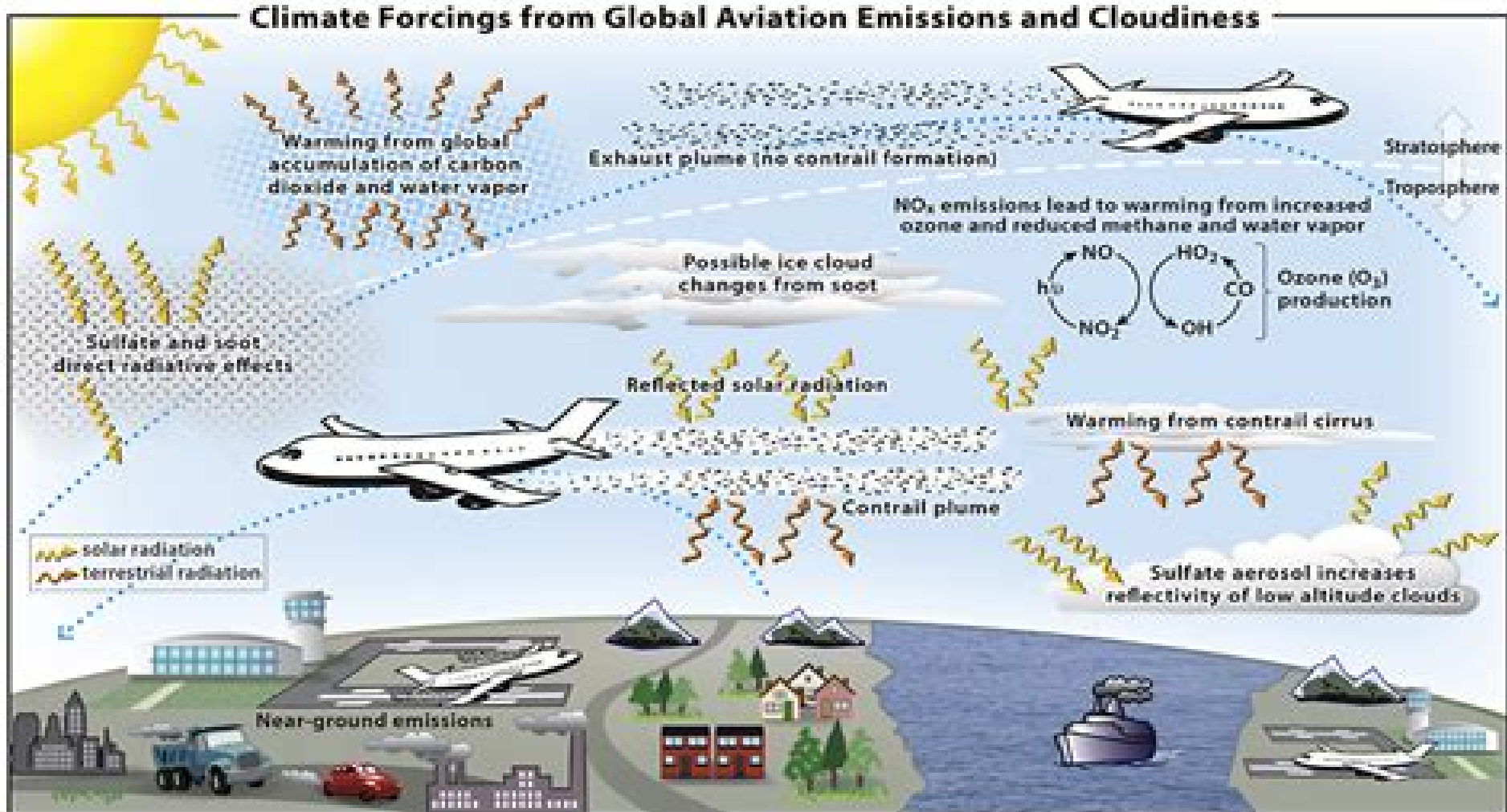


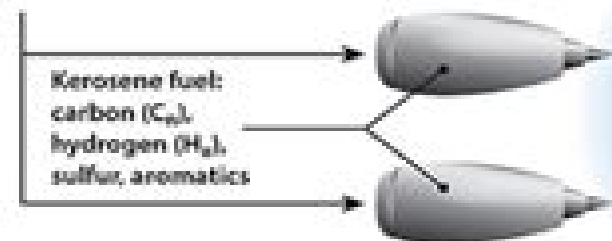
Climate Forcings from Global Aviation Emissions and Cloudiness



Jet Engine Combustion

Air: nitrogen (N₂) + oxygen (O₂)

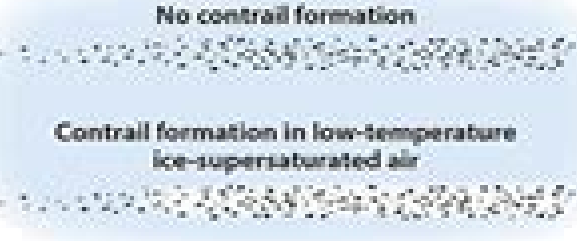
Kerosene fuel:
carbon (C_x),
hydrogen (H_y),
sulfur, aromatics



Exhaust Plumes

No contrail formation

Contrail formation in low-temperature
ice-supersaturated air



Plume Composition

Gases

Carbon dioxide (CO₂)
Nitrogen oxides (NO_x)
Carbon monoxide (CO)
Water vapor (H₂O)
Sulfur compounds
Unburned hydrocarbons (HC)

Aerosol Particles

Cloud condensation
nuclei
Ice nuclei
Contrail ice
Others

Aviation And Climate Change

Susan Fleming



Aviation And Climate Change:

Aviation and Climate Change Frank Fichert, Peter Forsyth, Hans-Martin Niemeier, 2020-05-19 This book analyses the political economic and managerial challenges for policy makers and the air transport industry as they face climate change. Based on an overview of the scientific background and technological options for emissions reduction, *Aviation and Climate Change* provides an in-depth assessment of environmental regulation and management. It provides an up-to-the-minute analysis of the effects of aviation on climate change and an economic analysis of policies to reduce or eliminate greenhouse gas emissions. The main emphasis of the book is on the economic mechanisms used to lessen emissions: carbon taxes, emissions trading schemes, and offset schemes. It pays particular attention to the ways these policies work and to the interaction between them, for instance the interaction between taxes and emissions trading schemes. One feature of the book is that it analyses the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) which has been developed by ICAO for international aviation and which is due to commence operation shortly. The advantages and disadvantages of this controversial scheme are discussed. This book will be of interest to researchers in diverse areas: economics, political science, engineering, natural sciences, to air transport policy makers and to managers in the aviation industry. *Aviation