



GROUP ON INTERNATIONAL AVIATION AND CLIMATE CHANGE (GIACC)

FOURTH MEETING

Montréal, 25 to 27 May 2009

Agenda Item 2: Review of aviation emissions-related activities within ICAO and internationally

FUEL EFFICIENCY STANDARDS AND METRICS

(Presented by the International Coordinating Council of Aerospace Industry Associations)

1. BACKGROUND

1.1 The International Civil Aviation Organization (ICAO), a UN specialized agency containing 190 member states from around the world, is the global forum for civil aviation. ICAO works to achieve its mandate to ensure safe, secure and sustainable development of civil aviation through cooperation amongst its member states. ICAO has developed a range of standards, policies and guidance material for the application of integrated measures to address aircraft noise and engine emissions. In 2004, ICAO and its member states resolved to continue striving for reductions in aircraft noise and emissions, including GHG emissions. This resulted in the formation of the Group on International Aviation and Climate Change (GIACC) in 2007.

2. SUPPORTING MATERIAL

2.1 The International Coordinating Council of Aerospace Industry Associations (ICCAIA) supports a GIACC action plan based on a global consensus framework for the reduction of aviation greenhouse gas emissions including fuel efficiency measures that encourage the development and delivery of more fuel efficient equipment as noted in the ACI, CANSO, IATA, and ICCAIA presentation at GIACC/3. The four ICAO criteria for environmental policy, that measures be environmentally beneficial, technically feasible, economically reasonable, and take into account environmental trade-offs, must be the foundation of the GIACC action plan.

2.2 ICCAIA encourages adoption of policies that improve the ability of manufacturers to invest in innovation and technology, consistent with international trade obligations, and ICAO CAEP to develop appropriate technical data and methodology for evaluating aircraft/engine fuel efficiency.

2.3 As presented by ACI, CANSO, IATA and ICCAIA at GIACC/3, industry is committed to work with GIACC and ICAO to forge a global framework to reduce aviation CO₂ emissions. The role for manufacturers is to develop and deliver more fuel efficient equipment and products and to support development of alternative fuels in such a framework. ICCAIA recommends that any GIACC agreements and decisions foster the manufacturers' ability to continue to fulfil this role in the future.

2.4 ICCAIA suggests GIACC seek a viable benchmark for which a global fuel efficiency metric can be derived to demonstrate the technological progress of new aircraft/engine designs. Such an ICAO standard or recommended practice applicable to aircraft/engine fuel efficiency should be adopted as the global CO₂ emissions standard or recommended practice. Since aircraft fly domestic and international routes, ICCAIA advocates that any national or regional GHG regulations for aircraft/engines should follow ICAO guidance similar to what has been done for noise and emissions standards. This is consistent with established ICAO standards and recommended practices for addressing aircraft noise and engine local emissions.

2.5 Through CAEP, ICAO has a strong history of developing consensus aircraft and engine noise and emissions standards through an extensive and thorough process. CAEP working group WG3 (Emissions Technical) has begun discussions on the development of fuel efficiency standards and supporting metrics and is expected to present specific recommendations for future work on this issue to the 2009 Steering Group meeting. ICCAIA supports this as the appropriate path forward and recommends any future studies or work program items regarding fuel efficiency metrics or standards adhere to these methods.

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