



Sustainable Aviation

A Manifesto for Copenhagen

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

Signatories to Sustainable Aviation

Airlines: British Air Transport Association, British Airways, bmi, easyJet, Flybe, Monarch, Thomas Cook, TUI Travel, Virgin Atlantic.

Airports: Airport Operators Association: BAA (Heathrow, Gatwick, Stansted, Aberdeen, Southampton, Glasgow and Edinburgh); MAG (Manchester, Humberside, East Midlands, Bournemouth); TBI Group (London Luton, Belfast International, Cardiff International); Peel Group (Liverpool John Lennon, Durham Tees Valley, Robin Hood Doncaster Sheffield); Belfast City; Birmingham International; Bristol International; Glasgow Prestwick; Leeds Bradford; London City; Newcastle International.

NATS

A|D|S, advancing UK Aerospace, Defence & Security industries: Airbus UK, BAE Systems, Bombardier Aerospace, Cobham, Doncasters, Farnborough Aerospace Consortium, GE Aviation, GKN, Goodrich, Marshall Aerospace, Meggitt, Messier-Dowty, QinetiQ, Rolls-Royce, West of England Aerospace Forum.

www.sustainableaviation.co.uk

SUSTAINABLE
AVIATION 



The UK aviation sector, represented by Sustainable Aviation, recognises the urgent need for the world community to address the challenge of climate change. Sustainable development worldwide also relies on access to aviation which should remain safe and affordable in order to ensure mobility on an equitable basis to all elements of society.

The international community has a shared interest in ensuring that aviation can continue to deliver vital social and economic benefits, whilst addressing its impact on the global climate. The Copenhagen process presents a unique opportunity for broader cooperation between Governments and the aviation sector to address this challenge. ICAO must continue to play a key role.

Our position

CO₂ emissions from international aviation should be included in a post-Kyoto global climate change agreement through a global sectoral approach, or deal, under which they would be treated as an indivisible sector total and not apportioned to individual States. Collectively, the industry bodies IATA, CANSO, ACI and ICCAIA have committed to reducing aviation's net CO₂ emissions by at least 50% by 2050.

SA's Manifesto for Copenhagen

To support a Global Sectoral Deal for aviation which must:

- **be based on global targets for CO₂ emissions from aircraft, consistent with ICAO's recommendation**
- **be based on full and open emissions trading**
- **incentivise airlines to purchase sustainable low-carbon aviation fuels that offer net carbon reductions over their full life cycle**
- **replace local, national and/or regional measures with a single, global framework which will ensure that aviation emissions are accounted for only once, whether from domestic or international activities, with no duplicative measures**
- **look to establish an appropriate internationally-recognised life-cycle carbon model and sustainability standard, as well as monitoring, reporting and verification procedures to be established to acknowledge the lower life-cycle carbon footprints of these fuels.**
- **require Governments to establish the right legal and fiscal frameworks to facilitate and increase investment in the research and development of new technology designs for aircraft and aircraft engines, development of low carbon sustainable alternative fuels, and longer term options such as improvements in airspace management**
- **ensure that any revenues from economic measures should be clearly earmarked for environmental purposes**
- **give ICAO a clear mandate and timetable for developing and implementing the detail of such an approach**

We Contend

- Emissions trading ensures that aggressive emissions cuts are achieved, either through cutting emissions further within the aviation sector or paying other sectors that are able to reduce emissions at lower cost. Through trading, the abatement efforts are shared between sectors of the economy in the most cost-effective manner. The idea that all sectors must make the same absolute contribution misses the point of using emissions trading to find the most cost-effective share of effort.
- Access to global carbon markets is critical to achieving the deep cuts necessary in overall global emissions, by establishing a carbon price that will influence future investments in technology and consumer decisions.
- SA supports the development only of bio-derived fuels that satisfy the following criteria: demonstrate significantly lower life-cycle carbon footprint than conventional aviation fuel; do not cause deforestation or the loss of high-value ecosystems; do not compete with food production for land or freshwater; retain social and economic benefits in the communities in which they are produced.
- Maintaining the UK's world class capability is important because technology has the potential to reduce global aviation's emissions on a scale far greater than policy focusing exclusively on UK aviation emissions.
- Taxes, levies and charges, at either national or international levels, targeted at air transport are environmentally ineffective; they do not bring aviation within an absolute multi-sector cap and they severely undermine the sector's ability to invest in further emissions reduction technology, operations and infrastructure measures.
- International aviation does not fit within traditional geographical definitions; its business is carried out in international airspace and across national borders. Airlines from developing countries compete equally with their counterparts from developed countries in international passenger and cargo markets. Unilateral, regional, or indeed any type of differential climate change policy is inappropriate to this industry.
- In most air transport markets, a journey can be completed by a range of routing options, both direct and indirect. When aviation climate policies are applied to some, but not all, flight stages this will lead to carbon leakage, when passengers shift to carriers that can service the same market but avoid most or all of the costs associated with the policy. And the emissions simply move elsewhere.