - Current EASA competences
 - Forthcoming extension of EASA activities

- Which « comprehensive approach » for aviation? Technological development...

The 7th EU R&D Framework Programme



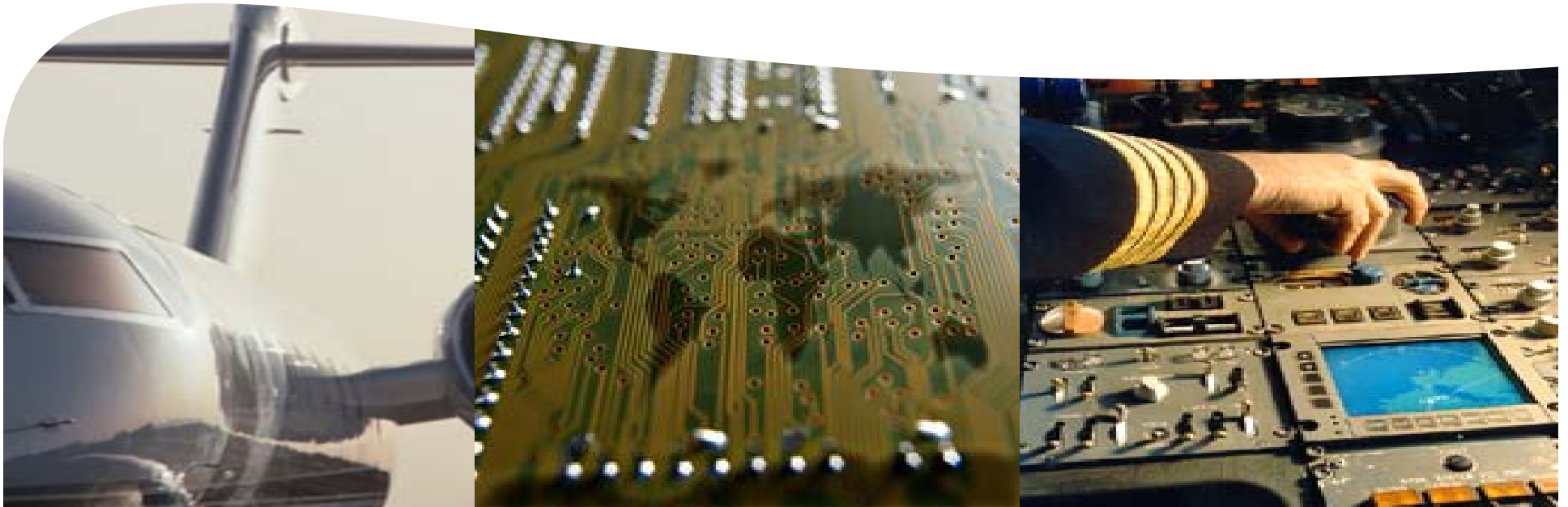
- Which « comprehensive approach » for aviation? Technological development...

CLEAN SKY



- Which « comprehensive approach » for aviation? [ATM Modernisation](#)

The European Single Sky and SESAR



● The Single European Sky

- Fundamental principle: to build in Europe a single airspace continuum with a single regulatory framework
- Basic facts:
 - » Fragmentation costs annually **880M€-1.4 B€**
 - » Domestic flights are on average **15% more efficient** than intra-European traffic (Eurocontrol PRC)
 - » FABs could provide with efficiency gains of **400-700M€** and environmental gains of **1-2%**

