Luxembourg, 19 November 2013

Environmental and Social Data Sheet

Overview

Project Name:	*ITP AEROTURBINES XTEND RDI*
Project Number:	*2011-0537*
Country:	*Spain*
Project Description:	The project comprises the RDI for the technology development of large aero-engine components, headed by the low pressure turbine, for motorizing upcoming commercial aircrafts. The RDI outputs aim at contributing to lowering the engines' fuel burn and gaseous emissions *(CO_2, NOx, etc.)*, the specific weight and the acoustic impact, while improving the operational life and cycle cost.
EIA required:	no
Project included in Carbon Footprint Exercise[1]:	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The RDI activities included in the project are not specifically covered by Annexes I & II of the EU Directive 2011/92/EU, and therefore not subject to mandatory Environmental Impact Assessment. The proposed investments will take place mainly inside buildings at RDI facilities, already being used for similar activities that will not change their scope due to the project. An EIA is therefore not needed.

The project is acceptable to the Bank. Among the different aircraft components, propulsion technology is a key enabler for efficient and sustainable air transport. The engine components under development will include a number of technological step changes over predecessors and the RDI aims at enhancing the engine's environmental performance, through reduced fuel burn and gaseous emissions (CO_2, NOx, etc.), the reduction of weight and the acoustic impact, and are more efficient operational life-cycle. These improvements will allow future aircraft engines to comply with the provisions of the ACARE[2] 2020 protocol.

Environmental and Social Assessment

Environmental Assessment

The challenges facing the air transport sector today are to cut aviation emissions and to reduce their impact on the environment and on climate change. In taking up these challenges, the goal is to move forward in the design, production and maintenance of aeronautic engines that are ever more environmentally friendly throughout their entire life cycle. The promoter has confirmed that it carries out all its activities relating to the design, development, manufacture, repair and maintenance of aeronautic engines with environmental considerations in mind.

ITP has registered under the EMAS scheme and its facilities are ISO14000 certified. The European Eco-Management and Audit Scheme (EMAS) is a voluntary mechanism directed at companies and organizations that want to assess, manage and improve their performance in environmental issues. EMAS aims at better protecting the environment and it provides a tool to evaluate and manage an organisation's environmental impact.

ITP makes public the activities it carries out as part of its environmental responsibility by means of the Environmental Declaration, a document that gathers together all the information relevant to each centre's environmental performance. The Environmental Declarations of those ITP centres that are registered within EMAS are drawn up annually, then submitted to exhaustive checking by an accredited outside body. Once validated, these are placed at the public's disposal (and can be found on ITP's webpage).

[1] Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100 000 tons CO_2e/year absolute (gross) or 20 000 tons CO_2e/year relative (net) – both increases and savings.
[2] Advisory Council for Aeronautical Research in Europe.

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