



Airlines for America[®]
We Connect the World

JITI Aviation Workshop on the ICAO CORSIA: A View from the U.S. Airlines

Nancy N. Young – Vice President, Environmental Affairs

January 27, 2017

Overview

- » **About Airlines for America**
- » **Aviation's Strong Greenhouse Gas Emissions Record**
- » **Industry & ICAO Action – the Context for CORSIA**
- » **Industry's Commitment**
- » **A Call to Governments**



About Airlines for America (A4A)

Association Representing Major North American Airlines

» A4A's Board-Approved Mission:

“Airlines for America (A4A) vigorously advocates for America's airlines as models of safety, customer service and **environmental responsibility**; and as the indispensable network that drives our nation's economy and global competitiveness.”

» A4A is a Key Member of the Air Transport Action Group (ATAG)

- Cross-industry, global aviation group supporting aviation infrastructure, climate action and sustainable development

Aviation Has a Strong Fuel Efficiency/GHG Record But We Understand There Are Concerns . . .

» Aviation Is a Relatively Small Contributor . . .

- Domestic U.S. commercial aviation = 2% GHGs (source: EPA)
- Worldwide aviation = 2% man-made CO₂ (source: IPCC)

» And We Have a Strong Record . . .e.g., U.S. Airlines:

- Improved fuel efficiency ~120% between 1978 and 2015
- 6% less CO₂ in 2015 v. 2000, but 24% more passengers & cargo

» Key Concern: Potential Emissions Growth

» The Global Aviation Industry Is Addressing This Together – with ICAO, Governments & NGOs

Means of Reducing Greenhouse Gas Emissions

Fuel Efficiency and Alternative Fuels

» Technology (aircraft and fuel)

- Invest in newer aircraft/fleet enhancements (e.g., winglets)
- R&D for breakthroughs in engines and airframes
- Sustainable alternative aviation fuels



» Operations

- Weight reduction; maintenance (e.g., engine wash)
- Operational procedures within existing ATM



» Infrastructure

- Air traffic modernization/NextGen



Economic & Environmental Interests in Pursuing These Measures Align
Fuel is a large and volatile cost center

Positive Incentives Can Help . . .

» **By Stimulating Research, Development and Technology Deployment**

» **But Harmful, Punitive Economic Measures Have Been Proliferating . . .**

- European Union Emissions Trading Scheme (EU ETS)
- Proliferation of taxes and charges

ATAG analysis shows over \$7 billion in emissions charges (some are purported as such) already in effect



A4A/ATAG Global Aviation Climate Action

A Better Way Forward, Together

1. Aviation-Specific Emissions Targets

2. Key Focus on Technology (Including Sustainable Fuels), Operations & Infrastructure Measures

3. International Framework under the International Civil Aviation Organization (ICAO) – Historic Agreements Reached in 2016

- ICAO CO₂ certification standard for future aircraft
 - ICAO global market-based measure (GMBM), the “Carbon Offsetting & Reduction Scheme for International Aviation,” as a “gap-filler”
-



