



ICAO AVIATION EMISSIONS SCHEME EXEMPTS MOST BIZAV OPS

News / Business aviation



The International Civil Aviation Organization carved out small emitters, which includes most business aircraft operators, and light aircraft as it agreed today to a comprehensive market-based measure (MBM) to help curb the aviation industry’s carbon dioxide (CO₂) footprint worldwide. Dubbed Carbon Offset and Reduction System for International Aviation (CORSIA), the plan was adopted along with the global CO₂ standard that was unveiled earlier this year. It is chiefly aimed at airlines and other large operators, calling for a phase in beginning in 2021 with the aim of capping emissions from international flights at 2020 levels.

Importantly for the business aviation community, the CORSIA resolution states that it “does not apply to low levels of international aviation activity with a view to avoiding administrative burden: aircraft operators emitting less than 10,000 metric tons of CO₂ emissions from international aviation per year; aircraft with less than 5,700 kg [about 12,500 pounds] of maximum takeoff mass (MTOM); or humanitarian, medical and firefighting operations.”

NBAA president and CEO Ed Bolen called the small emitters exemptions an important and fundamental part of the agreement, noting that “business aviation is responsible for only a small fraction of total aviation emissions.” The exemptions were developed in coordination with the International Business Aviation Council. Individual countries must implement the programs, which NBAA notes must still take shape. “The next three years will be important, as countries evaluate compliance with the international carbon-offsetting standard,” Bolen said. “We expect that the FAA, which will lead U.S. efforts, will evaluate the impact of the agreement before finalizing plans

that affect U.S. operators.”

IBAC director general Kurt Edwards welcomed the approach for a global standard. “The worldwide business aviation community welcomes the decision by governments at ICAO to establish a single, global carbon-offsetting scheme for international aviation,” he said. “The framework agreed at ICAO will help us meet our collective industry commitments while also taking into account the needs of small operators. Importantly, the global framework means we will avoid a patchwork of multiple measures around the world.”

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