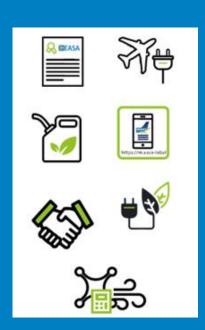


SAB 18 (01-2023) **Agenda Item 7 Environmental Topics Update** 



Dietmar Bloemen, Sustainable Aviation Programme Manager 14 March 2023



### **Environmental Topics**

- → Update Q1 2023 on the **Sustainable Aviation Programme** (ESAP):
  - → ATM Transparency Working Group
  - → Status SAF projects: RefuelEU preparation, EU Clearing House, Fuel Standards
  - → EASA participation to AZEA Industrial Alliance
  - → Env. protection in international cooperation
  - → Launch Non-C02 research project





# **Update on ATM/ANS Environmental Transparency Working Group**







**Background** 

Key **role of ATM/ANS providers** in aviation sustainability by allowing airspace users to fully exploit their **potential** to reduce emissions

**Objective** 

Make aviation's environmental performance **transparent**, allowing ATM/ANS providers to show **improvements** over time

Concept & Scope "Develop <u>proposals</u> on how ATM/ANS Providers can increase their collective disclosure and reporting of environmental <u>performance</u> using relevant and appropriate metrics, share best practice approaches to measuring environmental benefits and to demonstrate their efforts to support a net zero ambition for the industry."

The group reports to EASA under the EASA-EUROCONTROL Joint Work Programme

**60+ registered members** 

- → 15+ ANSPs
- → DGAC
- Borealis, CANSO
- > EASA, EUROCONTROL

Timeline

Started October 2020 for 2 years







#### **Proposals**

"The 3 Pillars"

- How providers identify environmental inefficiencies where they are responsible or where responsibility is shared, and how they measure environmental performance based on certain performance criteria (existing or to be developed)
- 2. How individual providers improve environmental performance through the **implementation of technologies and procedures**
- How providers are improving their organisation's environmental footprint

"Technical" work

CO2 based indicator(s) for Pillar 1

Activities related to indicators could be used for preparation for RP4



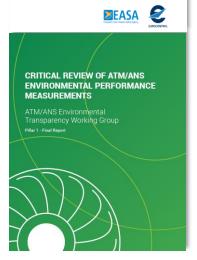




#### **Deliverables**

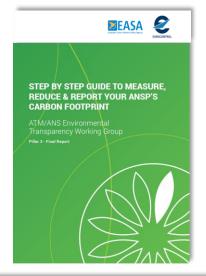
Two reports delivered to EASA on 19th January 2023

Shared with MAB and SAB









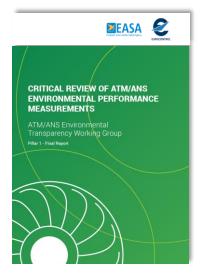








#### **Deliverables**





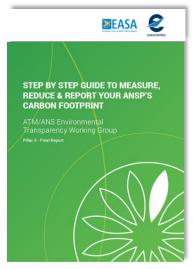
- Pillar 1 "Critical review of ATM/ANS environmental performance measurements"
  - **Assessment** of 15 existing and under development indicators that could be used to measure ENV performance of ATM/ANS and conclusions, e.g.:
    - No gate-to-gate indicator and no indicator that fully satisfies all criteria set by the group, but promising indicators being developed
  - Strategic and Technical **recommendations** to further help ANSPs in improving ENV disclosure and identify areas for contribution to decarbonisation goal, e.g.:
    - Continue development work on indicators
    - Consider interdependencies between performance areas
    - Engage with Aircraft Operators to get real fuel burn data
    - Data4Safety can support this work SAB 01-2023







#### **Deliverables**



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WATS -POINS Skeyes | skyguide

- → Pillar 3 "Step by step guide to measure, reduce & report your ANSP's carbon footprint"
  - Overview of what ANSPs can do to control their own <u>corporate</u> environmental impact
  - → Equips the readers with the knowledge, skills and tools necessary to apply carbon foot printing into their own ANSP corporate business processes
  - Closing note inviting to create a similar document addressing sustainability's social and governance factors





Next steps

New group under consideration with new terms of reference

- → Address recommendations from previous group
- → Reporting possibly as for previous group:
  - → The group reports to EASA under the EASA-EUROCONTROL Joint Work Programme
  - → EASA reports to its advisory bodies





# Update EASA participation to AZEA Industrial Alliance

### **AZEA**



Voluntary European initiative of private and public stakeholders initiated by the European Commission to prepare the entry into commercial service of hydrogen-powered and electric aircraft.

