



ACI EUROPE joins European Commission's Alliance for Zero-Emission Aviation

ACI EUROPE

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Brussels, 27 September 2022: ACI EUROPE today officially joined the Alliance for Zero-Emission Aviation (AZEA)¹, a voluntary initiative spearheaded by the European Commission bringing aviation stakeholders together to prepare Europe for hydrogen and electric flight.

The Alliance will build on the findings of the industry-led Destination 2050² roadmap as regards the emission reduction potential of alternative propulsion technologies, notably hydrogen and electric powered aircraft. It aims to leverage the investments and technological developments pursued through EU aviation research programmes, including Clean Aviation and the SESAR 3 Joint Undertaking, and coordinate efforts across the aviation eco-system. AZEA's ambition is to address in particular the regulatory and financial challenges involved so as to pave the way for the next generation of sustainable aircraft to come to market as commercially viable products.

ACI EUROPE has joined forces with AZEA's wide range of partners, including public and private entities, to boost the Alliance's knowledge base regarding airport infrastructure, and to support the planning and readiness of European airports for the major changes new technologies will trigger.

A dedicated ACI EUROPE Task Force comprising AENA, Aeroporti di Roma, Brussels Airport, daa, Geneva Airport, Groupe ADP, Munich Airport, Royal Schiphol Group, SEA Milan Airports and Swedavia will drive the airport industry contribution to the Alliance under the supervision of the association's Environmental Strategy Committee.

Olivier Jankovec, Director General of ACI EUROPE, said: *"In joining AZEA we are further putting the strength and expertise of European airports into the quest for zero-emission flight. Europe's airports have long been at the forefront of climate mitigation efforts, including through the Airport Carbon Accreditation programme³, the ACI EUROPE Net Zero pledge⁴ and the Destination 2050 alliance. Nonetheless, emissions from flights remain the biggest chunk of aviation's carbon footprint, and with today's announcement we show our unwavering commitment to working together with industry partners to address it. Supporting the development and deployment of alternative propulsion technologies is a natural continuation of our work to limit the industry's impact on the climate."*

He added: *"We believe that there is a strong business case behind developing environmentally sustainable aircraft. Industry preparedness and in particular infrastructure readiness will be crucial in securing its market viability and success. Airport infrastructure projects are developed to last decades, so it is of fundamental importance that the development of hydrogen and electric powered aircraft technologies goes hand-in-hand with the adaptation and*

¹ https://defence-industry-space.ec.europa.eu/eu-aeronautics-industry/alliance-zero-emission-aviation_en

² <https://www.destination2050.eu/>

³ <https://www.airportcarbonaccreditation.org/>

⁴ <https://www.aci-europe.org/netzero>

development of the necessary airport infrastructure. We will be there to secure that crucial part of the process.”

The Alliance will be open to a wide range of actors, including aircraft manufacturers, airlines, airports, energy companies and fuel providers, standardisation and certification agencies, passenger and environmental interest groups and regulators.

ENDS

Notes to Editors :

LIST OF MEMBERS OF THE ALLIANCE FOR ZERO-EMISSION AVIATION

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ACI EUROPE is the European region of Airports Council International (ACI), the only worldwide professional association of airport operators. ACI EUROPE represents over 500 airports in 55 countries. Our members facilitate over 90% of commercial air traffic in Europe. Air transport supports 13.5 million jobs, generating €886 billion in European economic activity (4.4% of GDP). In response to the Climate Emergency, in June 2019 our members committed to achieving Net Zero carbon emissions for operations under their control by 2050, without offsetting.