

Welcome!

Welcome to the second of our new-look Sustainable Aviation newsletters. The main feature in this issue is an article on the Cancun Climate Change Summit, by Jonathon Counsell, Head of Environment at British Airways.

The SA Comms Group includes BATA, AOA, A|D|S, BAA, Virgin Atlantic, Airbus, Rolls-Royce and NATS. If you would like to be more involved, please drop me a note.

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Cancun Climate Change Summit

After the anti-climax of last year's Copenhagen Climate Change Summit, there were no great expectations for achieving any significant results at this year's Summit in Cancun.

However, despite the low likelihood of any key decisions being made, there were still significant risks for the aviation industry as we have been targeted as a key potential source of funds to support developing countries in coping with the effects of climate change. Indeed, Finance was one of the key areas targeted for negotiation at Cancun particularly following the recently published report by the group established by Ban Ki-Moon looking at Climate Change Finance. This group was tasked with identifying potential sources of the \$100bn per year of financing promised at the Copenhagen summit to be paid from developed to developing countries by 2020. The report included recommendations for a global tax on aviation with the potential to raise up to \$6 bn per year from our industry.

To counter this threat and to ensure that the International Civil Aviation Organisation (ICAO) maintained the mandate for developing climate change regulation for the sector, IATA organised a delegation of industry representatives to lobby Government officials – I was fortunate to be a part of this delegation during the final week of the negotiations.

To give you a sense of scale of the summit, in total there were over 25,000 delegates including a mix of government officials, NGO representatives and industry attendees. The summit was held over two main sites – the official negotiations taking place at an enormous 3000 room coastal resort complex called the Moon Palace with the equally enormous Cancun Conference Centre hosting all the NGO and industry side-events and stands. Each day there were well over 200 separate streams of scheduled negotiation activity.

Despite the customary slow start to the summit, to everyone's surprise and delight at the eleventh hour an overall deal was agreed and, while this fell short of being a legally binding agreement to drive carbon emission reductions, it does form a credible platform for more robust commitments in the next 12 months.

There was also good news for aviation as ICAO continues to maintain the mandate for developing aviation's carbon regulation proposals and no taxes were imposed on the industry. But we need to ensure we keep up our lobbying efforts as there will be significant pressure during 2011 to conclude sources of the \$100bn per year climate fund – and there is no doubt that aviation will still be seen as a potential source of these funds.

Submitted by Jonathon Counsell, Head of Environment, British Airways



DFT AVIATION POLICY CONSULTATION

The Secretary of State for Transport has announced his intention to develop a 'new aviation policy framework'. The first public step will be the publication of a 'scoping document' early next year, which will set out the important strategic questions the government needs to answer as it develops a policy framework for the next 15 to 30 years.

DfT are currently engaged in an informal initial engagement strategy with key stakeholders, seeking views on the key questions for the scoping document, together with the reasons why those questions are important. There will be consultation on the scoping document in 2011, and also on the draft policy framework (a 'Sustainable Aviation Strategy') itself when that is published in March 2012. Formal conclusions from that consultation will be published in early 2013 and this new document will not be an Air Transport White Paper or a National Policy Statement or indeed be specific about plans for individual airports. It might however make some judgement about whether more capacity is needed and set out the conditions under which this might be acceptable

SA INTERDEPENDENCIES PAPER PUBLISHED

Sustainable Aviation has published a 21 page paper exploring the nature of interdependencies between aviation's emissions of CO₂, NO_x and noise, focusing on technological, operational and regulatory issues. The paper also considers trade-offs against capacity and identifies situations in which measures to reduce noise can increase fuel-burn and circumstances in which measures to reduce fuel-burn may present challenges to meeting noise and NO_x regulations.

The paper was developed and written by a team comprising a range of SA signatories including Rolls - Royce, Airbus, NATS, BA, BAA and ADS in order to develop a better understanding across the industry and wider stakeholder community of these trade-offs.

It can be downloaded from the SA website:

<http://www.sustainableaviation.co.uk/images/stories/key%20documents/sa%20inter%20dependencies%20sep%202010.pdf>

If you would like to contribute an article for inclusion in a future issue, please contact the Editor.

Sustainable Aviation is a coalition of UK airlines, airports, aerospace manufacturers and air navigation service providers working together to address the future sustainability of the aviation industry.

Sustainable Aviation Signatories: ADIS, Airbus UK, Airport Operators Association, BAA (Heathrow, Stansted, Aberdeen, Southampton, Glasgow and Edinburgh), BAE Systems, Belfast City Airport, Birmingham International Airport, bmi, Bombardier Aerospace, Bristol International Airport, British Air Transport Association, British Airways, Cobham, Doncasters, easyJet, Farnborough Aerospace Consortium, Flybe, London Gatwick Airport, GE Aviation, Glasgow Prestick Airport, GKN, Goodrich, Leeds Bradford Airport, London City Airport, MAG (Manchester, Humberside, East Midlands, Bournemouth), Marshall Aerospace, Meggitt, Messier Dowty, Monarch, NATS, Newcastle International Airport, Peel Group (Liverpool John Lennon, Durham Tees Valley, Robin Hood Doncaster Sheffield), Qinetiq, Rolls-Royce, TBI Group (London Luton, Belfast International, Cardiff International), Thomas Cook, TUI Travel, Virgin Atlantic, West of England Aerospace Forum

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