QUESTIONNAIRE	AIRWAYS NEW ZEALAND
Q1. Name of the activity	Fuel burn reduction
Q2. Type of the activity	Other (Introduction of procedures - designed to minimize fuel burn. Avoid unnecessary airborne holding and minimize track miles.)
Q3. Participants of the activity	Airline Air traffic control
Q4. Side agreement	No
Q4-1. Outline of the side agreement	No arrangement exists other than a poise to 'help' airlines minimize their fuel bill.
Q5-1. GHGs	Other (Aim is to minimize fuel burn – select GHGs as required.)
Q5-2. Operation	International passenger flight Domestic passenger flight International cargo flight Domestic cargo flight
Q6-1. Index used to measure the effect of the voluntary activity.	Other (a) Use track mile reduction - ~ 105,000 NM for turbo-jet fleet (savings) (b) Use flight time minutes for airborne delay ~ 5693 Mins p.a. (savings)
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	For(a) Fuel sold rate comparison.(b) Collection of ground delay data for aircraft which would otherwise incur an airborne delay.
Q7-1. Clearly defined target	No
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	N/A
Q8. Measures to attain the target or to reduce/mitigate GHGs.	- Review of route structure - Tool to match demand with capacity by avoiding airborne delays in times of excess demand. - New optimized arrival trial planed for AA airport in 2007.
Q9-1. Periodic review	Yes
Q9-2. Frequency of periodic review	Yearly
Q9-3. Third party's input for periodic review	No
Q9-4. Outline of the third party.	N/A
Q10-1. Legislative obligation	No
Q10-2. Outline of legislative obligation	N/A
Q11-1. Disclosure of participant name	No

Q11-2. Disclosure of target	N/A
Q11-3. Disclosure of measures	No
Q11-4. Disclosure of result of periodic review	No
Q11-5. Disclosure of effect	No
Q12-1. Third party's input for examining the effect	No
Q12-2. Outline of the third party.	N/A
Q12-3. Amount of GHGs reduction per year	Unknown – have not calculated savings on basis of GHGs.
Q13. Website	N.A.
Q14. Additional information	
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QUESTIONNAIRE	CIVIL AVIATION AUTHORITY OF SINGAPORE
Q1. Name of the activity	1) Fleet Modernization Program 2) Flight Operation Procedures 3) Maintenance Programmes 4) Route Planning Procedures
Q2. Type of the activity	Unilateral commitment
Q3. Participants of the activity	Airline
Q4. Side agreement	No
Q4-1. Outline of the side agreement	N/A
Q5-1. GHGs	CO2
Q5-2. Operation	International passenger flight International cargo flight
Q6-1. Index used to measure the effect of the voluntary activity.	Other We are using LTK/AG as index of "fuel productivity" where LTK is Load-tonnes kilometre and AG is American gallon (of fuel).
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	Load Tonnes Kilometre (LTK) as computed as a product of network distance (based on Great Circle Distance) and payload. Cargo payload is weighed, hence the weight is known. Passenger weight is the product of passenger numbers and nominal weight, for different classes (P,J,Y). American Gallon of fuel (AG) is obtained from fuel receipt as signed by Flight Crew.
Q7-1. Clearly defined target	No
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	N/A
Q8. Measures to attain the target or to reduce/mitigate GHGs.	1) A fleet modernization program that ensures that our planes are as technologically advanced and fuel-efficient as possible. 2) Flight operation procedures that minimize fuel use. 3) Maintenance programmes for both airframes and engines that ensure operational efficiency and enhance fuel efficiency. 4) Route planning procedures that ensure that SIA planes fly the most fuel-efficient routes possible.
Q9-1. Periodic review	Yes
Q9-2. Frequency of periodic review	Yearly
Q9-3. Third party's input for periodic review	No
Q9-4. Outline of the	N/A

