



Aviation and Climate Change: The Views of Aviation Industry Stakeholders

Executive Summary

February, 2009



Aviation in the United States is a vital part of the economy, providing millions of jobs, linking communities and the world, and making commerce possible. All U.S. aviation combined contributes only about 3 percent of U.S. greenhouse gas (GHG) emissions, and has vastly improved the efficiency of airplanes even as passenger and cargo traffic has grown six-fold over the past 40 years. The industry is committed to address its role in climate change, but progress requires government as an active partner.

The following general guiding principles should frame the debate on aviation and climate change:

- **Cost-benefit analysis:** Potential benefits of regulation should be weighed against the cost to the economy, jobs, communities and the transportation system.
- **Central framework:** Aviation cannot be subject to different environmental rules in different jurisdictions; federal pre-emption must be maintained.
- **International dimension:** Aviation requires global solutions. As agreed by treaty, the integrity of international aviation depends on international standards set by the International Civil Aviation Organization (ICAO).
- **A comprehensive energy policy:** Climate change policy must be developed in the context of an energy policy that expands access to domestic energy supplies in an environmentally responsible manner and promotes conservation, efficiency and alternative fuels.
- **Science-based debate:** The discussion should be based on sound science and fact. While aircraft emit only one of the GHGs currently covered by international treaty, carbon dioxide, the industry supports more research on the effects of other non-carbon GHGs in aviation.

Any measures to address aviation and climate change should be based on the following principles:

- **Air traffic control (ATC) modernization:** The Administration and Congress should work to accelerate the FAA's NextGen plan to modernize our antiquated ATC infrastructure; this is vital to safety and efficiency and can bring significant reductions in GHG emissions.
- **Technology and research:** Industry is driven by customer demand and market forces to develop and deploy improvements to airframes and engines. The government should significantly increase aeronautics research funding to nurture at the pre-competitive level new technologies that can further lower GHG emissions.



- **Alternative fuels:** Industry is partnering with government to drive the research, development and deployment of commercially viable, environmentally friendly alternative jet fuels as well as an unleaded fuel for general aviation.
- **Operational measures:** Aviation has vastly increased the efficiency of its operations to minimize GHG emissions; widespread use of GHG-saving navigation procedures such as continuous descent approaches (CDA) awaits ATC modernization.
- **Ground infrastructure investment:** More infrastructure investment is required to address shortcomings at our busiest airports and improve operational efficiency.
- **Economic measures:** Positive incentives can add to the industry's efforts, but fees, charges or taxes, whether direct or indirect, are counterproductive. Should any climate change measures raise revenues, such revenues must be reinvested into initiatives that reduce aviation's GHG emissions.

Signatories, February 17, 2009

1. Aerospace Industries Association (AIA)
2. Air Carrier Association of America (ACAA)
3. Aircraft Owners and Pilots Association (AOPA)
4. Air Line Pilots Association, International (ALPA)
5. Airport Consultants Council (ACC)
6. Airports Council International – North America (ACI-NA)
7. Air Traffic Control Association (ATCA)
8. American Association of Airport Executives (AAAE)
9. Cargo Airline Association (CAA)
10. Experimental Aircraft Association (EAA)
11. General Aviation Manufacturers Association (GAMA)
12. Helicopter Association International (HAI)
13. International Air Transport Association (IATA)
14. National Agricultural Aviation Association (NAAA)
15. National Air Carrier Association (NACA)
16. National Air Traffic Controllers Association (NATCA)
17. National Air Transportation Association (NATA)
18. National Association of State Aviation Officials (NASAO)
19. National Business Aviation Association (NBAA)
20. Regional Airline Association (RAA)