

COLLOQUIUM ON ENVIRONMENTAL ASPECTS OF AVIATION

(Montreal, 9 - 11 April 2001)

BACKGROUND INFORMATION PAPER

AIRCRAFT ENGINE EMISSIONS — DEVELOPMENTS SINCE CAEP/5

(Presented by the Secretariat)

SUMMARY

This background information paper summarizes Council action on the CAEP/5 recommendations and the Council's preparations for the Assembly Session in September/October 2001.

1. COUNCIL ACTION ON CAEP/5 RECOMMENDATIONS

1.1 CAEP/5 made four recommendations in the emissions field: on information regarding the environmental benefits of CNS/ATM systems implementation; on operational opportunities to minimize fuel use and reduce emissions; on the use of market-based options to limit or reduce emissions; and on a CAEP Action Plan on Emissions.

1.2 On 9 March 2001, the ICAO Council reviewed the CAEP/5 Report, taking into account comments received from the Air Navigation Commission (ANC) and the Air Transport Committee (ATC).

1.3 As recommended by CAEP/5, the results of CAEP's work on a methodology for estimating the **environmental benefits of CNS/ATM systems implementation** were presented to the fourth meeting of the ALLPIRG¹/Advisory Group (ALLPIRG/4) in February 2001. ALLPIRG/4 supported the inclusion of information on these benefits in the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750), after review by the Secretariat, and developed recommendations to help support the expansion of the methodology to other areas of the world. The Council subsequently noted that the action recommended by CAEP/5 had been taken. The Secretariat has since proposed a specific chapter on the environmental benefits of the CNS/ATM systems implementation for inclusion in the revised version of the Global Plan. The revised document will be submitted for the consideration of the ANC and the Council in May/June 2001.

1.4 Concerning **operational opportunities to minimize fuel use and reduce emissions**, the Council approved the recommendation from CAEP/5 that the guidance material prepared by CAEP on industry

¹All Planning and Implementation Regional Groups

practices be published in the form of an ICAO Circular. As part of the new CAEP work programme, a series of seminars to help disseminate this information is being planned.

1.5 Concerning the **use of market-based options to limit or reduce emissions**, CAEP/5 proposed elements for inclusion in an Assembly resolution for adoption by the 33rd Session of the Assembly in September/October 2001. The Council requested the Secretary General to prepare a draft Assembly Resolution taking these proposed elements into account, for consideration by the Council in June 2001. However, the Council did not agree with one of the proposed elements, which would have changed the status of the *Council Resolution on Environmental Charges and Taxes* of 9 December 1996².

1.6 As recommended by CAEP/5, the Council noted the **CAEP Action Plan on Emissions**, which CAEP had developed to serve as a road map for its continuing activities in this area. As guidance to CAEP, the Council indicated that it should place special emphasis on the use of technical solutions to solve the environmental problem of aircraft engine emissions, while continuing its consideration of market-based options.

1.7 The Council also approved the new CAEP work programme proposed by CAEP/5, and CAEP working groups have since started organizing their activities accordingly.

2. PREPARATIONS FOR THE ASSEMBLY

2.1 The Council at its next session in June will be preparing reports for the Assembly in September/October. In doing so, it will be drawing on the results of CAEP/5, the outcome of this Colloquium and any other relevant developments in the emissions field.

2.2 In particular, the Council is required to propose to the Assembly an updated text to replace Assembly Resolution A32-8: *Consolidated statement of continuing ICAO policies and practices related to environmental protection*. In this connection, the Council is expected to develop new text to update Appendix H (*Environmental charges and taxes*)³, taking into account the ideas developed by CAEP/5 (see paragraph 1.5 above).

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²This Council Resolution is summarized in BIP/5, paras 4.3 to 4.5.

³Appendix H of Assembly Resolution A32-8 is in BIP/2.