third party.	
Q10-1. Legislative obligation	No
Q10-2. Outline of legislative obligation	N/A
Q11-1. Disclosure of participant name	Yes
Q11-2. Disclosure of target	N/A
Q11-3. Disclosure of measures	Yes
Q11-4. Disclosure of result of periodic review	Yes
Q11-5. Disclosure of effect	Yes
Q12-1. Third party's input for examining the effect	No
Q12-2. Outline of the third party.	N/A
Q12-3. Amount of GHGs reduction per year	Not evaluated
Q13. Website	http://www.singaporeair.com/saa/en_UK/content/microsites/company_info/EnvReport0405/05-01.htm
Q14. Additional information	Nil
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QUESTIONNAIRE	FEDERAL OFFICE OF CIVIL AVIATION, SWISS 1	FEDERAL OFFICE OF CIVIL AVIATION, SWISS 2
Q1. Name of the activity	Airport Infrastructure Heat Supply : Change from Oil to Compressed Natural Gas	Sequencing of aircraft between nds and runways (name of the tem: darts)
Q2. Type of the activity	Unilateral commitment	Public voluntary scheme
Q3. Participants of the activity	Airport authority	Airport authority Air traffic control Government
Q4. Side agreement	No	No
Q4-1. Outline of the side agreement	N/A	N/A
Q5-1. GHGs	CO2	CO2, NOx
Q5-2. Operation	Other (Combined heat and power generation for airport infrastructure)	International passenger flight Domestic passenger flight International cargo flight Domestic cargo flight
Q6-1. Index used to measure the effect of the voluntary activity.	Absolute quantity of GHG emission tCO2	Absolute quantity of GHG emission tons of CO2, NOx, (HC and CO)
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	- Oil and gas consumption per year - Emission factors for oil and gas combustion	At Zurich airport, DARTS has saved about 1,740 hours of ground engine running time in 2004. reflecting the fleet mix and technology, this resulted in 3,622t CO2, 4.2t NOx (4.0tHC + 33.7 tCO) saved on emissions
Q7-1. Clearly defined target	Yes	Yes
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	Starting 1991 extensive renovation Target 2000 completed Target -20% CO2 annual savings	Base year 2004 Target year 2005 Optimization of aircraft ground/taxi movements within locations where the measured pollutant concentrations in the air (immissions) resulting from airport emissions are relevant.
Q8. Measures to attain the target or to reduce/mitigate GHGs.		
Q9-1. Periodic review	Yes	No
Q9-2. Frequency of periodic review	Annual Environmental report of Zurich Airport	N/A

Q9-3. Third party's input for periodic review	No	No
Q9-4. Outline of the third party.	N/A	N/A
Q10-1. Legislative obligation	No	Yes
Q10-2. Outline of legislative obligation	N/A	According to Swiss environmental legislation, the 5th expansion programme of Zurich Airport required an environmental impact statement that confirmed compliance with environmental standards and … measures to reduce impacts as far as possible. The airports mitigation plan had been submitted to the authorities in 1999 who made it a mandatory part of the construction permit in 1999.
Q11-1. Disclosure of participant name	Yes	Yes
Q11-2. Disclosure of target	No	Yes
Q11-3. Disclosure of measures	Yes	Yes
Q11-4. Disclosure of result of periodic review	Yes	N/A
Q11-5. Disclosure of effect	Yes	Yes
Q12-1. Third party's input for examining the effect	No	No
Q12-2. Outline of the third party.	N/A	N/A
Q12-3. Amount of GHGs reduction per year	1991 : 51,000 tCO2 (Emissions total) 2000 : 37,000 tCO2 (Emissions total, with much higher air traffic volume) CO2 savings about 14,000 t/year	~ 4,000 tCO2/year
Q13. Website		
Q14. Additional information		
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QUESTIONNAIRE	LJUBLJANA AIRPORT LJLJ OPERATOR
Q1. Name of the activity	1) Electrification of Gates - Introduction of 400 Hz, 90kVA GPUs at Passenger Boarding Bridges; 2) Taxiway System Improvements - New System Components to be added
Q2. Type of the activity	Other (Unilateral decision to modernize technologies and procedures at the airport, which will contribute to GHGs reduction as well.)
Q3. Participants of the activity	Other (Ljubljana Airport (LJLJ) Operator)
Q4. Side agreement	No
Q4-1. Outline of the side agreement	N/A
Q5-1. GHGs	CO2, NOx
Q5-2. Operation	Other (Introduction of new technology and TWY system optimization.)
Q6-1. Index used to measure the effect of the voluntary activity.	Introduction of specific technology Introduction of specific procedure
	N/A
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	
Q7-1. Clearly defined target	No
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	N/A
Q8. Measures to attain the target or to reduce/mitigate GHGs.	1) The introduction of Passenger Boarding Bridges with Ground Power Units should minimize emissions from aircraft Auxiliary Power Units. 2) TWY system optimization with new TWY routes should minimize taxing time and circling time and thus reduce emissions of GHGs from aircraft engines.
Q9-1. Periodic review	No
Q9-2. Frequency of periodic review	N/A
Q9-3. Third party's input for periodic review	
Q9-4. Outline of the third party.	
Q10-1. Legislative obligation	No
Q10-2. Outline of legislative obligation	N/A
Q11-1. Disclosure of participant name	Yes
Q11-2. Disclosure of target	N/A

