



**HIGH-LEVEL MEETING
ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL FOR
INTERNATIONAL AVIATION CO₂ EMISSIONS REDUCTIONS (HLM-LTAG)**

Montréal, 19 to 22 July 2022

Agenda Item 1: CO₂ emissions reduction scenarios and options for a long-term global aspirational goal for international aviation

**CLIMATE ACTION FROM BUSINESS AVIATION IN SUPPORT OF
INDUSTRY DECARBONISATION**

(Presented by International Business Aviation Council (IBAC),
coordinated by Air Transport Action Group (ATAG))

SUMMARY

This information paper presents action being undertaken by the business aviation sector to address its climate impacts and enable it to contribute to the global aviation industry goal of net-zero carbon emissions by 2050. All sectors of the air transport industry have taken a proactive, collaborative, and ambitious approach to dealing with its climate change impact.

1. COMMITMENT TO CLIMATE ACTION

1.1 In September 2021, following a full review of the Business Aviation Commitment on Climate Change (first issued in 2009), the global business aviation community through the International Business Aviation Council (IBAC) announced its commitment to achieve net-zero carbon emissions by 2050. IBAC joined the collective air transport sector in October 2021 in raising its ambition with a new long-term climate commitment: global civil aviation operations will achieve net-zero carbon emissions by 2050, supported by accelerated deployment of a comprehensive programme of effective emission reduction, energy transition and innovation across the aviation sector and in partnership with governments around the world.

1.2 The industry is determined to continue and accelerate the efficiency improvements and CO₂ emissions reductions that it has achieved so far, but it also understands the climate challenge requires an even greater commitment, including critical partnership with governments and the energy sector.

1.3 All parts of the aviation industry are committed to making the net-zero carbon goal a reality. The business aviation sector is no different and is undertaking a range of measures to reduce its emissions. These efforts are supported by programmes at IBAC.

2. MEASURES TO UNLOCK AVIATION EMISSIONS REDUCTION WITHIN THE BUSINESS AVIATION COMMUNITY

2.1 The global business aviation community has long been mindful of the need to mitigate its impacts on the environment. The sector is known for its innovative, cutting-edge technologies that allow aircraft to fly more efficiently and cleanly. Business aircraft manufacturers first incorporated winglets, glass cockpits, lighter materials, and more aerodynamic structures into their products, all contributing to greater fuel efficiency and reduced carbon emissions.

2.2 In 2018, the business aviation community formed the Business Aviation Sustainable Aviation Fuel (SAF) Coalition to accelerate the use and uptake of SAF within the business aviation sector. The SAF Coalition is comprised of leading business aviation associations, original equipment manufacturers (OEMs), fuel providers, fixed-base operators (FBOs), and other key stakeholders.

2.3 The SAF Coalition seeks to raise awareness of SAF among business aircraft operators through the provision of informational materials, including the Business Aviation SAF Guide (now in its second edition), a set of FAQs in six different languages (distributed at the 2020 ICAO Stocktaking), and an introduction to the concept of “book & claim”.

2.4 In addition to informational materials, the SAF Coalition has also held several educational, in-person and virtual events since 2019, aimed at accelerating demand for and uptake of SAF.

2.5 High-profile demonstrations by the SAF Coalition supported the World Economic Forum (WEF) securing SAF for aircraft departing its Davos meeting in 2020 and obtaining SAF for aircraft traveling to and from the annual European Business Aviation Convention and Exhibition (EBACE) in 2019 and 2022.

2.6 Some business aircraft OEMs have established on their own initiatives to advance SAF uptake by using SAF in test, demonstration, and customer delivery flights.

2.7 Several business aircraft engine OEMs supplement the above activities by testing their engines with a view toward the eventual use of 100 percent SAF.

3. MEASURES TO UNLOCK ADDITIONAL EMISSIONS REDUCTIONS NOT INCLUDED IN THE INDUSTRY GOAL

3.1 At the 40th Assembly of ICAO, IBAC emphasized the importance of SAF in helping the global air transport industry decarbonize (A40-WP/273 refers). In its Working Paper on business aviation activities to raise SAF awareness within the industry, IBAC called on the Assembly to “request that ICAO facilitate and that Member States implement appropriate policies, including incentives, to encourage (i) the production and blending of SAF in greater quantities and (ii) the consumption of SAF by aircraft operators in order for business aviation to make further, meaningful progress toward its long-term, aspirational goal to reduce carbon emissions.” Government partnership in bringing about greater production and use of SAF will be key to aviation’s ability to decarbonize.

3.2 The business aviation sector has therefore actively promoted government policies that incentivize both the production and use of SAF. In 2021, a broad set of stakeholders, including the SAF Coalition, is advocating for the SAF blenders tax credit in the United States. Under the legislation, a \$1.25 per US gallon credit would be made available for each gallon of SAF sold as part of a qualified fuel mixture, if the SAF has a demonstrated life-cycle greenhouse gas (GHG) reductions of at least 50 percent compared to conventional jet fuel. The tax credit increases by one cent, up to a maximum of \$1.75 per gallon, for each percentage point by which the life-cycle emissions reduction of such fuel exceeds 50 percent.

