

Canada's Engagement at ICAO's Committee on Aviation Environmental Protection

Presentation to the International Civil Aviation Organization

Mexico City, April 2014



Role and Structure of CAEP

- To undertake specific studies related to control of aircraft noise, gaseous emissions from airplanes and aircraft engines as well as any other environmental issues of concern, as directed by the ICAO Council.
- CAEP comprised of 24 member States, 4 additional observer States and 10 industry and non-government organizations.
- Within the Western Hemisphere, Argentina, Brazil, Canada and the United States are represented.

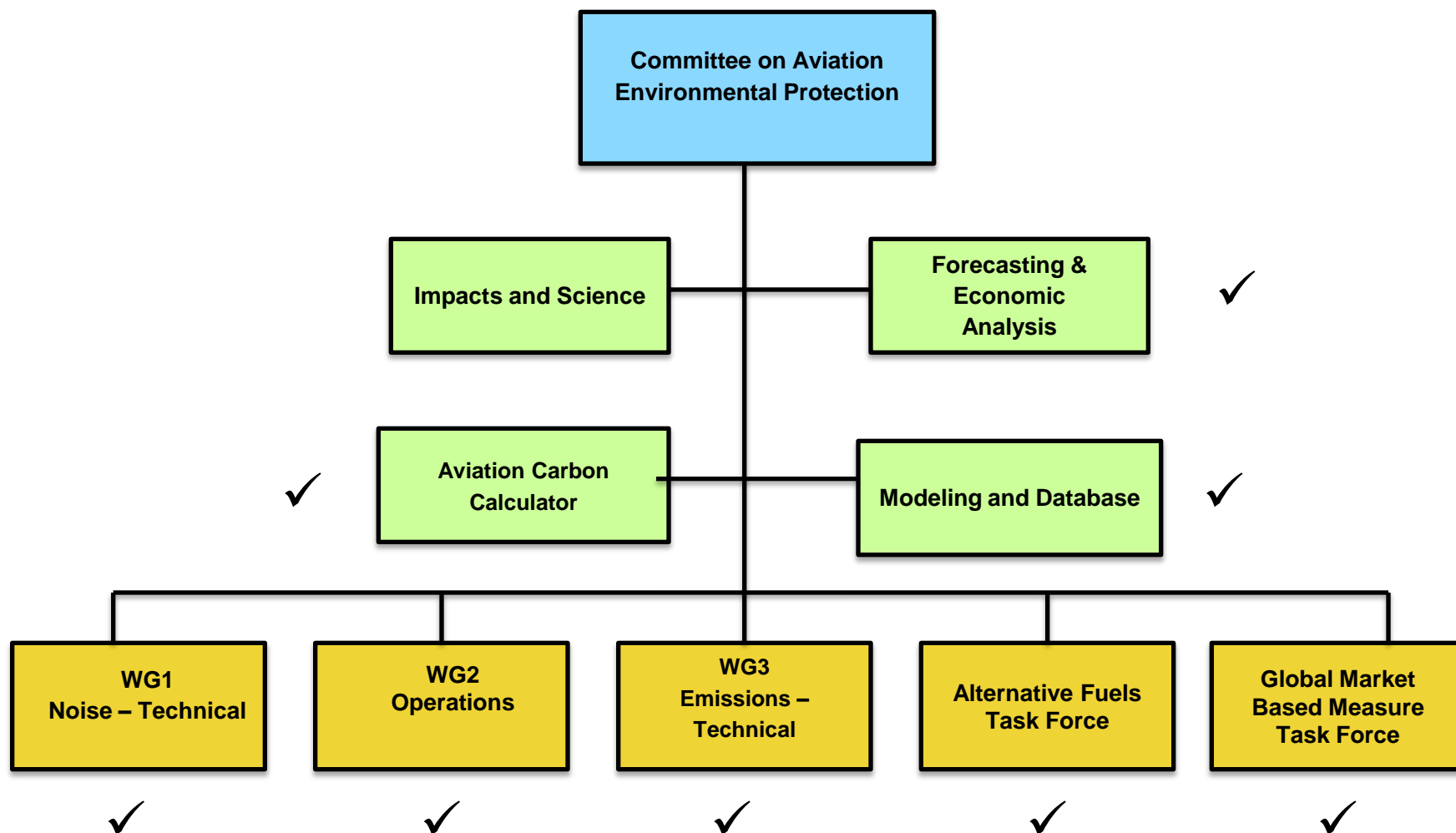
Importance of CAEP to Canada

- Canada's approach is to work through ICAO in efforts to limit or reduce aviation's environmental impacts
- Key to this approach is the ICAO Committee on Aviation Environmental Protection
- Many elements of Canada's Action Plan to Reduce Greenhouse Gas Emissions from Aviation build on the existing accomplishments and work of CAEP



www.tc.gc.ca/aviation-emissions/

Canada's Participation in CAEP



The Importance of CAEP Work for Canada's Action Plan

- Fleet Renewal and Technology Development
 - Developing a new airplane CO2 Standard within WG3 Emissions-Technical
- Air Traffic Management Investments/Improvements
 - Developing more fuel efficient operational measures focussing on the ICAO Air Navigation Plan's block upgrades and quantifying and monitoring their environmental benefits within WG2 - Operations
- Low Carbon Fuels
 - Studying life cycle assessment of new fuels and their impacts on emissions goals through the Alternative Fuels Task Force
- Market Based Measures ****NEW****
 - Developing the technical elements of a global market based measure to bridge the gap between the results of the above initiatives and the GHG reduction goals through the Global Market Based Measures Task Force

Other Benefits of CAEP Work

- Noise – CAEP's WG1 Noise -Technical work to reduce noise from airplanes. Often noise reduction measures also yield fuel efficiencies.
- Non-Volatile Particulate Matter (nvPM)- CAEP's WG3 Emissions-Technical is working towards a new nvPM standard for airplane engines.
- Interdependencies – All CAEP Working Groups and Task Forces remain vigilant to identify interdependencies to avoid reducing one emission at the expense of a greater production of another.



Questions / Comments