



HIGH-LEVEL MEETING ON INTERNATIONAL AVIATION AND CLIMATE CHANGE

Montréal, 7 to 9 October 2009

Agenda Item 1: Aspirational goals and implementation options

ALTERNATIVE FRAMEWORK FOR SMALL GHG EMITTERS

(Presented by the International Business Aviation Council)

SUMMARY

This paper presents the position of the business aviation community in respect to aspirational goals to be included in a strong, comprehensive, cost-effective and thorough framework for an international aviation Programme of Action on aviation GHG Emissions. Business aviation supports the decisions of the ICAO Council and encourages the HLM-ENV to recommend a strong aviation position to be taken to the United Nations Framework Convention on Climate Change.

Action by the High-level Meeting is in paragraph 4. Business aviation proposes that ICAO include in the aviation framework developed for managing the GHG emissions a provision for an alternative metric appropriate to small emitters in general and business aviation operations.

1. PURPOSE

1.1 The Business aviation community is committed to working diligently towards mitigating its impact on climate change and is fully prepared to make meaningful contributions towards a global solution. The community is resolved to find fair and efficient means to manage aviation environmental programmes in a way that is appropriate to the size and structure of the industry.

1.2 The business aviation community strongly supports ICAO's position pursuant to the importance and urgency in finding a means of limiting or reducing the impact of greenhouse gas emissions from international civil aviation on the global climate and encourages the aviation community to rally behind ICAO with a strong submission to be made to the fifteenth session of the Conference of the Parties (COP15) of the United Nations Framework Convention on Climate Change (UNFCCC) at its Copenhagen meeting in December. Business Aviation considers it critically important for ICAO to maintain responsibility for managing aviation related GHG Emissions programmes within the UNFCCC

framework. Business aviation has been active in assessing options for ongoing management of aviation GHG emissions to mitigate any negative impact on the earth's climate related to aviation operations, particularly those associated with business aircraft operations. In addition, the industry has been monitoring the work of the Group on International Aviation and Climate Change (GIACC) and has submitted material in support of the analysis. The results of the Council deliberations were reviewed by the business aviation community, and although the community fully concurs with the decisions of the Council, business aviation recommends a framework adjustment to be applied to sectors of the aviation community that in total produce very small amounts of GHG emissions and for which metrics of large operations are not appropriate. This Paper explains the rationale for the proposal and presents an alternative framework.

2. THE BUSINESS AVIATION COMMUNITY

2.1 The International Business Aviation Council (IBAC) represents the interests of business aviation operators around the world. It is a Council of Member Associations from all large aviation regions and major States. IBAC is an accredited observer on the ICAO Committee on Aviation Environmental Protection (CAEP), as well as a significant number of ICAO Panels, Committees and Work Groups.

2.2 Business Aviation is a distinct participant in the global air transportation system. The industry features unique operational and structural characteristics that differentiate it from other aviation sectors. Although the industry size is significant, totalling over 28,000 turbine aircraft, business aircraft only fly an average of 500 hours per year versus a typical airline aircraft that will fly well over 3 000 hours per year. The international business aircraft fleet is flown by approximately 18 000 companies, making the average number of aircraft per company approximately 1.4, with the great majority of corporations flying only one aircraft.

2.3 Business aircraft are used for business purposes, providing economic value to nations and communities by stimulating economic growth. They are efficiently flown on point to point direct routes based on business demands and purpose driven needs of businesses. They are a productivity tool for corporations, providing economic value to the communities they serve. The aircraft are generally modern fuel efficient aircraft operated by highly qualified crews using contemporary avionics and flown to optimize performance and minimize direct cost of operation..

2.4 The average annual CO₂ emitted per business aircraft is between 1 250 and 1 500 tonnes. In total, the global general aviation community produces 2 per cent of the total emissions attributed to aviation and less than .04 per cent of all man-made CO₂. Emissions from business aviation annual global operations amount to the approximate output of one fossil fuel driven electrical plant.

2.5 IBAC and Member Associations around the world have established an aggressive policy to mitigate the industry impact on climate change. The business aviation industry is resolved to address the environmental impact attributed to aircraft operations by neutralizing carbon production through performance-based operator programmes and reducing the emissions output of business aircraft operations through new technologies, infrastructure improvement (ATC,; SESAR and NextGen) and operational procedures. In addition, the business aviation industry will collect and communicate meaningful data that identifies actions taken by the Business Aviation community as responsible stewards of the environment.

3. ICAO COUNCIL DECISIONS ON GHG EMISSIONS

3.1 The business aviation community reviewed the ICAO Council decisions in response to the recommendations of the GIACC and is in agreement with the conclusions. However, business aviation concludes that one element of the proposal, although appropriate for large scheduled air transport operations, is made pursuant to a metric that would create a disproportionate burden on business aviation and would not be appropriate for small operators that use very few small aircraft.

3.2 The Council recommended a strategy for “aspirational goals of annual improvement in the form of fuel efficiency for international civil aviation, of 2 per cent for the short, medium and long-terms up to 2012, 2020 and 2050 respectively”. The annual fuel efficiency goals proposed by the Council are expressed in terms of “volume of fuel used per Revenue Tonne Kilometre (RTK) performed.” While the RTK metric is acceptable for large scheduled air transport operations where efficiency might reasonably be assumed to equal (fuel used/payload) RTK, the metric applicable to RTK is not congruent to operations of non-commercial aircraft and to whole aircraft on-demand air charter operations. Further study on appropriate metrics is advisable.

3.3 The business aviation community proposes that as an alternative ICAO incorporate within its framework for managing GHG Emissions an alternative mechanism for small emitters of GHG emissions. Given that the subject community is small and contributes in the vicinity of 2 per cent of aviation emissions, such an alternative mechanism will have a marginal impact on the total target of 2 per cent per year fuel efficiency improvement, regardless of how the mechanism for small emitters is calculated. The alternative mechanism for determining emission targets for small operators should be based on a fair but simplified measure of fuel efficiency based not on RTK but on a metric that is more representative of general and business aviation operations. Business aviation supports the principle that the metric developed pursuant to that objective must be consistent with, and in proportion to its contribution to the overall level of global emissions.

4. ACTION BY THE HIGH-LEVEL MEETING

4.1 The HLM-ENV is invited to:

- a) note the goal of business aviation to reduce its impact on global climate change through a policy of neutralizing carbon production through performance-based operator programmes and reducing the emissions production of business aircraft operations through new technologies, infrastructure improvements and operational procedures;
- b) note that business and general aviation operations contribute a small amount (2 per cent) of the total aviation CO₂ emissions;
- c) note that the business aviation community supports the decisions of the ICAO Council in its Programme of Action and concurs with the need to present a strong, comprehensive, cost-effective and thorough framework for managing aviation GHG Emissions to be presented to the UNFCCC;
- d) note that RTK metrics are not an appropriate measures for non commercial and on-demand charter operations;

- e) request that the ICAO Council include in the aviation framework developed for managing the GHG emissions Programme of Action a provision for an alternative metric appropriate to small emitters in general and business aviation operations.

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