3.3 Business aviation is advocating that evolving policies in Europe take a broader view of aviation SAF needs. While the ReFuelEU proposal is generally welcomed, its current focus would give priority for SAF supply to only so-called “Union Airports”, whose commercial, scheduled passenger numbers are above one million per year and cargo traffic is greater than 100K tonnes. This misses the wider network of airports used by smaller operators, particularly business aircraft operators, rendering them ineligible to benefit fully from the ReFuelEU Aviation proposal. The sector is working with the institutions of the European Union to broaden the benefits of SAF, a critical tool for all of aviation to meet net-zero carbon emissions by 2050.

3.4 Given the approximately 17,000 to 18,000 operators of over 35,000 turboprop and turbojet aircraft around the world (average fleet size of 1.5 aircraft per operator) and given the likelihood that these aircraft operate to only remote, rural, and secondary airports (i.e., not large, commercial airports) where SAF is less likely to be available, the business aviation sector places a high level of importance on the establishment of a transparent, credible book-and-claim system for the purchase and environmental-reductions benefits of SAF.

3.5 The Council on Sustainable Aviation Fuels Accountability (CoSAFA) is a not-for-profit entity comprised of aviation industry associations, including IBAC, with a mission to develop a book-and-claim system – an orderly, global approach to providing the necessary transparency for multi-party SAF transactions. CoSAFA seeks to establish standards that will ensure transactional transparency, preventing double-counting of emissions savings and other potential accounting questions that could undermine market confidence and investments in the environmental benefits of SAF production and use.

3.6 Recognising that many stakeholders within the civil aviation sector are eager to incorporate SAF into their operations, the organizers of CoSAFA have identified the need for a system to efficiently match SAF supplies with demand, track chain of custody and use with transparency, and ensure consistency with environmental and sustainability criteria. The standards of practice to be established by CoSAFA will be publicly available for voluntary use by any party within the aviation sector, including entities that supply fuel and related services to said sector, and open to scrutiny by governments to demonstrate its transparency and accountability.

3.7 The business aviation sector has launched a voluntary, industry-wide sustainability standards program. Introduced by the European Business Aviation Association (EBAA), the Standards & Training for Aviation Responsibility and Sustainability (S.T.A.R.S.) Program is an initiative set in motion by young business aviation professionals from across Europe. It will provide best practices for business aircraft operators to address environmental and social issues, aligned with the U.N. Sustainable Development Goals.

3.8 S.T.A.R.S. is designed to support, train, and certify organizations across the business aviation value chain, including aircraft operators, ground-handling providers, FBOs, brokers, maintenance facilities, law firms, and financiers. It will help facilitate the sharing of best practices, provide educational resources, and build private and public partnerships both within and outside the business aviation industry. Ultimately, S.T.A.R.S. will be a three-tier set of standards and will be linked to IBAC’s global, voluntary codes of best safety practices for operators and ground handlers, IS-BAO and IS-BAH, respectively.

4. ACTIONS BY INTERNATIONAL BUSINESS AVIATION COUNCIL TO ASSIST MEMBERS’ CLIMATE ACTION

4.1 As part of the “basket-of-measures” to bring about the industry’s decarbonization in line with the BACCC goals, in particular the medium-term aspirational goal of carbon-neutral growth from 2020, carbon offsetting will play a role in efforts by the aviation industry—recognized as a hard-to-abate sector—to

contribute to global decarbonization while the availability of SAF and new technologies grow to make meaningful emissions reductions. IBAC has therefore established a carbon-offsetting platform, IBAC EX, tailored to the needs of small business aircraft operators who wish to participate in climate action through such a measure now. It encourages voluntary offsetting as well as offers CORSIA-eligible offsets.

4.2 Small operators, by definition, do not necessarily have a wide range of resources available to them. To support the climate-action efforts of such operators, IBAC has placed an “emissions calculator” on its Web site, allowing business aircraft operators to map their aircraft emissions in a simple manner. The calculator, supplied by a well-known, leading business aviation service provider, includes operational data for hundreds of makes and models of business aviation fixed- and rotor-wing aircraft, forming the basis for operators’ efforts to understand their emissions.

5. CONCLUSION

5.1 Civil aviation is a critical activity for the global economy. It represents about two percent of carbon emissions, and the business aviation sector represents about two percent of that total. Nonetheless, business aircraft operators are committed to achieving net-zero carbon emissions, as outlined in the BACCC and the IBAC Declaration in September 2021, while continuing their important economic, social, and humanitarian missions. The business aircraft operator community calls on governments and other stakeholders to join us and the broader air transport sector in embarking in partnership on this more challenging journey to achieve net-zero carbon emissions by 2050.

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