



PRESS RELEASE

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Air transport industry calls for collaborative environmental action

18 March 2005, Geneva: For the first time ever, over 300 global aviation leaders and experts representing all industry disciplines, have come together to discuss ways to further improve the industry's environmental performance.

The inaugural Aviation & Environment Summit co-organised under the umbrella of the Air Transport Action Group (ATAG) – with Airports Council International (ACI), the Civil Air Navigation Services Organisation (CANSO), the International Air Transport Association (IATA) and the International Coordinating Council for the Aerospace Industries Association (ICCAIA) – provided a unique opportunity for airlines, airports, air navigation services providers and manufacturers to jointly define recommendations to ensure a fair balance between economic benefits, social development and environmental responsibility.

According to Philippe Rochat, Executive Director of ATAG: "Air transport makes a unique contribution to the development of our global society. It facilitates trade and tourism, brings people and cultures together and sustains millions of jobs all around the world. Working together is the best way for the air transport industry to continue to serve society and simultaneously minimise its environmental impact".

Building on its impressive environmental record, which includes a 70% reduction in noise and emissions at source during the past 40 years, the aviation industry reaffirmed its commitment to work in partnership to:

- further develop and use **new technologies and operational procedures** aimed at minimising noise, fuel consumption and emissions;
- share and voluntarily apply **best environmental practices**; and
- establish and build **constructive dialogues with local communities** and authorities around airports to ensure that their needs and expectations are duly taken into consideration.

Summit participants also urged governments to actively contribute to industry efforts and commitments by:

- adopting and implementing **effective land-use management** policies in the vicinity of airports;
- working with airports and air navigation service providers to **ensure environmentally-responsible airport expansion and air route efficiency**; and
- **continuing to work through the International Civil Aviation Organization (ICAO)** to develop effective and efficient policies to address the environmental impacts of aviation.

Plans are already underway to hold the second Summit in March 2006. In the meantime, Philippe Rochat concluded: the aviation industry is dedicated to proactively sustaining and broadening communications with all its partners.

Further information on the Summit including the programme, speaker presentations, etc. is available on www.environment.aero. For further information, please contact:

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ANNEX TO PRESS RELEASE

Aviation's economic, social and environmental performance

Aviation provides vital economic and social benefits

- ❑ Aviation provides the only worldwide transportation network, which makes it essential for global business and tourism. It plays a vital role in facilitating economic growth, particularly in developing countries.
- ❑ Over 28 million people work directly or indirectly for the industry.
- ❑ Aviation transports 1.8 billion passengers annually. For medium and long-haul passenger travel, there is no alternative to air transport.

Aviation is a highly efficient user of resources and infrastructure

- ❑ Air transport boasts high occupancy rates of 65 to 70% – which is more than double those of the road and rail transportation industries.
- ❑ Modern aircraft achieve fuel efficiencies of 3.5 litres per 100 passenger-km (67 passenger-miles per US gallon). The next generation aircraft (A380 & B-787) target an efficiency of less than 3 litres per 100 passenger-km (78 passenger-miles per US gallon).
- ❑ Air transport entirely covers its infrastructure costs. Unlike road and rail, it is a net contributor to national Treasuries.

Aviation is responsibly reducing its environmental impact

- ❑ Aircraft entering today's fleets are 20 decibels (dB) quieter than comparable aircraft 30 years ago. This corresponds, in practice, to a reduction in individual aircraft noise of 75%.
- ❑ A further 50% reduction in noise during take-off and landing (minus 10dB) is expected by 2020.
- ❑ Aircraft entering today's fleets are 70% more fuel efficient than they were 40 years ago. Carbon monoxide emissions have been simultaneously reduced by 50%, while unburned hydrocarbon and smoke have been cut by 90%.
- ❑ Research programmes aim to achieve a further 50% fuel saving and an 80% reduction in oxides of nitrogen by 2020.
- ❑ Carbon dioxide (CO₂) emissions from aviation are expected to grow at a slower rate than traffic thanks to operational and infrastructure improvements, which have the potential to reduce fuel burn by 8-18%.