and Climate Change* Alice Bows, Kevin Anderson, Paul Upham, 2008-09-25 It is generally accepted that the US administration excepted that the emissions reduction targets agreed in the Kyoto Protocol are only the beginning of what needs to be achieved in international climate negotiations. While studies suggest that major emission reductions by industrialized countries can be achieved at low economic cost, both these and early reductions by developing countries are inevitably a major political challenge. This book focuses on European policy toward climate change, specifically its ramifications for the aviation industry. With air travel predicted to grow enormously in the coming years, the issue of climate change is hugely topical for this important industry. Accessible to students, academics, and practitioners, this book is useful reading for all those with an interest in climate change, the aviation industry, or both. *Climate Change and Aviation* Stefan Gossling, Paul Upham, 2012-05-04 This is a timely, challenging, and fascinating book on a topic of central importance to the success or otherwise of our climate change policies. It sets down a clear marker for what has to be done in the aviation sector. Professor John Whitelegg, Stockholm Environment Institute, University of York, UK. *Climate Change and Aviation* presents a clear picture of the transport sector's greatest challenge: how to reconcile aviation's immense popularity with its considerable environmental damage and its dependence on liquid hydrocarbon energy sources. This book avoids wishful thinking and takes the much harder but more productive path of considering difficult solutions that clash with short-term and short-sighted expectations about the unlimited growth potential for flying. Professor Anthony Perl, Urban Studies Program, Simon Fraser University, Canada. A convincing and timely collection that brings together an impressive range of expertise. The book integrates various perspectives into a powerful core argument: we must do something, and quickly, to tackle the impact of aviation on our environment. The authors recognise the