A4A/ATAG & ICAO Goals Are Aggressive

And Address the Key Concern: Potential Growth in Emissions

1.5%
IMPROVEMENT IN
FUEL EFFICIENCY
PER YEAR

ICAO MEMBER STATES
HAVE A 2% ANNUAL
FUEL EFFICIENCY GOAL

STABILISE NET CO₂
EMISSIONS FROM
THE SECTOR AT
2020
LEVELS THROUGH
CARBON-NEUTRAL
GROWTH

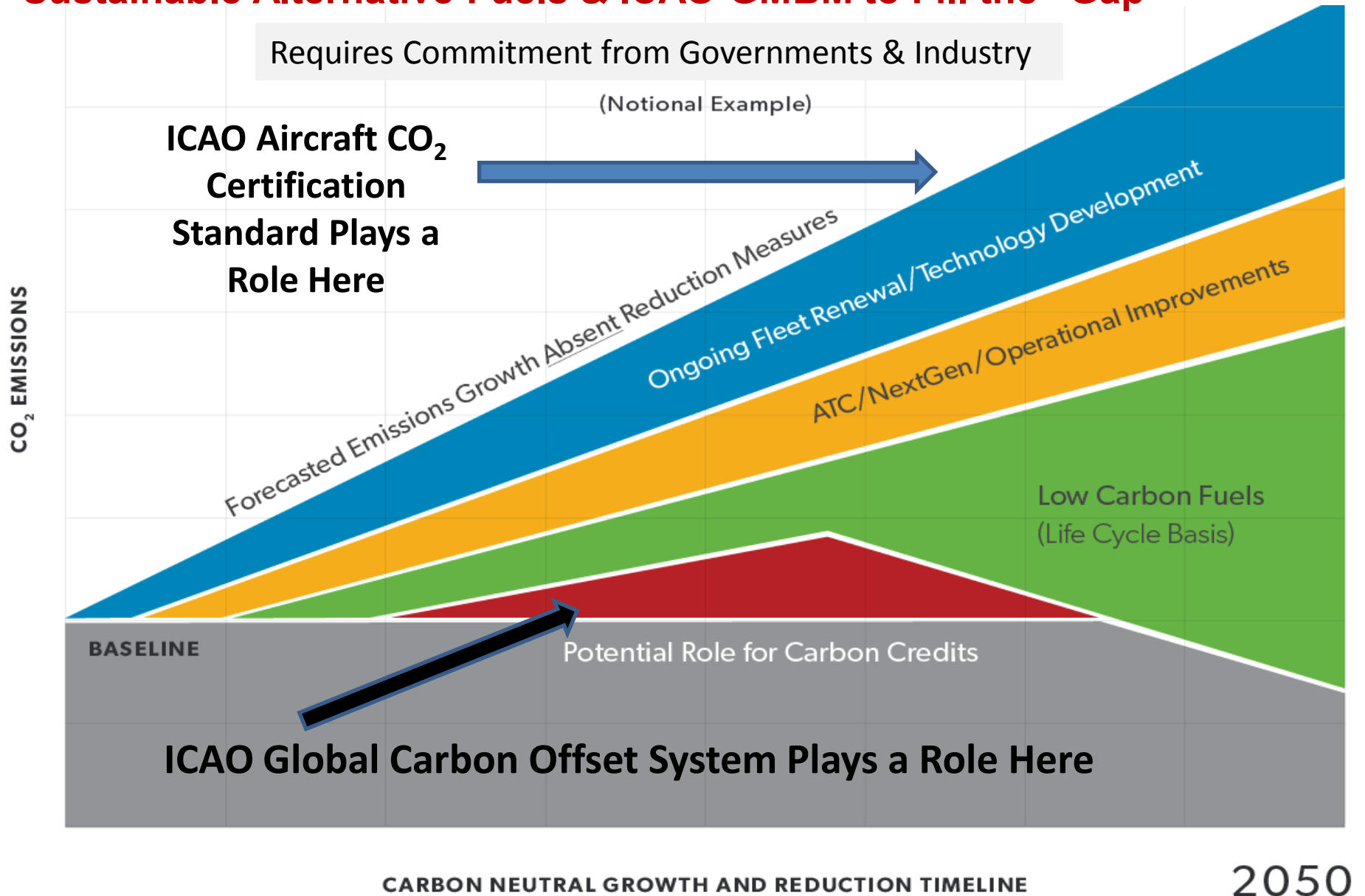
ICAO MEMBER STATES
HAVE ADOPTED AS AN
ICAO GOAL

-50%
CO₂ EMISSIONS
FROM AVIATION BY
2050 (2005
BASELINE)

INDUSTRY
ASPIRATIONAL GOAL:
NO ICAO GOAL YET



Aviation & Climate Change: Technology, Operations, Infrastructure, Sustainable Alternative Fuels & ICAO GMBM to Fill the “Gap”



The Industry Remains Committed

- » **Leading Role in the Development & Deployment of Sustainable Alternative Aviation Fuels**
 - e.g., Commercial Aviation Alternative Fuels Initiative (CAAFI)
 - » **Working on Additional Technology, Operations & Infrastructure Advances**
 - » **Supported Adoption of the ICAO CO₂ Certification Standard for Future Aircraft**
 - » **Despite the Expected Costs, Supported Development of CORSIA; Continuing to Support Work on Implementation**
-

The Industry Is Committed, But We Need ICAO and Government Support in Key Areas

- » **Continuing Support for Commercially-Viable, Sustainable Alternative Aviation Fuels**
 - e.g., U.S. FAA is a core CAAFI sponsor
- » **Research and Development Funding Support for Additional Technology, Operations & Infrastructure Advances**
 - e.g., U.S. Continuous Lower Energy Emissions & Noise Program
- » **Country-Specific Implementation of the ICAO CO₂ Certification Standard for Future Aircraft**
 - e.g., U.S. in process of implementing; but change in Administration
- » **Key Issues in CORSIA Implementation (see next slide)**

Key Issues with CORSIA Implementation

What We Need for Success

- » **Governments Must Remain Committed**
 - » **Timely Completion of the Standards and Recommended Practices (SARPs) and Guidance to Support Implementation**
 - » **Broad Access to the Carbon Market**
 - » **Individual Governments Must Ensure Fair Implementation**
 - » **Preemption of Unilateral Market-Based Measures on International Aviation**
-



If You Want to Feel Good About the Future, Look Up!



Airlines for America[®]
We Connect the World

www.airlines.org

