



**PRESS RELEASE: LAUNCH OF SUSTAINABLE AVIATION PROGRESS  
REPORT 2006**

**SUSTAINABLE AVIATION POINTS TO A GREENER  
FUTURE**

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UK aviation today publishes its first progress report on the Sustainable Aviation strategy, designed to ensure that aviation can continue to deliver social and economic development and play its part in delivering a more sustainable future.

The Sustainable Aviation strategy, launched in July 2005, sets out 8 Goals and 34 Commitments on diverse sustainability issues such as climate change, noise, local environmental impacts, and social and economic development. All the major names in UK aviation are signatories to the strategy, including Rolls-Royce, Airbus UK, British Airways, BAA, easyJet, Virgin Atlantic, and the Manchester Airports Group.

The signatory companies agreed to publish a progress report every two years, measuring progress towards the Goals. The key points of the 2006 report include:

- Significant progress on emissions trading, supported by strong industry representations to the EU Commission – draft legislation expected later this month
- Carbon offsetting offered to BA and Monarch passengers – more schemes about to be launched
- Support for scientific research into aviation's 'non-CO<sub>2</sub>' effects
- Significant progress towards the targets of 50% reduction in fuel burn and noise, and 80% reduction in NO<sub>x</sub> emissions, for new aircraft in 2020 compared with the equivalent aircraft in 2000.
- Support for the Single European Sky project, with prospect of considerable efficiencies in aircraft routing across Europe
- SA signatory Airlines have published fuel efficiency and CO<sub>2</sub> emissions - a major step towards public information on CO<sub>2</sub> emissions from British airlines
- Creation of climate change and noise abatement Task Groups, designed to accelerate measures to reduce or mitigate the climate and noise impacts of aviation
- Continued investment in air transport and aerospace manufacturing, creating jobs and supporting business investment and tourism in the UK. (Direct air transport employment 186,000, £11.4bn contribution to UK economy. Direct aerospace manufacturing employment 124,000, £30bn of new orders in 2005.)

Commenting on the Progress Report, Danny Bernstein, Chairman of Monarch Airlines and the Sustainable Aviation Council, said:

“Sustainable Aviation is a long term strategy aimed at ensuring the UK aviation industry meets its environmental responsibilities over the years ahead. We are very

pleased that this first progress report is able to show that many of the signatories have risen to the challenges and started to make progress towards achieving them.”

Commenting on the progress made by manufacturers as part of Sustainable Aviation, SBAC Director General, Sally Howes, said:

“Climate change is one of the most significant challenges facing our industry. The UK aerospace industry is facing up to the challenge through intensive research and development of more environmentally friendly engines and more efficient airframes, alternative fuels and better understanding of aerodynamics and advanced materials. The Sustainable Aviation signatories have made important progress in these areas in the past 12 months and this is highlighted in the report”.

Stephen Nelson chief executive of BAA said:

“This is a very encouraging report which reflects the huge effort UK airports are making to curb pollution, whilst supporting the economy and serving our customers. At Heathrow, for example, we’re investing in a Combined Heat and Power plant for the Heathrow Cargo Centre, which will save 11,000 tonnes of CO2 per year. We’re also working with the AOA to expand the Carbon Management Group which has identified savings of 13,000t/CO2 per year over the next 12 months.”

Willie Walsh, chief executive of British Airways, said:

"Sustainable Aviation has played a full part in building support for emissions trading as the most effective way of dealing with airlines' impact on climate change. The European Commission now has a historic opportunity to lead the way by establishing a simple, workable trading scheme for flights within Europe, which can develop into a model for a worldwide system."

## NOTES TO EDITORS

The Sustainable Aviation strategy is available to download from [www.sustainableaviation.co.uk](http://www.sustainableaviation.co.uk)

Signatory companies to Sustainable Aviation are:

Airlines:

British Air Transport Association  
British Airways  
easyJet  
First Choice Airways  
flybe  
Monarch  
Thomas Cook  
Thomsonfly  
Virgin Atlantic

Glasgow, Heathrow, Stansted,  
Southampton)  
Belfast City  
Birmingham International  
Bristol International  
Glasgow Prestwick International  
Leeds Bradford  
London City  
Manchester Airports Group  
(Bournemouth, Humberside,  
Manchester, NEMA)

Air Navigation Service Provider:

NATS

Newcastle International  
Peel Airports (Durham Tees Valley,  
Liverpool John Lennon, Robin Hood  
Doncaster Sheffield, Sheffield City)  
TBI Group (Belfast International, Cardiff  
International, London Luton)

Airports:

Airport Operators Association  
BAA (Aberdeen, Edinburgh, Gatwick,

Manufacturers:

Airbus UK Ltd  
BAE Systems plc  
Bombardier Aerospace, Belfast  
Cobham plc  
Defence Aviation Repair Agency (DARA)  
Doncasters Ltd

Farnborough Aerospace Consortium  
Goodrich Engine Control Systems  
GKN plc  
Marshall of Cambridge Aerospace  
Meggitt plc  
Messier-Dowty Ltd  
QinetiQ  
Rolls-Royce plc  
SBAC  
Smiths Group plc  
West of England Aerospace Forum

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