



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 15: Environmental Protection – General provisions, Aircraft Noise and Local Air Quality– Policy and Standardization

PROMOTION OF GREEN AIRPORTS

(Presented by Chile)

EXECUTIVE SUMMARY

Understanding the importance of mitigating the effects of climate change generated by international aviation, targeting clean, renewable and sustainable sources of energy in airport infrastructure in order to reach carbon neutral standards, this working paper urges states to design and implement existing technologies to transform airport infrastructure in a sustainable way to reduce the impact of local environmental pollution.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E - Environmental Protection
<i>Financial implications:</i>	Does not require additional funds.
<i>References:</i>	<ul style="list-style-type: none">• Assembly Resolution A39-1: Consolidated statement of ICAO permanent policies and practices related to environmental protection - General provisions, noise and local air quality.

1. INTRODUCTION

1.1 The environmental impact of the activity related to air transport, has effects on the local environment that is mainly concentrated around the air terminals, which are associated to the effects, mainly, on the local air quality, noise, waste and the surrounding communities.

1.2 The airports are intensive in the use of energy, to operate their facilities and in the generation of waste (liquid and solid), so it is relevant that the design or improvement of the infrastructure points to zero emissions airports (green airports) and energy efficient, in which these infrastructures are planned in a sustainable way.

¹ English and Spanish versions provided by Chile.

1.3 In this line, the air terminals must be designed in such a way that, at the time of being started, the generation of energy is possible, by means of unconventional systems (photovoltaic, wind, among others) in order to tend to reach the carbon neutral standard.

1.4 In the case of existing infrastructure, it must consider in its future modifications or in the updating of these, waste treatment technologies (solid and liquid), non-conventional energy generation, non-polluting.

2. **PURPOSE**

2.1 Urge States to design neutral carbon airports, with an architecture and engineering of high energy efficiency, with a responsible use of natural resources for their operation, which includes air conditioning, lighting, hot water and transportation of people and cargo systems, which require the lowest energy demand, so that it can be covered by the generation of renewable electricity on-site or with agreements with suppliers of clean energy and properly managing the generation of their waste. In addition, the design must be concerned with the construction life cycle, considering not only its energy requirements during construction, operation and maintenance, but also incorporating low-emission materials of Greenhouse Gases (GHG).

2.2 Today, airport management models must tend towards economic, social and environmental sustainability, incorporating, in turn, technology that allows the airport to be more sustainable and reduce GHG emissions, with practices that incorporate, such as for example, the generation of electricity with photovoltaic panels together with green roofs and walls, among other initiatives, with the aim of reducing the impact of aviation on local air pollution.

3. **CONCLUSION**

3.1 The Assembly is invited to take note of this note and the States are urged to design and implement new technologies in the construction of new infrastructures and the transformation of the existing one, for a sustainable, energy efficient airport infrastructure, promoting the use of Renewable energy and thus contribute to the reduction of carbon dioxide emissions, reducing the impact of local environmental pollution.

— END —