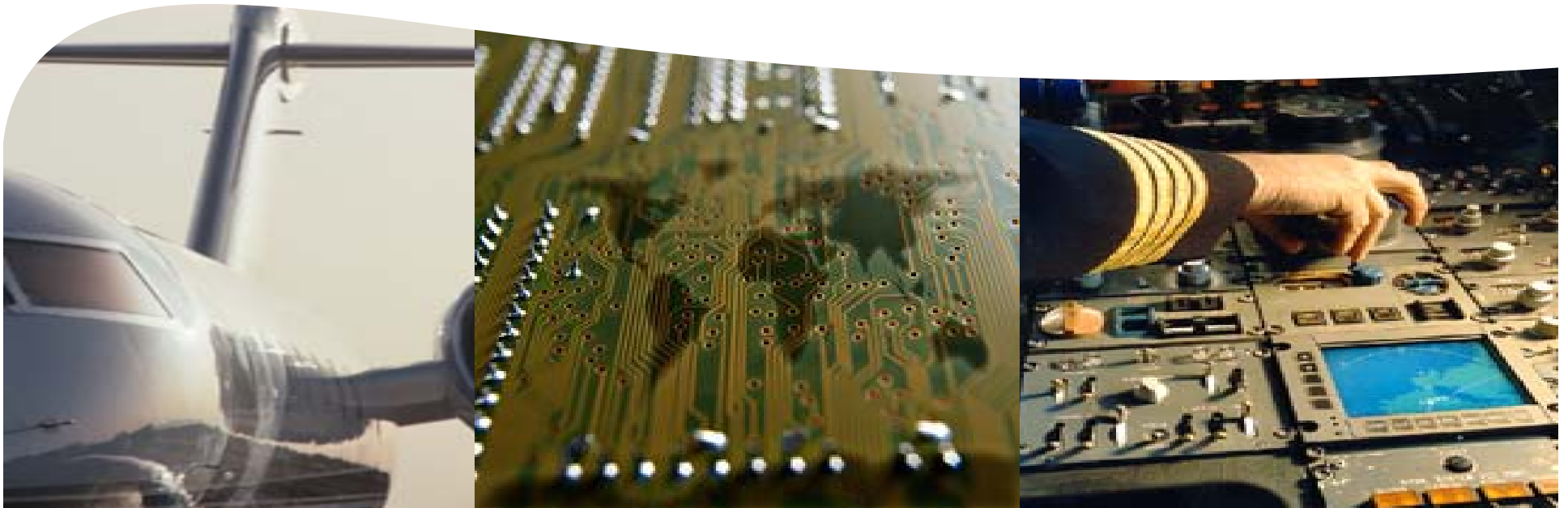
- SESAR: technological component of the SES
 - **Technology** will also contribute to more environmentally friendly air transport
 - Expected environmental gains per flight: **10%**
 - Stricter application of environmental constraints (e.g. noise abatments procedures)
 - Capacity x 3
 - Safety x 10

● AIRE (Atlantic Interoperability initiative to Reduce Emissions)

- EC and FAA signed a MoU on SESAR/NGATS cooperation in July 06
- EC and FAA launched in June 07 a common programme for Greener Air Traffic Management: **AIRE**
- A public-private partnership
- Aiming to identify, test and disseminate best practices and « quick wins »
- In a gate to gate approach

