

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.

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| 1. Fleet development 2. Fuel burn reduction |
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Q2. Type¹ of the voluntary activity.

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| <input type="checkbox"/> Unilateral commitment <input type="checkbox"/> Public voluntary scheme <input type="checkbox"/> Negotiated agreement <input checked="" type="checkbox"/> Other (Please describe the activity in the box below.) |
| Introduction of new Flight Ops. SOP procedures. Designed to minimize company ops. cost (fuel related) |

Q3. Please mark all the participants² of the activity.

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|---|
| <input checked="" type="checkbox"/> Airline <input type="checkbox"/> Airline association <input type="checkbox"/> Manufacturer <input type="checkbox"/> Manufacturer association <input type="checkbox"/> Airport authority <input type="checkbox"/> Air traffic control <input type="checkbox"/> Government <input type="checkbox"/> Other (Please specify in the box below.) |
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Q4. Is the voluntary activity accompanied by a side agreement³?

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

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| <input checked="" type="checkbox"/> Carbon dioxide (CO ₂) <input type="checkbox"/> Methane (CH ₄) <input type="checkbox"/> Nitrous oxide (N ₂ O) <input type="checkbox"/> Hydrofluorocarbons (HFCs) <input type="checkbox"/> Perfluorocarbons (PFCs) <input type="checkbox"/> Sulphur hexafluoride (SF ₆) <input checked="" type="checkbox"/> Nitric oxide & Nitrogen dioxide (NO _x) <input type="checkbox"/> Water vapor (H ₂ O) <input checked="" type="checkbox"/> Other (Please specify in the next box.) |
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| Aim is to minimize Flight Ops. Cost (fuel burn) |
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Q5-2. Please select all operations⁴ which are part of the voluntary activity.

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| <input checked="" type="checkbox"/> International passenger flight <input type="checkbox"/> Domestic passenger flight <input type="checkbox"/> International cargo flight <input type="checkbox"/> Domestic cargo flight <input type="checkbox"/> 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.

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| <input type="checkbox"/> Absolute quantity of GHG emissions ⁵ (Please outline the index in the box below.) <input type="checkbox"/> Unit of GHG emissions ⁶ (Please outline the index in the box below.) <input type="checkbox"/> Introduction of specific technology <input checked="" type="checkbox"/> Introduction of specific procedure <input checked="" type="checkbox"/> Other (Please specify in the box below.) |
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| -Use direct track miles reduction. -Use flight time reduction for airborne delay. |
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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.

We're using Method B of monitoring the GHG's according to the relevant EU legislation and submit the MRV Plans to the National Competent Authority for authorise.

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.

- Review of route structure
- To avoid airborne delays
- Short route fleet modernization program (fuel efficient)
- Flight Ops procedures to minimize fuel use
- Route planning procedure (AA too) to minimize fuel and delays
- Continuous use of flight simulator to check new fuel eff. procedures
- Increased use of GPUs for A/C parked at airports
- Calculation of optimum fuel load in the FP phase

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.

Before summer & winter schedule timetable, in practice yearly

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.

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.

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?

N/A

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

N/A

Q14. Please describe additional information, if any.

A European Trusted Brands (ETB) readership survey by Reader's Digest magazine reveals that Malév is the most reliable brand from an environmental perspective. For the first time this year, the authoritative survey examined how far consumers considered the various brands trustworthy from an environmental aspect. Those filling out the questionnaire were asked to name one brand in all of the given product/service categories that they considered enjoyed the greatest reputation in the matter of environmental issues.

The result of the Hungary survey placed Malév winner of the "Trusted Brand Environment 2009" award.

Duly completed questionnaires should be returned to:

Voluntary Measures Focal Point
ICAO Committee on Aviation Environmental Protection (CAEP)
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