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Swiss Confederation

Federal Department of the
Environment, Transport, Energy and Communications DETEC

Federal Office of Civil Aviation FOCA
Safety Risk Management

CH-3003 Bern, FOCA

By E-Mail

Voluntary Measures Focal Point
ICAO Committee on Aviation Environmental
Protection (CAEP)
Mr. Tetsu Shimizu
Policy Coordinator for Global Environment
Civil Aviation Bureau of Japan

Reference: 3/34/34-08

Your reference: AN 1/17-09/93

Our reference: rua

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Ittigen, 14 January 2010

ICAO State Letter AN 1/17-09/93

Dear Mr. Shimizu

With reference to the above mentioned State Letter of the 2 December 2009, we would like to inform you that there are no new voluntary activities for greenhouse gas (GHG) reduction/mitigation in the aviation sector in Switzerland.

Enclosed with this letter you will find the questionnaire filled in and submitted to ICAO in the year 2008. The activities described in detail in this document are still valid.

Yours sincerely

Federal Office of Civil Aviation


Urs Ziegler
Head Environmental Affairs


Sandra Rüfenacht
Safety Risk Management

Enclosure

Copy to:
Jane Hupe, Secretary, CAEP

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QUESTIONNAIRE	FEDERAL OFFICE OF CIVIL AVIATION, SWISS 1	FEDERAL OFFICE OF CIVIL AVIATION, SWISS 2
Q1. Name of the activity	Airport Infrastructure Heat Supply : Change from Oil to Compressed Natural Gas	Sequencing of aircraft between stands and runways (name of the item: darts)
Q2. Type of the activity	Unilateral commitment	Public voluntary scheme
Q3. Participants of the activity	Airport authority	Airport authority Air traffic control Government
Q4. Side agreement	No	No
Q4-1. Outline of the side agreement	N/A	N/A
Q5-1. GHGs	CO2	CO2, NOx
Q5-2. Operation	Other (Combined heat and power generation for airport infrastructure)	International passenger flight Domestic passenger flight International cargo flight Domestic cargo flight
Q6-1. Index used to measure the effect of the voluntary activity.	Absolute quantity of GHG emission	Absolute quantity of GHG emission
	tCO2	tons of CO2, NOx, (HC and CO)
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	- Oil and gas consumption per year - Emission factors for oil and gas combustion	At Zurich airport, DARTS has saved about 1,740 hours of ground engine running time in 2004. reflecting the fleet mix and technology, this resulted in 3,622t CO2, 4.2t NOx (4.0tHC + 33.7 tCO) saved on emissions
Q7-1. Clearly defined target	Yes	Yes
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	Starting 1991 extensive renovation Target 2000 completed Target -20% CO2 annual savings	Base year 2004 Target year 2005 Optimization of aircraft ground/taxi movements within locations where the measured pollutant concentrations in the air (immissions) resulting from airport emissions are relevant.
Q8. Measures to attain the target or to reduce/mitigate GHGs.		
Q9-1. Periodic review	Yes	No
Q9-2. Frequency of periodic review	Annual Environmental report of Zurich Airport	N/A

Q9-3. Third party's input for periodic review	No	No
Q9-4. Outline of the third party.	N/A	N/A
Q10-1. Legislative obligation	No	Yes
Q10-2. Outline of legislative obligation	N/A	According to Swiss environmental legislation, the 5th expansion programme of Zurich Airport required an environmental impact statement that confirmed compliance with environmental standards and ... measures to reduce impacts as far as possible. The airports mitigation plan had been submitted to the authorities in 1999 who made it a mandatory part of the construction permit in 1999.
Q11-1. Disclosure of participant name	Yes	Yes
Q11-2. Disclosure of target	No	Yes
Q11-3. Disclosure of measures	Yes	Yes
Q11-4. Disclosure of result of periodic review	Yes	N/A
Q11-5. Disclosure of effect	Yes	Yes
Q12-1. Third party's input for examining the effect	No	No
Q12-2. Outline of the third party.	N/A	N/A
Q12-3. Amount of GHGs reduction per year	1991 : 51,000 tCO2 (Emissions total) 2000 : 37,000 tCO2 (Emissions total, with much higher air traffic volume) CO2 savings about 14,000 t/year	~ 4,000 tCO2/year
Q13. Website		
Q14. Additional information		
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