



International Civil Aviation Organization

**WORKING PAPER**

A41-WP/515

EX/247

12/9/22

(Information Paper)

English only

**ASSEMBLY — 41ST SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 17: Environmental Protection – International Aviation and Climate Change**

**EUROPEAN AVIATION ENVIRONMENTAL REPORT 2022**

(Presented by Czechia on behalf of the European Union and its Member States<sup>1</sup> and the other Member States of the European Civil Aviation Conference<sup>2</sup>, and EUROCONTROL)

**EXECUTIVE SUMMARY**

This paper provides an overview of the latest edition of the European Aviation Environmental Report that was published on 21 September 2022.

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| <i>Strategic Objectives:</i> | This information paper relates to the Strategic Objective of Environmental Protection.   |
| <i>References:</i>           | Doc 7300, <i>Convention on International Civil Aviation</i><br>Annex 16 – <i>Environmental Protection</i><br>Resolutions A40-17, 18 and 19 |

<sup>1</sup> Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, and Sweden.

<sup>2</sup> Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine, and the United Kingdom.

## 1. INTRODUCTION AND USE OF THE REPORT

1.1 The [EU Green Deal](#), the [EU Climate Law](#) and the [EU Smart and Sustainable Mobility Strategy](#) contain various environmental protection goals, including those to support greenhouse gas emission reductions that align with the Paris Agreement goal to not to exceed 1.5°C global warming and climate neutrality by 2050.

1.2 Oversight of progress towards these environmental goals is important. The European Union Aviation Safety Agency (EASA) is required to produce a [European Aviation Environmental Report](#) (EAER) every three years<sup>3</sup>, and this report plays a role in this oversight. The third edition of the EAER was published on 21 September 2022 and provides some insight on how the aviation sector was deeply affected by the COVID-19 pandemic and related restrictions in 2020 and 2021 as well as the associated environmental impacts.

1.3 Since its first edition in 2016, the EAER has served as a reliable source of information that has been used for the development of EU and national policies, as well as a tool for monitoring the progress of ICAO State Action Plans (SAPs) towards existing goals.

## 2. EUROPEAN AVIATION ENVIRONMENTAL REPORT

2.1 The current and previous EAERs can be downloaded from the EASA website ([www.easa.europa.eu/eaer/](http://www.easa.europa.eu/eaer/)), along with the Executive Summary translated into all official EU and ICAO languages.



2.2 The aims of the EAER are to:

- provide a transparent, objective, clear and accurate source of information on the environmental performance of the aviation sector in Europe;
- provide an overview of the historic and forecasted environmental performance of the aviation sector in Europe;
- communicate on the comprehensive European measures in place to mitigate the impact of the aviation sector on the environment;
- support performance-based regulation by monitoring the impact following implementation;

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<sup>3</sup> Article 87 of EU Regulation 2018/1139

- facilitate reaching measurable objectives and outcomes;
- frame strategic discussions on prioritisation of future work and associated resources, and improve coordination across borders and across sectors (e.g. policy-making and regulation, research, manufacturing, air traffic management, airports, airlines, fuel producers);
- use and develop robust modelling capabilities and data streams to support the agreed Performance Indicators and subsequent Regulatory Impact Assessments of proposed policies;
- provide recommendations, based on the information and analysis within the EAER, on any needs to improve the level of environmental protection in the area of European civil aviation; and
- reach out and engage a wide audience (e.g. public, policymakers) through the use of ‘plain English’ that is easy to understand.

2.3 As well as an overview of the historic and forecasted environmental performance of the aviation sector at the European level, and the latest science understanding on aviation environmental impacts, the EAER covers various mitigation topics including:

- technology and design;
- sustainable aviation fuels;
- air traffic management and operations;
- airports; and
- market-based measures.

2.4 The EAER website also allows users to access information on a thematic basis in terms of noise, air quality and climate change, as well as download the data underpinning the report.

2.5 Transparent and robust data streams are critical in order to assess the effectiveness of implemented mitigation measures and to monitor progress towards achieving future environmental policy objectives and industry goals. Transparency also supports informed decision-making by all stakeholders including policymakers, industry, investors and the general public. Indeed, the EAER often serves as basis for academic works, specialised publications and public communication.