



**MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET DE LA COHÉSION
DES TERRITOIRES**

*Liberté
Égalité*



SUSTAINABLE AVIATION AND SAFETY

An evolving relationship over time

How were safety and sustainability ranked in a civil aviation authority strategic project, over time ?

- Early 2000' : sustainability is not on the list
- End of 2000 decade : sustainability is on the list, ranked last
- End of 2010 decade : sustainability is top of the list, with an (*)
- And now ? How do we go forward ?

« Safety First » remains the priority of aviation... but...

- « Safety First » is no longer a sufficient justification to reject improving sustainability
- The existence of air traffic is at stake

What do we do with the increased safety margins ?

- Example of RVSM (Reduced Vertical Separation Minima) – gains in efficiency allotted to capacity
- For sustainability, allotting gains in efficiency to sustainability ?
- Flight paths in environmentally sensitive urban areas
- Ensuring more carbon-efficient flight plans

The example of Fello'Fly

The possibility of gains from flying in formation

Immediate gains for the followers

The most important possible gain : allowing followers to start with a reduced fuel load

Evolution of the requests

- Our environment-minded partners have an increased knowledge of aviation
- This is an asset to move forward and not a drawback

Thinking of areas where interactions create least conflict

- Example of biodiversity in airports, France

Birds and airplanes

The importance of going for substance

- Not wasting potential on changes with low gain or no gain
- Informing about the actual gains

Conclusions

- There is a way forward using technology
- We must educate our partners about the potential for sustainable gains