political difficulties associated with promoting change but present constructive options for policy makers Required reading especially for transport ministers set on promoting the growth of air travel Professor Jon Shaw Director of the Centre for Sustainable Transport University of Plymouth UK Trends such as the massive growth in availability of air travel and air freight are among those which have led to aviation becoming one of the fastest growing emitters of greenhouse gases These trends have also caused a shift in expectations of how we do business where we go on holiday and what food and goods we can buy For these reasons aviation is and is set to stay high up on global political organizational and media agendas This textbook is the first to attempt a comprehensive review of the topic bringing together an international team of leading scientists Starting with the science of the environmental issues it moves on to cover drivers and trends of growth socio economics and politics as well as mitigation options the result being a broad yet detailed examination of the field This is essential reading for undergraduate and postgraduate courses in transport tourism the environment geography and beyond while also being a valuable resource for professionals and policymakers seeking a clear understanding of this complex yet urgently pressing issue

Aviation and Climate Change Ruwantissa Abeyratne, 2014-07-05 The book addresses the most critical issue faced by aviation and climate change namely the development of a market based measure to control aircraft engine emissions It discusses the current market economic trends as they impact to aviation and suggests steps and measures to be taken in the development of a workable MBM ICAO has three years to come up with such an MBM on a global scale and this book will spur discussions on how to achieve this objective

Aviation and Climate Change Susan Fleming, 2009-12 Aircraft emit greenhouse gases and other emissions contributing to increasing concentrations of such gases in the atmosphere Many scientists and the Intergovernmental Panel on Climate Change believe these gases may negatively affect the earth's climate Given forecasts of growth in aviation emissions some gov'ts are taking steps to reduce emissions This report reviews 1 estimates of aviation's current and future contribution to greenhouse gas and other emissions that may affect climate change 2 existing and potential technological and operational improvements that can reduce aircraft emissions and 3 policy options for gov'ts to help address commercial aircraft emissions Illustrations

Aviation and Climate Change James E. McCarthy, 2011 This is a print on demand edition of a hard to find publication Aircraft are a significant source of greenhouse gases In the U S aircraft of all kinds are estimated to emit between 2.6% and 3.4% of the nation's total greenhouse gas emissions The impact of U S aviation on climate change is perhaps twice that size when other factors are considered These include the contribution of aircraft emissions to ozone formation and the water vapor and soot that aircraft emit This report provides background on aviation emissions and the factors affecting them discusses the tools available to control emissions incl existing authority under the Clean Air Act and proposed economy wide cap and trade legislation and examines international regulatory developments that may affect U S commercial airlines Charts and tables

Fly and Be Damned Peter McManners, 2012-02-23 Peter McManners gets underneath the well known facts about the unsustainable

nature of the aviation industry and argues for fundamental change to our travelling habits The first book to transcend the emotional debate between the entrenched positions of those who are either for or against flying this groundbreaking work argues that aviation is stuck in a stalemate between misguided policy and a growing imperative to deal with its environmental impact and that there is now little possibility that the transition to sustainable flying can be a smooth evolution