Q11-3. Disclosure of measures	Yes
Q11-4. Disclosure of result of periodic review	N/A
Q11-5. Disclosure of effect	No
Q12-1. Third party's input for examining the effect	No
Q12-2. Outline of the third party.	N/A
Q12-3. Amount of GHGs reduction per year	
Q13. Website	
Q14. Additional information	
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QUESTIONNAIRE	SWEDISH AIRPORTS AND AIR NAVIGATION SERVICES
Q1. Name of the activity	Climate Neutral Company
Q2. Type of the activity	Other (LFV has decided to take action against carbon dioxide emissions. LFV has reduced the emissions a lot but for the remaining parts we by emission reduction units from CDM-projects.)
Q3. Participants of the activity	Airport authority Air traffic control
Q4. Side agreement	No
Q4-1. Outline of the side agreement	N/A
Q5-1. GHGs	CO2
Q5-2. Operation	Other (All activities operated by the airport operator (LFV), for example heating and cooling of buildings, use of electricity, airside transportations, business trips, fire drills etc.)
Q6-1. Index used to measure the effect of the voluntary activity.	Absolute quantity of GHG emission
	Calculated as tonnes of CO2
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	According to a standard ISO 14064 or Green House Gas Protocol
Q7-1. Clearly defined target	Yes
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	To become a climate neutral company
Q8. Measures to attain the target or to reduce/mitigate GHGs.	Reduce CO2 emissions from own activities and the final goal is zero emission. For example –Energy savings –Biofuel replaces oil –Purchase of green electricity –Clean vehicles are used –Biogas-powered buses And for the remaining emission that still occur LFV by emission reduction units from CDM-projects.
Q9-1. Periodic review	Yes
Q9-2. Frequency of periodic review	Every year at least to 2008.
Q9-3. Third party's input for periodic review	No
Q9-4. Outline of the third party.	N/A
Q10-1. Legislative obligation	No
Q10-2. Outline of legislative obligation	N/A
Q11-1. Disclosure of participant name	Yes

Q11-2. Disclosure of target	Yes
Q11-3. Disclosure of measures	Yes
Q11-4. Disclosure of result of periodic review	Yes
Q11-5. Disclosure of effect	Yes
Q12-1. Third party's input for examining the effect	No
Q12-2. Outline of the third party.	N/A
Q12-3. Amount of GHGs reduction per year	We have already reduced the emission with 57 % or 20 000 tonnes since 2003.
Q13. Website	
Q14. Additional information	
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QUESTIONNAIRE	ALL NIPPON AIRWAYS	JAPAN AIRLINES
Q1. Name of the activity	ANA Group Ecology Plan 2003-2007	Sky Eco[2010] (JAL Group Mid-and Long-Term Environment Action Program)
Q2. Type of the activity	Unilateral commitment (ANA drew up the mid-term "ANA Group Ecology Plan" in 2003 which addresses the main environmental issues relating to air carriers. We declared to report on the progress of the plan every year.)	Unilateral Commitment
Q3. Participants of the activity	Airline (Airline and its subsidiaries concerned)	Airline
Q4. Side agreement	No	No
Q4-1. Outline of the side agreement	N/A	N/A
Q5-1. GHGs	CO2	CO2
Q5-2. Operation	International passenger flight Domestic passenger flight	International passenger flight Domestic passenger flight International cargo flight Domestic cargo flight
Q6-1. Index used to measure the effect of the voluntary activity.	Unit of GHG emission	Unit of GHG emission
	g-Carbon /ASK(Available Seat Kilometres) or C equivalent g /ASK(Available Seat Kilometre)	Unit of GHG emission is g-CO2/ATK (Available Ton Kilometres).
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	Target: "ANA's g-Carbon /ASK(Available Seat Kilometre)" = (All passenger flight's total CO2 emissions of the year) / (Sum of all passenger flight's available seat-km of the year) = Data1 × 0.672 / Data2 Data1: Sum of the fuel used in all ANA's passenger flight operations in the year: we get this data from Purchasing department. These are sum of all refueler's bill on operations. Data2: Sum of all ANA's passenger flight's available seat-km of the year: we get this data from Finance and Accounting	We have calculated the data based on fuel consumption.

