

**Question for written answer E-001061/2016  
to the Commission**  
Rule 130  
**Miguel Viegas (GUE/NGL)**

Subject: ICAO energy efficiency standard

In Paris, Europe recently signed a climate agreement setting a global warming target of 1.5° C. After the Paris Agreement had been stripped of the references to the aviation sector in connection with the emission reduction effort, the ICAO publicly stated that it would press ahead with ambitious climate measures by adopting an energy efficiency standard to be applied to new aircraft designs.

However, there are suspicions that the ICAO is coming under strong pressure from Airbus, and some European decision-makers are entering into negotiations in an attempt to water down the efficiency standard, the end effect of which might be to increase avoidable CO<sub>2</sub> emissions by 400 megatonnes between 2020 and 2040.

Civil aviation accounts for roughly 5% of the emissions that cause global warming, at a time when air traffic is growing by 5% to 6% a year and the ICAO is predicting that global emissions from aircraft will treble by 2050.

Can the Commission confirm the information referred to above? What attitude will it take to a possible downward revision of the environmental requirements for civil aviation as regards CO<sub>2</sub> emissions?