News Release

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Sustainable Aviation unveils path to future lower air travel CO_2 emissions

UK's leading aviation environmental body today projects how CO_2 emissions from air traffic will fall back to 2000 levels by 2050 despite continued growth in number of flights.

Sustainable Aviation (SA) has today (Friday) published its first report mapping the industry's carbon dioxide (CO_2) emissions to 2050. The report concludes that CO_2 from all UK civil aviation can return to 2000 levels by 2050, after having reached a peak around 2020, against a background of threefold growth in passenger numbers.

The assessment takes into account the UK air transport market maturity and efficiencies that are expected from new airframe and engine technology, cutting edge air traffic management and operations, as well as the development of sustainable fuels. In making this assessment no allowance is made for the additional contribution to CO_2 reductions that will be achieved through airlines' participation in international emissions cap and trade schemes, the details of which have yet to be fully defined.

The report highlights that:

- Improvements in current airframe and engine design plus new technologies such as blended wing bodies and open rotor engines are expected to reduce CO_2 emissions by 62 per cent compared with a 'constant technology' baseline.
- A further 10 per cent reduction is envisaged from improved air traffic management and operations that will be delivered by 2020.
- Lower carbon alternative fuels are expected to provide a further 10 per cent reduction in CO_2 emissions from 2030, following a period of increasing deployment from 2020.
- Given these initiatives, overall absolute levels of CO_2 from UK aviation are expected to be brought back down to 2000 levels by 2050

Ian Godden, Chief Executive of the Society of British Aerospace Companies, said:

"This report demonstrates how aviation in the UK can be sustainable environmentally as well as economically. By 2050 demand for air travel in the UK will have grown considerably but, through a combination of measures, it is projected that CO_2 emissions will have returned to the same level as in 2000. Furthermore, this does not take into account the additional contribution to carbon dioxide reductions that will be achieved through airlines' participation in international emissions cap and trade schemes.

"The UK industry - airlines, manufacturers, airports and air traffic management - have all come together to present innovative solutions that will ensure that this growth in aviation in future can be delivered without a long term rise in carbon dioxide emissions.

"This report demonstrates how new technology, more efficient operations and an increasing contribution from sustainable non-fossil fuels can ensure that the industry's proud track record on fuel efficiency is maintained and extended to meet the new low-carbon challenges of the 21st century."

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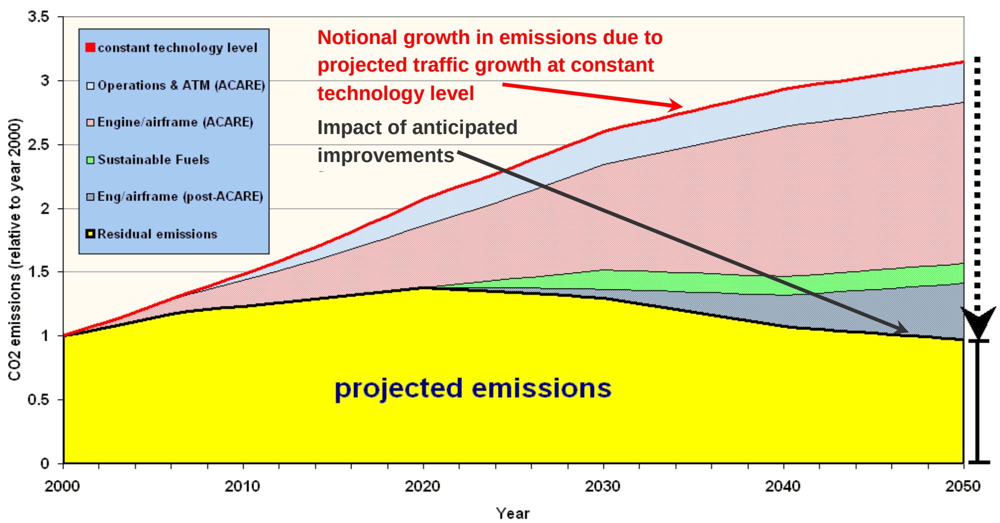
Tony Wood, President Gas Turbine Services at Rolls-Royce, said:

"Rolls-Royce is committed to reducing the environmental impact of air travel and achieving the ACARE goal of a 20 percent reduction in engine fuel burn by 2020 compared to 2000 levels. The latest Trent engines are the cleanest and quietest we have ever produced and we are confident that further reductions are possible through the innovative new technologies we are developing. Rolls-Royce is working with the UK aerospace industry to ensure we are part of the solution to climate change."

Danny Bernstein, Chairman of the Sustainable Aviation initiative and of Monarch Airlines, said:

"Sustainable Aviation was the first alliance of its kind anywhere in the world when it was established in 2005. Bringing together airlines, manufacturers, air traffic management and airport operators it has continued its groundbreaking work with this report. Flying contributes so much to the UK economy and quality of life through business, family and tourist travel. The industry has now demonstrated how it can deliver these benefits to the nation whilst also meeting the demand for lower-carbon solutions with which to do so."

The projection to 2050 for the UK is set out as follows:



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Notes to Editors:

1. The report is based on forecasts of demand for air travel from the UK Government's Department for Transport and assumptions based on SA contributors' own knowledge of future technology progress, operations and alternative fuels.
2. UK aviation is defined as all flights departing from UK airports.
3. Sustainable Aviation is a long term strategy that sets out the collective approach of UK aviation to tackling the challenge of ensuring a sustainable future for our industry. A world-first, Sustainable Aviation was launched in 2005 and brings together the main players from UK airlines, airports, manufacturers and ATM providers. It published the first Progress Report in 2006 and will continue to deliver on the goals and commitments identified in the strategy, as well as promoting our work both within the UK and internationally. An updated progress report is due for publication in early 2009. SA believes that the use of a combination of measures from each part of the aviation industry is the most effective way to tackle CO_2 emissions from flying. For a full list of SA signatories please go to www.sustainableaviation.co.uk/pages/default/about-us.html.
4. It is not yet possible to define exactly the impact of emissions trading as the final terms of aviation's inclusion in the carbon market in Europe are not yet defined, and a global scheme is not yet in place. However, we expect these to make an additional contribution and to allow aviation to play its role in meeting global carbon reduction targets.
5. The report focuses on emissions of CO_2. For more information on other emissions please see http://www.sustainableaviation.co.uk/images/stories/key%20documents/nonco2papernov08.pdf for a paper on non- CO_2 emissions.
6. Aviation currently makes up 2 per cent of global man-made CO_2 emissions. The UK Government estimates for the UK it is 6 per cent of man-made CO_2 emissions.
7. ACARE is the Advisory Council for Aeronautics Research in Europe. For more information please go to www.acare4europe.com.
8. For more information on Sustainable Aviation and to view the report please go to www.sustainableaviation.co.uk.