WG1 Rollout scenario and 'figures of reference'

WG2 Energy supply

WG3 Airports (infrastructure and operations)

WG4 Aviation regulation, certification and standardisation

WG5 Integration of electric and hydrogen aircraft into European network

**WG6** Incentives



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### **AZEA WG4 Members**

**Equipment suppliers Associations Energy Providers** Airports Public authorities **Standardisation Organisations** 

**EASA** 

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### Work organised in 3 areas

#### Regulatory framework

 Identify the developments and/or adaptations of the aviation regulatory framework (in particular safety, environmental requirement and security) required to support an effective market uptake of electric and hydrogen aircraft and the rollout of zero emission aviation.

#### Certification

 In close cooperation with the Clean Aviation Joint Undertaking, prepare and facilitate the certification of upcoming zero emission aircraft;

#### **Standards**

 Support the definition and introduction of the required standards for rulemaking, safe operations and certification activities.

- 1. How does the current landscape look like?
- 2. Where are the gaps?
- 3. What changes are needed?



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## **Next steps**

- → 5 AZEA WG4 meetings planned in 2023 under chairmanship of EASA
  - → First meeting took place on 26 January
- → First AZEA deliverables expected in June 2023
- → Ensuring close coordination with other AZEA WGs and initiatives (e.g. Clean Aviation) to avoid duplication





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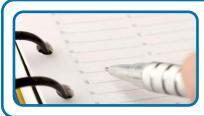


### **Update on EASA SAF/fuel Projects**

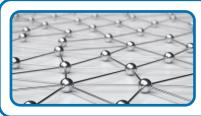
- Preparation RefuelEU- SAF Clearing House
- EU Fuel Standards



### **Preparation of ReFuelEU**



EASA continues initial preparations for its new mandate covered under the RefuelEU Aviation legislative proposal



Following expected political agreement, EASA to initiate a Member States network group to coordinate and prepare shared/related tasks under RefuelEU



In case of questions related to the proposed EASA role under RefuelEU: <u>ReFuelEu@easa.Europa.eu</u>



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### **EU SAF Clearing House & RLCF Alliance**

- → Preparatory Action initiated on the development of a European capability to support the approval of SAF
- → Funded by European Parliament, time frame: Q4/2022 to Q4/2025
- → Participation to Renewable and Low-Carbon Fuels (RLCF) Value Chains Industrial Alliance Roundtable 2 and 4
  - → Dedicated Working Group on Clearing House in Roundtable 2





### Planned Pilot Project on jet fuel standards

- → Requested by the European Parliament
- → Budget 1 Million €, planned start Q3 2023

### Scope:

- → "Pilot project to assess the feasibility and associated requirements for the establishment of an EU body with the capacity for specification, standardisation and certification of aviation fuels"
- → "A particular objective of this body would be to lower the minimum thresholds for aromatics and sulphur"

