

NO TRADING SCHEME FOR AVIATION

Chicago, USA—US-Citizens Aviation Watch Association (US-CAWA), an aviation watchdog organization, charges that aviation will continue to significantly increase Climate Change, even if considerable attempts to reduce emissions from other sources goes forward.

Jack Saporito, a spokesperson for US-CAWA asks, “With regard to aviation, what will come out of The Hague global warming talks now that most all climate scientists now agree that global warming is no longer a threat, it is reality, and we are starting to see its dire consequences?”

Another question Mr. Saporito maintains that dovetails with the first is, “What realistically can the aviation industry and America do for emissions reduction since, Congress and the Clinton Administration has passed the AIR-21 Act to massively expand aviation and its significant problems?” The AIR-21 budgets \$40 billion for airports construction, expansion and improvements for the next three years.

One Climate Change reduction scheme being promoted by the industrialized nations to reduce upper atmospheric emissions is a vehicle that “reduces” emission by companies trading pollution.

Basically, the pollution credit scheme works like this. Companies would buy and sell pollution credits. Companies that cut pollution would have extra credits to sell to companies that are less efficient. Under this theory, as long as the total bank of permits is reduced year by year, the cuts can be achieved.

US-CAWA states in no unequivocal terms that aviation must be excluded from this trading scheme!

The concern is that the aviation contributions to Climate Change cannot be offset by other reduction trading schemes since aircraft emission damage is unique.

Emissions from aircraft appear to do extraordinary damage, both in the upper and lower stratospheres from direct emission deposits and contrails effects.

According to US-CAWA, "The serious upper atmospheric environmental problems caused by aircraft and airport operations need great reduction and concomitant, comprehensive regulation in order to protect the public's health and our environment."

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(ed. Note: US-Citizens Aviation Watch Association (US-CAWA) is a national association of environmental organizations, civic and grassroots groups, cities and townships that advocates a sustainable, equitable and accountable aviation industry. US-CAWA is linked with established organizations in 27 countries throughout the world. US-CAWA monitors all types of airport and aircraft-related safety: noise, air, water, and ground pollution, especially hazardous and toxic air emissions, public health and general aircraft safety.

For more information:

* US-Citizens Aviation Watch Association <http://www.us-cawa/>

1. **"GAO Study Links Aircraft Emissions to Global Warming"**
<http://www.us-caw.org/gaopress.htm>
2. **Intergovernmental Panel on Climate Change. "Special Report on Aviation and the Global Atmosphere."** 1999
[http://www.ipcc.ch/pub/av\(E\).pdf](http://www.ipcc.ch/pub/av(E).pdf)
3. **"NASA believes jet contrails contribute to climatic changes"**
<http://www.us-cawa/> (click "Studies")

* United Nations Framework Convention on Climate Change

<http://www.unfccc.de/index.html>

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