

# **IFAR – International Forum for Aviation Research**

## **Declaration**

### **2010 Berlin Summit**

6<sup>th</sup>- 7<sup>th</sup> May 2010  
Schloss Lübbenau  
Berlin (Germany)

**We, the IFAR participants of the Berlin Summit held from 6th to 7th June 2010 in Germany, adopted the following declaration**

Noting

- aviation is a considerable driver for economic growth
- globalisation and the increasing need for international mobility and as a logic consequence the fast growing air traffic worldwide
- the obvious impact by air traffic on environment and especially climate change
- the specific role of aviation research in improving the performance of air traffic, particularly with regard to climate change, noise and local emissions, safety and security as well as efficient operations.

Taking into account

- the endeavours of the United Nations and national Governments to take action to combat climate change.
- the results of the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC), which identifies
  - o aviation to contribute 2–3% of today's total global anthropogenic CO<sub>2</sub> emissions
  - o the continuous growth of air traffic as the fastest growing transport mode by 5% per year
- the expectation of the International Transport Forum 2010 that the air passenger transport volume will triple from 2010 to 2050.

Consistent with the member state / institution air transportation visions such as

- the Vision 2020 by the Advisory Council for Aeronautics Research in Europe (ACARE)
- the Vision 2050 by the International Air Transport Association (IATA) to set the long-term challenge of Zero Emission Aviation as outlined in the International Aviation Road Map
- US National Aeronautics Research and Development Policy (2006) and Plan (2010)
- the commitments by aviation industry and politics, like ACARE, IATA, International Transport Forum, to innovation as a key to managing the greenhouse gas emissions of air transport

Highlighting

- the growing demand of society, politics, aircraft industry and operators to find efficient and effective solutions for the implementation of the ambitious targets in the mitigation of climate change
- the necessity of networking and new forms of partnership
- the results of the Berlin Summit 2008 as a first step in the worldwide convergence of aviation research institutions and organisations.

### Emphasising the specific need for aviation research

- to contribute to the reduction of the air traffic impact on the environment and climate change
- to improve its role as a stakeholder
- to improve communication in the aviation research field
- to connect the worldwide aviation research organisations and to benefit from the mutual advantages of a closer cooperation with respect to their activities and resources, in order to further strengthen the aviation technology base
- to find novel technology approaches
- to communicate with society, policy makers, aircraft industry and operators with a view to globally relevant research topics for aviation.

### The participants agreed

- to found the International Forum for Aviation Research (IFAR) as an alliance of the worldwide aviation research institutions with the common aims
  - o to take up the environmental challenges for air transport industry as identified by the global community
  - o to present potential solutions for an ecologically and economically efficient air transport system
  - o to connect worldwide aviation research institutions
  - o to provide a common voice for the IFAR organisations in the international dialogue
  - o to act as an independent advisor to policy makers worldwide.
- to focus IFAR's initiatives on the technologies to address climate change, impact of weather and natural phenomena, noise and local emissions, efficient operations, security and safety.
- in 2010/2011 to concentrate IFAR's initiatives on climate change
- to develop an IFAR Road Map considering other international aviation road maps and research initiatives
- to hold the next IFAR summit in 2011 which aims at
  - o adopting the alliance agreement
  - o concluding the work on climate change
  - o adopting the first version of the IFAR Road Map.
- to invite other aviation research institutions to become a member of IFAR.

IFAR will disseminate its work and progress to the public at [www.ifar.aero](http://www.ifar.aero).