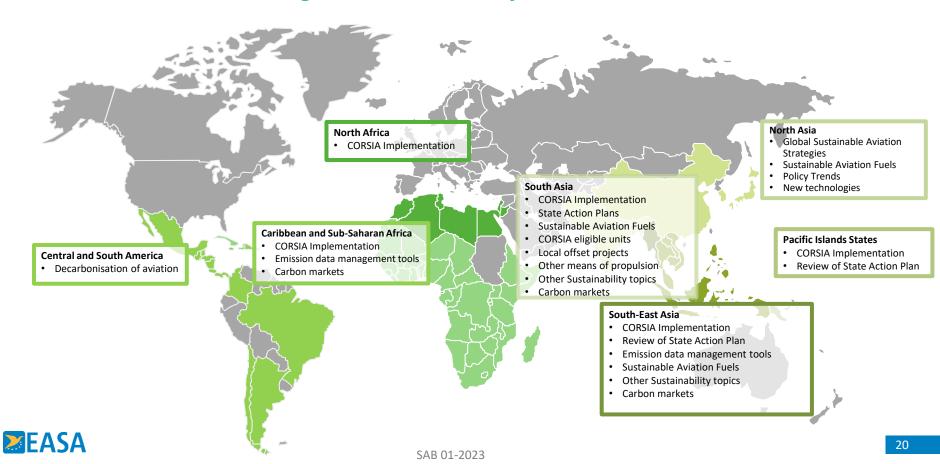




# **Update International Cooperation Projects on Environmental matters**

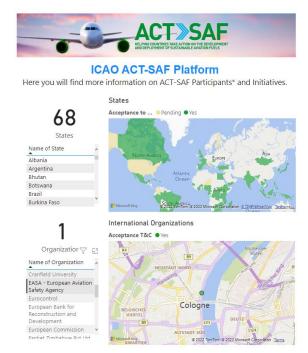


### Sustainable Aviation Programme – International cooperation EASA-Managed EU-Funded Projects and Focus Areas



### **EASA** and ICAO ACT-SAF programme

- → ICAO has launched an Assistance, Capacitybuilding and Training programme for Sustainable Aviation Fuels (ACT-SAF programme)
  - → Aim of ACT-SAF is to provide capacity-building support for States on SAF and to facilitate partnerships, cooperation and knowledge on SAF initiatives around the globe
- → EASA has signed the Terms and Conditions of the ICAO ACT-SAF programme and is participating in the ACT-SAF online training sessions





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### Sustainable Aviation Programme – International cooperation Aviation Environmental Programme Coordination Group (AEPCG)



<sup>1</sup> Environmental international cooperation projects may have different funding organisations. For example, the Service for Foreign Policy Instruments (IPFI), the Directorate-General for International Cooperation and Development (IQG DEVCQ) and EU Delegations.

the Environmental Forum, ECAC DGs, ICAO).

Frequency:

 Facilitate coordination between European projects initiated at the EU and the Member State levels, and European / International stakeholders (e.g. ECAC,

c) Ensure optimum use of resources by identifying and realizing potential synergies between activities<sup>2</sup>, as well as sharing of experience, knowledge and best

 Support harmonised communication on EU projects, both at management and technical levels. to inform other relevant organisations and forums (e.g. EAEG.

Two meetings/telecons per year. Additional meetings and telecons, as required

<sup>2</sup> For example, the complementarity of different projects' activities or joint use/further development of capacity building material.

#### → Mandate:

- → Provide advice and guidance on the implementation of dedicated EU-level projects & design of future projects
- → Facilitate coordination between European projects and EU / International stakeholders
- Ensure optimum use of resources by identifying and realizing synergies & sharing of experience / best practices
- → Support harmonised communication on EU projects
- → Members:
  - → EASA, EC Services & EEAS Service; Representatives from EU Member States (FR, DE, ES, IT); Industry, NGOs & other stakeholders (e.g., ECAC)
- → Meetings 1-2 times per year



## **Update launch Non-C02 research project**

### Non-CO2 research project

- → Horizon Europe Work Programmes for 2023-24
  - → Component "8 climate, energy and mobility" published on 8 Dec.
  - → Indirectly managed actions encompasses "2. Research on aviation safety and sustainability issues to prepare future standards and regulations."
  - → This includes an EASA project aimed at "Strengthening and coordinating a European network of experts in support to non-CO2 emission impact assessment and policy option assessment".
    - → Developing, agreeing and implementing an effective policy response to the issue of the climate impact of non-CO2 emissions from the aviation.
    - → Establishment of a non-CO2 science network (incl. EU and non-EU teams), the consolidation of the series of recent research project results, the evaluation with on-going/planned projects on required actions to address open issues and gaps as well as the definition of the roadmap for enhanced impact assessment capabilities.
- → EASA currently developing ToR for project planning and preparation.





## Thank you for your attention

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