	department. These are the correct transportation data using annual report. CO2 emission is estimated based on fuel consumption. We use a conversion factor of 0.672 as 1 litre aviation fuel produces 0.672 kg Carbon emission (2.464 kg CO2 emission).	
Q7-1. Clearly defined target	Yes	Yes
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	to reduce CO2 emissions per available seat-kilometre by 12% from the 1990 level by 2007 fiscal year	By FY2010, reduce fuel consumption per ATK by 20% or more from FY1990 levels.
Q8. Measures to attain the target or to reduce/mitigate GHGs.	Introduction of fuel efficient new model aircraft and retirement of old ones (Efficient Fuel Program) promotion project (ANA started its EFP promotion program in 2003. EFP increases fuel consumption efficiency by creating fuel-efficient flight plans involving factors such as aircraft altitude or speed, while considering weather conditions and air traffic control information.) Taxi after landing with 1 (or 2) engine stopped Recovering engine performance by periodic washing of engine compressor Prioritized use of ground power source GPU instead of APU at aircraft parking Flight operation with RNAV (Area Navigation) and continuous descent Reducing fuel use by flight simulators Weight reduction of cargo container and passenger seat, onboard magazines etc	- Promotion of changeover or introduction of more fuel-efficient aircraft - Promotion of fuel-saving by proactively introducing CNS/ATM which uses a communication and navigation satellite, etc. - Continuous use of flight simulation in place of aircraft in flight crew training and screening - Increased use of Ground Power Units (GPUs) for aircraft parked at airports - Reduction of volume and weight of goods loaded - fuel saving in aircraft maintenance through efficient engine testing - Determination of optimum fuel load in the flight planning phase
Q9-1. Periodic review	Yes	Yes

Q9-2. Frequency of periodic review	Annually in total. Every month in EFP promotion program Every three months in engine compressor washing program	Annual review is conducted.
Q9-3. Third party's input for periodic review	No	No
Q9-4. Outline of the third party.	N/A	N/A
Q10-1. Legislative obligation	No	No
Q10-2. Outline of legislative obligation	N/A	N/A
Q11-1. Disclosure of participant name	Yes	Yes
Q11-2. Disclosure of target	Yes	Yes
Q11-3. Disclosure of measures	Yes	Yes
Q11-4. Disclosure of result of periodic review	No	Yes
Q11-5. Disclosure of effect	Yes	Yes
Q12-1. Third party's input for examining the effect	No	No
Q12-2. Outline of the third party.	N/A	N/A
Q12-3. Amount of GHGs reduction per year	In 2005, we achieved a 10.6% reduction of g-Carbon/ASK (Available Seat Kilometre) from the 1990 and this was due to the new aircrafts, the standardization of the EFP system and periodic washing of engine compressor, etc. We will maintain its best efforts to attain the goal of 12% reduction. As a 10.6% reduction of g-Carbon/ASK, 770000 tons of CO2 are mitigated to be reduced against the 1990's g-Carbon/ASK.	In 2005, the total CO2 emissions from the consumption of aircraft fuel per Available Ton kilometres recorded a 11.0% (2,081 thousand tons) reduction compared to FY1990.
Q13. Website		http://www.jal.com/en/environment/

Q14. Additional information	ANA CSR Report URL environment http://www.ana.co.jp/eng/about ana/corporate/csr/index.html	
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QUESTIONNAIRE	NARITA INTERNATIONAL AIRPORT CORPORATION
Q1. Name of the activity	Activity toward Global environment-friendly Airport in Eco-Airport Master Plan
Q2. Type of the activity	Unilateral commitment
Q3. Participants of the activity	Airline Airline association Airport authority Government Other (Ground handling company, traffic company, cargo-handling company, cargo-handling association, vendor)
Q4. Side agreement	No
Q4-1. Outline of the side agreement	N/A
Q5-1. GHGs	CO2, CH4, N2O, HFCs, NOx
Q5-2. Operation	International passenger flight Domestic passenger flight International cargo flight Domestic cargo flight Other (On ground facilities, Traffic)
Q6-1. Index used to measure the effect of the voluntary activity.	Other
	Percentage of GHG emission per one aircraft movement compared to the benchmark year.
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	We intend to acquire data through questionnaire toward businesses related to the activity. Some data are available in our institutions.
Q7-1. Clearly defined target	Yes
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	Reduction of GHSs emission from aircraft, ground vehicles, and other airport facilities. Base year: Fiscal 2002 Target year: Fiscal 2006(Medium-term) 5% reduction Fiscal 2010(Long-term) 10% reduction
Q8. Measures to attain the target or to reduce/mitigate GHGs.	1. Greater introduction of fuel-efficient aircraft 2. Promotion of the use of GPUs 3. Introduction of more fuel-efficient vehicles in the airport 4. Improvement of energy conservation initiatives 5. Use of solar-powered illumination 6. Carbon fixation through the promotion of plant conservation 7. Use of Thermal power stations and co-generation system
Q9-1. Periodic review	Yes
Q9-2. Frequency of periodic review	Every year
Q9-3. Third party's input for periodic	No

