



## INSIDE BUSINESS AVIATION

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**ROLLING CALAMITIES ARE NOW** daily news staples: widespread droughts, uncontained wildfires, repeated flooding, rising sea levels, crumbling glaciers, killer hurricanes, thawing permafrost and staggering heat.

Science points to a steady rise in global temperatures as the engine churning those changes, and a key fueling element is carbon dioxide (CO<sub>2</sub>), which serves as a heat trap when released into the atmosphere.

The growing global alarm over continuing environmental threats has led governments, institutions and society in general to begin embracing regulations, practices and systems designed to slow and ultimately end the deterioration. Business aviation is very much involved.

Although its contribution to the problem is paltry—aviation accounts for 2% of all CO<sub>2</sub> generation and business aviation just 2% of that—the latter segment makes for an inviting “shaming” target, with its users branded as elitist polluters.

Although steady advances are taking place in carbon-free propulsion through electric and even hydrogen power, the skies will not darken with electric Learjets and solar Citations anytime soon.

Sustainable aviation fuel (SAF), or Jet A sourced from biomass, is rightly seen as a game changer; since it could ultimately reduce emissions by as much as 80% (that benefit is halved when SAF is blended 50-50 with petroleum-based Jet A, the maximum ratio currently permitted). SAF will not be widely available for years, however, and obviously it cannot be used by the world's 300,000+ piston-engine aircraft.

As has been adopted by some fixed base operators (AW&ST Aug. 30-Sept. 12, p. 12), a multilayered approach to CO<sub>2</sub> reduction is being promoted by many within business aircraft operations.

Bruce Parry, environmental director of the International Business Aviation Council (IBAC), says operators should first assess the emissions generated by their day-to-day activities and then employ simple steps to reduce them. These can include eliminating excess weight in aircraft, ceasing to tanker fuel, using electrical ground power, delaying missions during inclement weather and flight planning for best efficiency. Beyond that is the use of newer, more efficient aircraft.

Additionally, “carbon credits” can be purchased to offset one's CO<sub>2</sub> emissions. This option has become a global accredited enterprise with numerous facilitators. Many of business aviation's largest operators and suppliers have adopted this approach, investing in a wide range of projects with positive environmental im-

pact. A sampling includes wind farms in Oklahoma, hardwood and conifer forest protection in New Jersey and methane capture at an Ohio landfill. Such efforts, underway around the world, must meet standards set by the United Nations or other recognized international bodies, and the emissions reductions must be proved and measured.

For most operations, credit purchases demonstrate the organization's social responsibility, but no requirement or fiscal benefit is attached to them. However, operators that fly missions between 74 participating nations and emit more than 10,000 tons of CO<sub>2</sub> annually must purchase credits under the Carbon Offsetting and Reduction Scheme for International Aviation.

The actual process of buying credits has been simplified for customers, thanks to transactional and CO<sub>2</sub> calculating systems set up by several familiar entities, including IBAC, in partnership with Carbon Trade Exchange;

Avfuel, with its fueling partners; and Jet Support Services Inc. via Avfuel. NetJets has a voluntary carbon-offset program through ClimateCare that breaks down costs to an hourly rate that varies by aircraft—from \$25.58 for a Phenom 300 to \$68.72 for a Global 6000—and to which shareowners have contributed \$1 million.

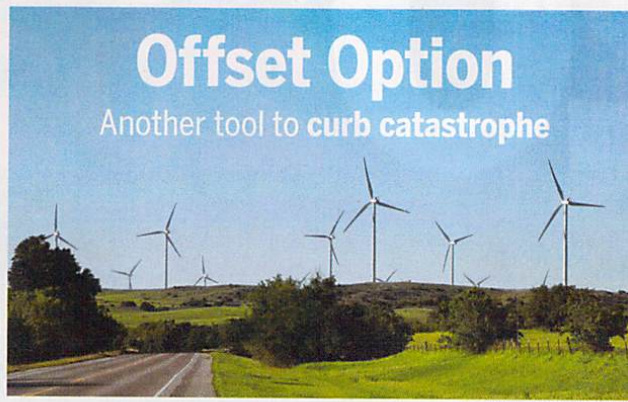
Sentient Jet contributes to sustainability programs for every flight its jet card customers take. Further, the Directional Aviation Capital company maintains that each such flight is both carbon and emissions neutral as a result, and at no charge to the cardholder.

Notably, Directional is said to have “incubated” 4AIR, a business aviation emissions-reduction provider launched early this year. The young organization is headed by Kennedy Ricci, whose father, Kenneth Ricci, is founder and chairman of Directional. 4AIR came to the fore recently when the National Business Aviation Association (NBAA) teamed with it to fund carbon-offset credits for mitigating all travel of those attending NBAA's annual convention in Las Vegas (Oct. 12-14) along with the emissions at the event itself.

While the business aviation community is showing growing support of carbon-offset credits, IBAC's Parry emphasizes that those investments should be part of a larger emissions-reduction plan and are not a “free pass” to ignore other remediation measures.

Tomorrow's news report on the latest environmental catastrophe should help underscore that advice. Maintaining the status quo has consequences. ☪

*William Garvey was editor-in-chief of Business & Commercial Aviation from 2000 to 2020.*



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