

HAW Hamburg in cooperation with the RAeS, DGLR, ZAL and VDI invites to a lecture



Ecolabel for Aircraft

Prof. Dr.-Ing **Dieter Scholz**, MSME
HAW Hamburg

**Lecture followed by discussion.
No registration required!
Entry free!**

Date: Thursday, 04 June 2020, 18:00

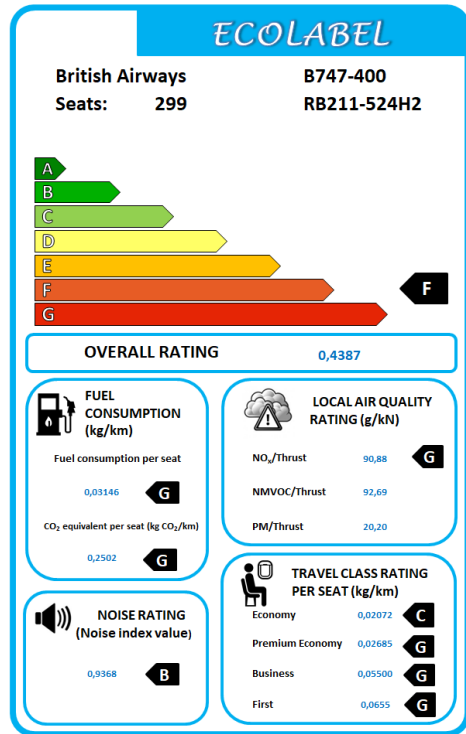
Online: <https://purl.org/ProfScholz/zoom/2020-06-04>

Abstract: In 2019 EASA started work on a labeling system for the aviation industry. What is the latest outcome? The lecture explains the definition of an "Ecolabel for Aircraft" as proposed by HAW Hamburg. Based on this definition, commonly used passenger aircraft are evaluated, which leads to straight advice for travelers.

Motivation: With IPCC Reports, "Fridays for Future", and "Flygsham", the aviation industry is getting increasingly nervous. This started various activities at EASA, Airbus, and beyond.

Definition of an Ecolabel for Aircraft: Work at HAW Hamburg led to the definition of an Ecolabel for Aircraft, which was presented already in 2017 at the German Aerospace Conference. The proposed label follows requirements from ISO 14020 Series: Environmental labels and declarations. The label considers (see example):
=> Resource depletion (fuel consumption)
=> Global warming (fuel consumption, equivalent CO2)
=> Local air quality (NOx) based on ozone formation potential and particulate matter formation
=> Noise

Results and Advice: Modern propeller driven aircraft have the lowest environmental impact. Passengers should select a flight with an efficient aircraft, operated by an airline that carries a large number of passengers in the plane and typically shows a high load factor. Obviously, a ticket in the economy class should be booked, because the aircraft's fuel burn is allocated to each passenger based on the cabin floor area the passenger occupies.



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Prof. Dr.-Ing. Dieter Scholz
Dr.-Ing. Martin Spieck
Richard Sanderson

Tel.: (040) 42875-8825
Tel.: (040) 9479-2855
Tel.: (04167) 92012

info@ProfScholz.de
Martin.Spieck@thelsys.de
events@raes-hamburg.de



**DGLR Bezirksgruppe Hamburg
RAeS Hamburg Branch
ZAL TechCenter
VDI Hamburg, Arbeitskreis L&R**

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