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**Aviation and the Environment:  
A Primer for North American Stakeholders  
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***AS PREPARED FOR DELIVERY***

Good morning. It's a pleasure to participate in this excellent event and, specifically, to be on this panel with my counterparts and partners from other industry groups.

It's good to see Dan once again. Dan and I worked closely on many of the issues we will be talking about today, and I thank him for kicking things off with that well-done presentation.

Since joining AIA in November, I have become even better versed than I was before in the importance of environmental issues to aviation manufacturers. The CEOs who decide policy for AIA have stressed to me that this is a challenge they take very seriously and that they are committed to working together to find solutions.

We see several factors affecting aviation's environmental impact. The good news is they are all factors we can control and improve as long as we have the will to do so.

The first is something I talked about often in my previous position with the FAA, and still bring up on a regular basis – NextGen.

The advanced, high-technology air transportation system is most often touted as the way to deal with spiking demand in air travel. But it will also have perhaps the single greatest impact on improving aviation's environmental performance.

Some have said the environmental benefits alone are worth the investment of modernization.

NextGen is a complicated system, but the environmental benefits are easy to understand. The satellite-based system will allow aircraft to fly point-to-point as well as eliminate backups of aircraft landing and taking off. This means less fuel burn and fewer emissions.

Estimates show NextGen can cut greenhouse gas emissions by approximately 15 percent each year.

I firmly believe that environmental impacts have the greatest potential to constrain the growth of aviation and air travel in the future. The quicker we can get NextGen fully operational, the sooner we will start to reap greater environmental rewards.

AIA strongly supports the continued development and implementation of NextGen, along with our industry partners. We believe NextGen must be a priority issue for our government and are actively working with the presidential candidates to obtain their endorsement.

Another factor affecting aviation's environmental performance is one that is very close to home at AIA – technological advances.

Our industry has a great track record of developing products and technologies that take significant leaps forward regarding environmental performance. Fuel burned per seat mile in today's aircraft is down more than 70 percent from early jets.

We know this will continue. Manufacturers have committed to reducing CO2 emissions by at least 15 percent on each new generation of aircraft.

However, while the focus today is on CO2, we can't take our eyes off the other balls that affect our environmental stewardship. This includes noise and NOx – we need to make sure we work in a comprehensive manner as we move forward.

When it comes to environmental impact successes, we are seeing game-changing technologies. As many of us are aware, Boeing's 787 Dreamliner boasts advances that represent huge leaps forward.

One aspect is the unprecedented use of composites in the construction of most of the aircraft. This reduces weight dramatically leads to the use of 20 percent less fuel when compared to today's aircraft.

Another advance is in the General Electric and Rolls-Royce engines, advanced models that use less fuel and will contribute significantly to the Dreamliner's fuel efficiency gains. Boeing officials have said these engines represent a two-generation jump in technology.

Our industry is committed to continuing these technological advances to meet our environmental challenges in the future.

But we need partners to do that. One area we are concerned about is the research and development funding for aeronautics. Recent years have seen the investment in this vital function decrease substantially.

We would like to see a revitalization of the U.S. aeronautics R&D portfolio, not only to stop the cuts, but to restore the investment to previous levels.

Advancements from technology in improved aircraft performance and air traffic modernization will take us only so far to reduce emissions growth. Focused aeronautics investment is needed in even farther-reaching technologies and in areas such as alternative fuels in order to keep the continuum of emissions reduction moving.

We need urgency to address our federal aeronautics research investments because the timelines involved are long. The Pratt & Whitney geared turbofan engine is the model of the benefit of R&D investment. This advanced technology that will provide great gains in fuel efficiency was a research demonstration project 20 years ago. It takes that long to come to become viable for market.

If the government doesn't step back up to its transitional R&D role, the next generation of technology could take even longer.

The challenge ahead is how to reduce our environmental footprint to do the things we know we can do. But we need to be ready to move past those solutions to the next level of improvements.

So we must ask ourselves two questions: How do we achieve carbon-neutral growth if the technology pipeline, air traffic modernization and alternative fuels cannot close the gap? With this industry's tremendous commitment to environmental stewardship, how do we more effectively communicate this commitment to policy makers and the public?

I hope we begin to find answers to some of these questions today.

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