Aviation and Climate Change Aircraft Emissions Expected to Grow, But Technological and Operational Improvements and Government Policies Can Help Control Emissions United States Government Accountability, United States Government Accountability Office, 2009-06-30 Aircraft emit greenhouse gases and other emissions contributing to increasing concentrations of such gases in the atmosphere Many scientists and the Intergovernmental Panel on Climate Change IPCC a United Nations organization that assesses scientific technical and economic information on climate change believe these gases may negatively affect the earth's climate Given forecasts of growth in aviation emissions some governments are taking steps to reduce emissions In response to a congressional request GAO reviewed 1 estimates of aviation's current and future contribution to greenhouse gas and other emissions that may affect climate change 2 existing and potential technological and operational improvements that can reduce aircraft emissions and 3 policy options for governments to help address commercial aircraft emissions GAO conducted a literature review interviewed representatives of government agencies industry and environmental organizations airlines and manufacturers and interviewed and surveyed 18 experts in economics and aviation on improvements for reducing emissions from aircraft

Aviation and Climate Change United States Government Accountability Office, 2009 Aircraft emit greenhouse gases and other emissions contributing to increasing concentrations of such gases in the atmosphere Many scientists and the Intergovernmental Panel on Climate Change IPCC a United Nations organization that assesses scientific technical and economic information on climate change believe these gases may negatively affect the earth's climate Given forecasts of growth in aviation emissions some governments are taking steps to reduce emissions In response to a congressional request GAO reviewed 1 estimates of aviation's current and future contribution to greenhouse gas and other emissions that may affect climate change 2 existing and potential technological and operational improvements that can reduce aircraft emissions and 3 policy options for governments to help address commercial aircraft emissions GAO conducted a literature review interviewed representatives of government agencies industry and environmental organizations airlines and manufacturers and interviewed and surveyed 18 experts in economics and aviation on improvements for reducing emissions from aircraft GAO is not making recommendations Relevant agencies provided technical comments which we incorporated as appropriate and EPA said emissions standards can have a positive benefit to cost ratio and be an important part of policy options to control emissions

Plane Trading Chris Hewett, Julie Foley, 2000 *Aviation and Climate Change*, 2009 Aircraft emit greenhouse gases and other emissions contributing to increasing concentrations of such gases in the atmosphere Many scientists and the Intergovernmental Panel on Climate

Change IPCC a United Nations organization that assesses scientific technical and economic information on climate change believe these gases may negatively affect the earth s climate Given forecasts of growth in aviation emissions some governments are taking steps to reduce emissions In response to a congressional request GAO reviewed 1 estimates of aviation s current and future contribution to greenhouse gas and other emissions that may affect climate change 2 existing and potential technological and operational improvements that can reduce aircraft emissions and 3 policy options for governments to help address commercial aircraft emissions GAO conducted a literature review interviewed representatives of government agencies industry and environmental organizations airlines and manufacturers and interviewed and surveyed 18 experts in economics and aviation on improvements for reducing emissions from aircraft GAO is not making recommendations Relevant agencies provided technical comments which we incorporated as appropriate and EPA said emissions standards can have a positive benefit to cost ratio and be an important part of policy options to control emissions

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Aviation and Climate Change George T. Blumenthal,2010 According to the Intergovernmental Panel on Climate Change IPCC aviation currently accounts for about 2 percent of human generated global carbon dioxide emissions the most significant greenhouse gas and about 3 percent of the potential warming effect of global emissions that can affect the earth s climate including carbon dioxide This book discusses the IPCC s medium range estimate forecasts that by 2050 the global aviation industry including aircraft emissions will emit about 3 percent of global carbon dioxide emissions and about 5 percent of the potential warming effect of all global human generated emissions

Aviation and the Global Atmosphere Joyce E. Penner,David Lister,David J. Griggs,David J. Dokken,Mack McFarland,1999-06-28 This Intergovernmental Panel on Climate Change Special Report is the most comprehensive assessment available on the effects of

aviation on the global atmosphere The report considers all the gases and particles emitted by aircraft that modify the chemical properties of the atmosphere leading to changes in radiative properties and climate change and modification of the ozone layer leading to changes in ultraviolet radiation reaching the Earth This volume provides accurate unbiased policy relevant information and is designed to serve the aviation industry and the expert and policymaking communities

