

3rd Annual Eco-Aviation Conference presented by ATW

June 23 – 25, 2010

“Moving Forward”

Capital Hilton

Washington, DC

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Eco-Aviation...Moving Forward

The air transport industry is moving forward on a concerted plan to reduce its impact on the environment. Individually and collectively, airlines are achieving significant reductions in CO₂ and other emissions, and developing safe, sustainable alternatives to fossil fuels.

ATW's Eco-Aviation Conference was the first and still is the only conference in North America devoted to addressing a broad cross section of topics arising from commercial aviation's impact on the environment. Sessions address both high-level subjects (European ETS, U.S. cap-and-trade legislation, alternative fuels) and dig down deep into airline operational issues (RNP and NextGen, reducing ground level emissions, fuel conservation).

Agenda

Wednesday, June 23

6:00 – 8:00p Welcome Reception

Day 1: Thursday, June 24

7:30 – 8:30a Continental Breakfast

8:30 – 8:40a Chairman Introduction

8:40 – 9:10a Opening Address—Keynote Speaker

Michael G. Van de Ven, Executive Vice President and Chief Operating Officer,
Southwest Airlines

9:15 – 10:45a Aviation Emissions & Regulation

The air transport industry has outlined a Four-Pillar Strategy to reduce significantly its impact on the environment over the next decade, achieving carbon neutral growth by 2020, with a 50% reduction in CO2 emissions by 2050 compared to 2005. Will it be enough? What is the proper role for government regulatory agencies?

- **Chris Grundler**, Environmental Protection Agency, Deputy Director, Office of Transportation and Air Quality
- **Carl Burleson**, Federal Aviation Administration, Acting Deputy Assistant Administrator for Policy and Environment
- **Nancy Young**, Vice President Environmental Affairs, Air Transport Association
- **Dan Elwell**, Aerospace Industries Association, Vice President-Civil Aviation

10:45 – 11:10a Break

11:10 – 12:30p EU Emissions Trading Scheme

Despite strong opposition from IATA and airlines outside Europe, the EU is moving forward with its Emissions Trading Scheme for airlines flying into the community and carriers are taking steps to comply with reporting and monitoring requirements. What is involved? What are the pitfalls to avoid?

- **Thilo Schmid**, Executive Vice President and Partner, Lufthansa Consulting
- **Julien Dufour**, Managing Director, VerifAvia & CEO, SustainAvia

- **Guido Harling**, Executive Director, ETSVerification

12:30 – 2:00p Lunch – Keynote Address

- **J. Randolph Babbitt**, Administrator, Federal Aviation Administration
- Introduction by **Mike Wilson**, President of ITT Information Systems

2:10 – 3:40p Airline & ATM Efficiencies

Full implementation of NextGen and the European SES may be several years away, but a host of “NowGen” solution, like RNP, CDA, ADS-B and Dynamic Airborne Rerouting are creating new efficiencies and reducing CO2 emissions

- **Captain Joe Burns**, Managing Director, Technology and Flight Test, United Airlines
- **Leah Raney**, Managing Director, Global Environmental Affairs, Continental Airlines
- **Jeff Martin**, Senior Director of Flight Operations, Southwest Airlines
- **John Kefaliotis**, Vice President Next Generation, Air Transportation Systems, ITT Defenses and Information Solutions

3:40 – 4:00 Break

4:00 – 4:30p Airport Challenges

Green terminal designs, alternative energy sources and recycling are among solutions embraced by airports, which also confronts issues such as limiting ground-level emissions, local noise restrictions and pending regulations on controlling deicer fluid run-off

- **Deborah McElroy**, Executive Vice President Policy and External Affairs, Airports Council International-North America

4:30 – 5:30p Engine Technology

Today’s jet engines are marvels of environmental efficiency compared to their predecessors but even greener, cleaner engines are on the horizon

- **Dr. Alan Epstein**, Vice President, Technology & Environment, Pratt & Whitney
- **Paul Randall**, Strategic Marketing Manager Future Programs, Rolls-Royce
- **Bill Brown**, General Manager of Marketing, CFM International
- **Tobias von Wangenheim**, Chief Analyst Environment, MTU Aero Engines

5:30 – 7:00p Reception

Day 2: Friday, June 25

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7:30 8:30a Continental Breakfast

8:30 – 8:40a Chairman’s Remarks

8:40 – 10:10a Biofuels

Last year’s approval of an alternative fuel specification for aviation jet fuel has set the stage for approval of sustainable aviation biofuel blends by the end of this year. Meanwhile, the air transport industry has announced ground-breaking agreements to introduce large scale use of biodiesel and biojet.

- **Richard Altman**, Executive Director, Commercial Aviation Alternative Fuels Initiative (CAAFI)
- **John Rau**, Managing Director-Fuel Management, American Airlines
- **Bryan Sherbacow**, Principal, AltAir Fuels
- **James Rekoske**, Vice President and General Manager-Renewable Energy & Chemicals, Honeywell UOP

10:10 - 10:30a Break

10:30 – 11:00a Green Cabins

Aircraft interiors are going through a green revolution of their own as airlines and interior providers undertake clean green cabin initiatives.

- **Jennifer Coutts Clay**, author of Jetliner Cabins

11:00 – 12:15p Airframe Advances

From winglets to increased use of lightweight materials including composites, airframe makers working to make their products more energy-efficient

- **Mary Prettyman**, Vice President of Marketing, Airbus Americas, Inc.
- **Philippe Poutissou**, Vice President – Marketing, Bombardier
- **Nico Buchholz**, Senior Vice President – Corporate Fleet, Deutsche Lufthansa AG

Conference Adjourns

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