

with aviation and would act as a catalyst in promoting research and development and information exchange at regional, national and international levels. Moreover, it would develop a synergistic relationship among governments, business and academia for the resolution of environmental issues and problems.

According to the report's authors, the creation of a comprehensive and well-coordinated environmental management program is a major task that must be undertaken as efficiently and cost-effectively as possible. Also that the global nature of air transport and environmental issues must be dealt with on an international basis, not by local, often inconsistent, and sometimes incompatible changes in technologies and regulations.

Such an effective industry-wide approach, they state, will benefit from the exchange of information and expertise and, as necessary, the pooling of resources for research and development aimed at solving common problems.

*In 1945, nine million passengers travelled on scheduled air services, representing less than one-half of 1% of the world's population. By the year 2001, it is expected that 1.8 billion passengers will travel. That is about 30% of all people on Earth.*

Moreover, they caution, the problems created by the increasing burden of air transport will become relatively worse if other major sources of pollution decrease their environmentally harmful practices



Montréal, the aviation capital of the world, is the suggested site of the proposed International Centre for Aviation and the Environment.

significantly, as they are expected and, in some instances, have been legislated to do.

If this occurs, they say, the share of environmental deterioration directly attributable to aviation will increase. Therefore, the aviation industry will show a trend opposite to that of other sources and, consequently, a great deal of pressure will be brought to bear should projects for increasing airport capacity need approval.

Montréal is the site recommended for the Centre because of the advantages of being near the principal international aviation governmental and non-governmental institutions, academic institutions, and **Transport Canada's Transportation Development Centre.**

Another advantage could be linking it, in terms of environmental technological information, with the **Société internationale de télécommunications aéronautiques (SITA)** and the local Internet connection.

## PROPOSED OBJECTIVES OF I.C.A.E.

An independent, not-for-profit Organization, I.C.A.E. will have the following principal objectives:

- establish a repository for environmental information and a forum for organized data exchange on aviation issues and developments.
- create a worldwide communications network and publish aviation-related environmental information.
- foster cooperation for the enhancement and use of cost-effective standards and practices for environmental management and pollution prevention.
- provide expertise and research and development services.
- develop assistance programs through environmental consultation services.
- maintain close ties with regional, national, and