- Which « comprehensive approach » for aviation? Market-based measures

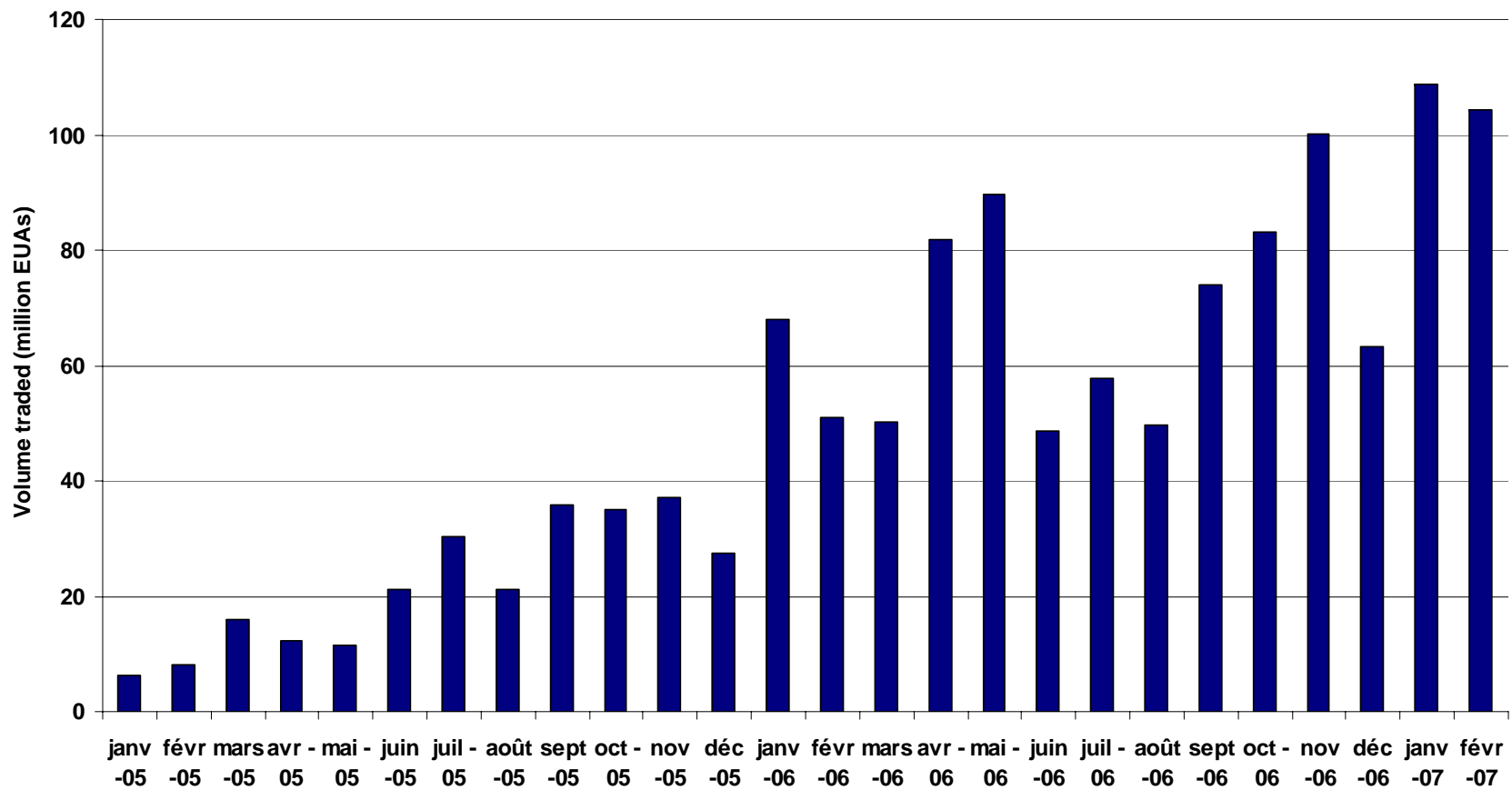
The European Emission Trading Scheme (EU ETS)



- What is the EU ETS?
 - An essential step toward the creation of a global market of CO2 emissions
 - An important source of financing for CDM/JI projects developed under the Kyoto protocol.



● Evolution of the EU emission allowances market



- Why to include aviation in the EU ETS ?
 - Among the possible market-based measures, ETS is the most efficient and the least expensive option
 - This solution is in conformity with the guidelines promoted by ICAO
 - This is the preferred option for the air transport industry

- What should be its impact ?

- Environmental Impact :

A yearly reduction of 183 Millions tons of CO2 in 2020.



● What should be its impact ?