Aviation and Climate Change ,2011 How Sustainable Development Affects the Aviation Industry. A Case Study of the Lufthansa Group Ida Maria Richter,2020-06-26 Bachelor Thesis from the year 2020 in the subject Tourism Miscellaneous grade 1 5 Cologne Business School K In language English abstract This bachelor thesis will firstly define the term sustainability and explain what it consists of according to the Triple Bottom Line Model by John Elkington by doing a systematic literature review Furthermore a closer look into the airline industry will be taken to analyse which challenges and possible opportunities carriers have to face during this significant transformation While focusing on the research question to what extent is the Lufthansa Group adapting to the sustainable change the Lufthansa Group will serve as the case study of this thesis to gain a deeper understanding of not only the theoretical elaboration but also the practical implementation of the Paris Agreement of Climate Change This analysis will firstly work out existing definitions of sustainability and sustainable development which will be presented in the first chapter Moreover a small digression into sustainable tourism as a whole will be made which serves as a transition to the main topic of this bachelor thesis sustainability in the airline industry The theoretical framework of this paper will be the Triple Bottom Line Model by John Elkington This model defines sustainability depending on three main pillars which form the components of the term Moreover based on different political statements and reports such as the Paris Agreement of Climate Change as well as on statistics that prove not only the existence of global warming but also its consequences the importance of this elaboration will be once more underlined In the end balance and annual reports which are placed at the disposal of the Lufthansa Group will serve as the relevant data for analysing the application of the theory to the case study with the focus on the economic and social components Regime Interaction and Climate Change Beatriz Martinez Romera,2017-12-06 The regulation of greenhouse gas emissions from international aviation and maritime transport has proved to be a difficult task for international climate negotiations such as the Paris Agreement in 2015 Almost two decades prior Article 2 2 of the Kyoto Protocol excluded emissions from international aviation and maritime transport from its targets delegating the negotiation of sector specific regulations to the International Civil Aviation Organization ICAO and the International Maritime Organization IMO respectively However progress at these venues has also been limited Regime Interaction and Climate Change maps out the legal frameworks in the Climate ICAO and IMO regimes and explores the law making process for the regulation of international aviation and maritime transport through the lenses of fragmentation of international law and regime interaction The book sheds light on how interaction between these three regimes occurs what the consequences of such interaction are and how they can be managed to resolve conflicts and

promote synergies This book will be of great interest to scholars of international environmental law and governance climate change policy and climate change law *Aviation and Climate Change* James E. McCarthy, 2009 *Aviation and Climate Change*.. Library of Congress. Congressional Research Service, 2009 Provides background on aviation emissions and factors affecting them Discusses tools available to control emissions including existing authority under the Clean Air Act and proposed economy wide cap and trade legislation Examines international regulatory developments that may affect U S commercial airlines including European Union emissions trading scheme for greenhouse gases to include the aviation sector beginning in 2012 and discussions under auspices of the International Civil Aviation Organization *Greenhouse Gas Emissions from International Aviation* Alejandro José Piera, 2015 While the aviation sector has introduced a number of technological and operational measures to curb its greenhouse gas emissions these will not offset the emissions expected from its projected growth This book examines the legal framework underlying the international aviation and climate change discourse It analyzes the suitability of the International Civil Aviation Organization s ICAO institutional setting to address climate change and provides a critical assessment of the European Union Emission Trading Scheme Finally the book makes several recommendations to facilitate the adoption implementation and ultimately compliance with the ICAO s global market based measure scheme to limit greenhouse gas emissions from international aviation Series Essential Air and Space Law EASL Vol 14 Subject International Law Air and Space Law Environmental Law EU Law Climate Change

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