review	
Q9-4. Outline of the third party.	N/A
Q10-1. Legislative obligation	Yes
Q10-2. Outline of legislative obligation	"Law concerning the Promotion of the Measures to Cope with Global Warming" (Ministry of Environment) As the revise of "Law concerning the Rational Use of Energy" in 2005, "Law Concerning the Promotion of Business Activities with Environmental Consideration by Specified Corporations, etc, by Facilitating Access to Environmental Information, and Other Measures" is now apply to NAA. 1% reduction of CO2 emission from the facilities per year is obligated.
Q11-1. Disclosure of participant name	Yes
Q11-2. Disclosure of target	Yes
Q11-3. Disclosure of measures	Yes
Q11-4. Disclosure of result of periodic review	
Q11-5. Disclosure of effect	Yes
Q12-1. Third party's input for examining the effect	
Q12-2. Outline of the third party.	
Q12-3. Amount of GHGs reduction per year	
Q13. Website	http://www.naa.jp/en/environment /index.html
Q14. Additional information	Eco-Airport Master Plan has just established in fiscal 2005. Therefore, we are still in process of developing the structure of our activity. Some questions are left in blank because we are not ready to answer them.
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QUESTIONNAIRE	THE SCHEDULED AIRLINES ASSOCIATION OF JAPAN
Q1. Name of the activity	Japan Business Federation Voluntary Action Plan on the Environment
Q2. Type of the activity	Other (Each industrial sector's voluntary action plan that Japan Business Federation collects for an environmental emissions and waste issues.)
Q3. Participants of the activity	Airline association
Q4. Side agreement	No
Q4-1. Outline of the side agreement	N/A
Q5-1. GHGs	CO2
Q5-2. Operation	International passenger flight Domestic passenger flight
Q6-1. Index used to measure the effect of the voluntary activity.	Unit of GHG emission
	g-CO2/ASK (available seat kilo-meter)
Q6-2. Procedure to acquire data to calculate or describe the index of Q6-1.	The data are provided from the companies of the association participants. (Volume of production and fuel consumption)
Q7-1. Clearly defined target	Yes
Q7-2. Target of the voluntary activity, including substance of the target, target year, base year.	10% reduction per unit (ASK) of fuel used by aircrafts by 2010, compared with 1990.
Q8. Measures to attain the target or to reduce/mitigate GHGs.	* Promoting the introduction of more fuel efficient modern aircrafts. * Shortening flight time and flight path by introducing new A.T.C. support systems (CNS/ATM) and more precise navigation system * Choosing shorter flight path, more suitable flight altitude, more suitable and economical airspeed under daily operation. * Loading most suitable fuel quantity, lightening the weight of the interior components, minimizing the use of APU, making the best use of flight simulators in the flight training , minimizing engine run up time. * Lightening the weight of in-flight service equipments
Q9-1. Periodic review	Yes
Q9-2. Frequency of periodic review	Once a year
Q9-3. Third party's input for periodic review	No
Q9-4. Outline of the third party.	N/A
Q10-1. Legislative obligation	No
Q10-2. Outline of legislative obligation	N/A
Q11-1. Disclosure of participant name	Yes

Q11-2. Disclosure of target	Yes
Q11-3. Disclosure of measures	Yes
Q11-4. Disclosure of result of periodic review	Yes
Q11-5. Disclosure of effect	Yes
Q12-1. Third party's input for examining the effect	Yes
Q12-2. Outline of the third party.	Japan Business Federation establishes a third party evaluation committee in order to evaluate the industry total result which included a report of The Scheduled Airlines Association Of Japan.
Q12-3. Amount of GHGs reduction per year	CO2 emission of 1990 was 16,890,000t. It increased to 26,990,000t in 2005. However, though the production volume is on the increase, the order of CO2 emission has remained in 27,000,000t-CO2 after 1999. CO2 emission increases in conjunction with the increase of air traffic, but by implementing an action plan, emission per unit has been going down. ASK increased 173.9% from 1990 in 2005. On the other hand, CO2 emission per ASK was 159.8% of 1990 in 2005. This means 2,380,000t-CO2 emission was reduced compared with 1990 BAU (Business as usual)
Q13. Website	
Q14. Additional information	
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