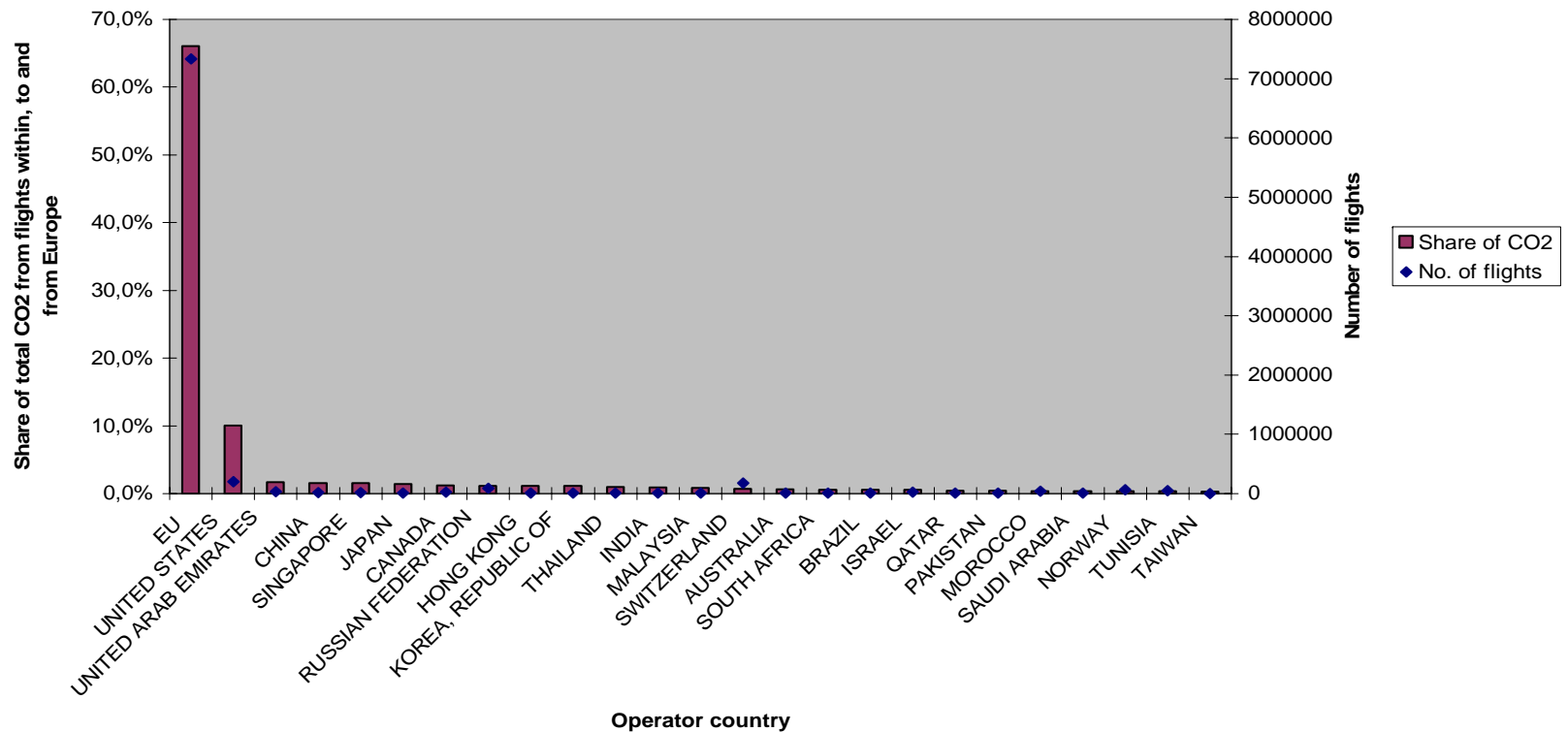
● Economical Impact :

- » No competition distortion
- » A limited increase of air ticket price
- » A limited impact on the demand increase



Consistency with the principle of “common but differentiated responsibilities”

Top 25 countries by share of CO2 and no. of flights in the EU ETS as proposed
(by operators' country of registration)



- Where are we in the decision-making process?
 - The EU's decision-making process could be completed by the end of 2008
 - The EU is open to dialogue with third countries and willing to engage in a process to explain our proposals
 - We seek internationally agreed solutions to this important challenge