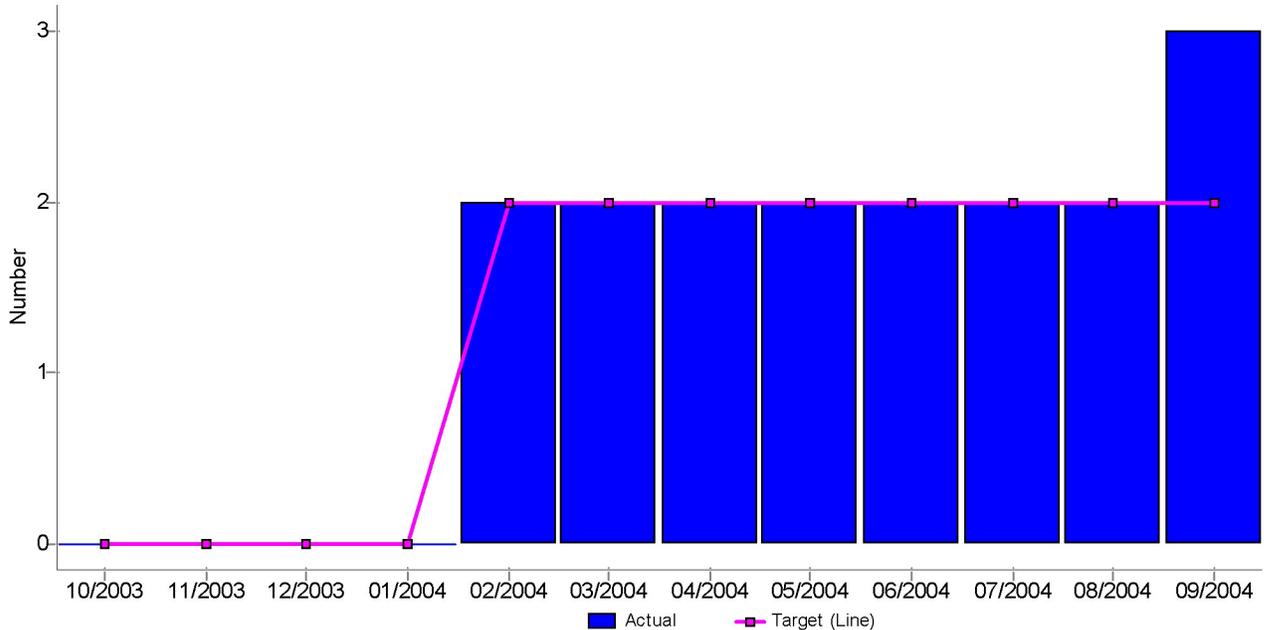


# Status of FAA Performance Targets

## TGT: Global Environmental Standards (FAA) This Year to Date (Sum)



### Description

TGT: Ensure that international environmental standards, recommended practices, and guidance material adopted by the International Civil Aviation Organization (ICAO) are globally and uniformly applied, reflect the best available technology, provide real environmental benefit, and are economically sound. This target focuses on environmental standards for NO<sub>x</sub>, emissions charges, and Balanced Approach guidance. (FY 2004 target is international agreement on at least two of the environmental standards that is consistent with U.S. interests.)

### Period Table

	Actual	Target (Line)	Target (Line) - Index Range
10/2003	0	0	Green
11/2003	0	0	Green
12/2003	0	0	Green
01/2004	0	0	Green
02/2004	2	2	Green
03/2004	2	2	Green
04/2004	2	2	Green
05/2004	2	2	Green
06/2004	2	2	Green
07/2004	2	2	Green
08/2004	2	2	Green
09/2004	3	2	Green

### Commentary (09/2004)

The United States was successful in securing its positions in updating at the ICAO Assembly including adoption of guidance for the balanced approach to noise management, endorsement of a more stringent NO<sub>x</sub> standard for newly certificated engines, agreement on long-term environmental goals for ICAO and how to move forward in using market-based measures to address aviation emissions. The most difficult discussions centered on use market-based options- especially charges. Even here, there was general agreement on how to move forward on voluntary measures and emissions trading.

There was a fundamental split between Europe and the rest of the world over emissions charges. Europe sought the ability to impose such charges unilaterally based on existing guidance. The United States and the rest of the world believed there were many legal, policy, and cost-effectiveness questions on greenhouse gas emissions charges that need to be resolved before application of such measures on international aviation. There was also growing concern, especially among the developing world, about the trend within Europe to adopt local air quality

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levies.

An agreement was reached that discourages states from unilateral action in putting in place greenhouse gas emission charges till the next Assembly in 2007. It allows such charges by states based on mutual agreement and reciprocity. Further, use of local air quality emissions charges was allowed based on existing guidance, but it was agreed that ICAO would evaluate their effectiveness as well as develop further guidance on this issue for the next Assembly.