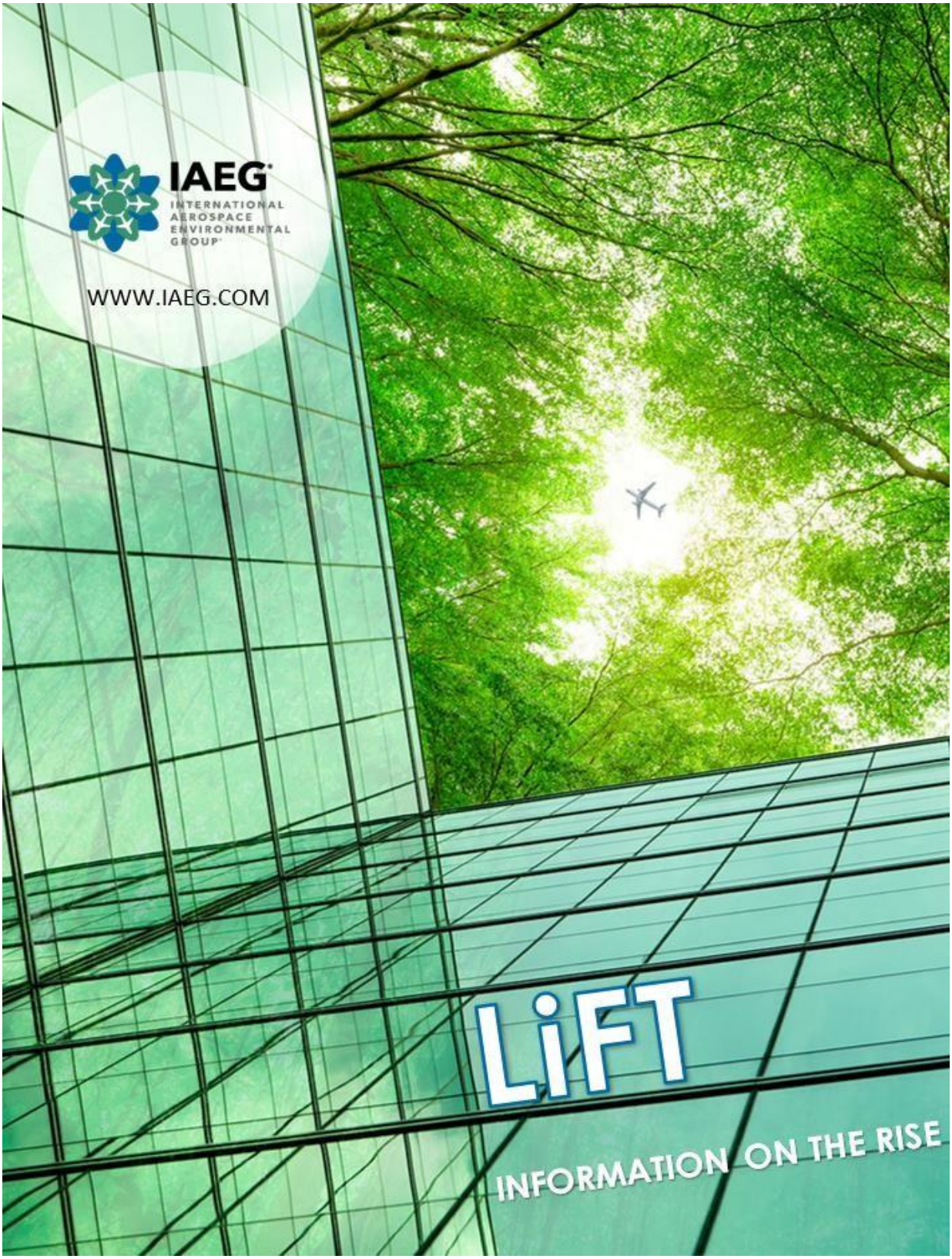


IAEG LIFT Newsletter

2026 – Issue 1

Dear IAEG Member,

2026 is no exception to change at IAEG, we start the year with our new board structure poised to focus on efforts to achieve the 2030 vision for a Sustainable Aerospace and Defense Industry. Be sure to check out the new IAEG Website offering both modernization and ease of navigation.

Many members are preparing to attend the Spring Face-to-Face in Seattle, Washington with a balanced agenda providing ample time for Work Groups, Technical Integration Committee, guest speakers and information session to shape a new work group for Sustainability Reporting. The walkable city of Seattle should provide an array of restaurants and tourist attractions.

The Communications Committee is looking for additional members to further our communications with opportunities noted in this newsletter. Be sure to check out our LinkedIn posts, and please like, repost, or share; we need your help spreading the news!

Looking forward to our spring meeting and the momentum it provides to our activities.

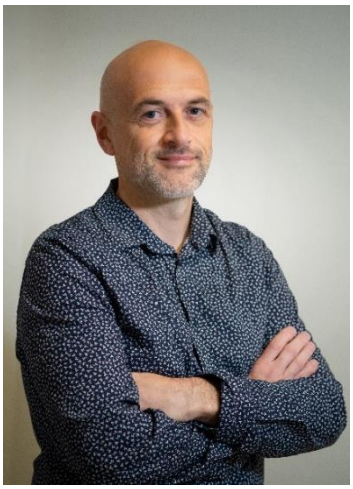
The Communications Committee

Content

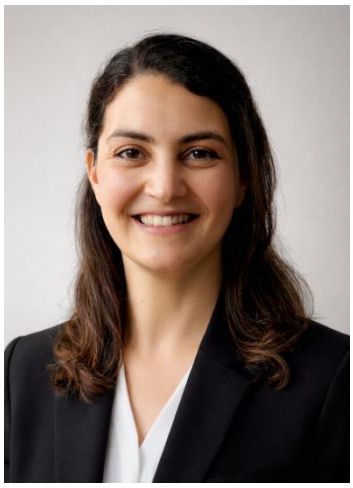
IAEG Round up

Work Group 12 In Action – Members Spotlight

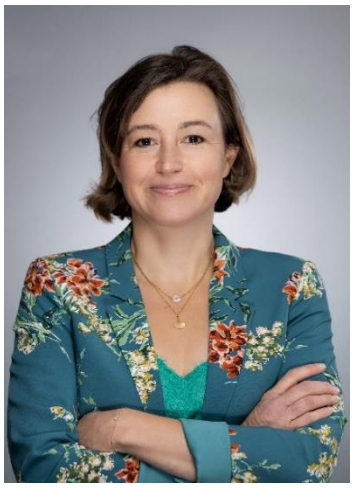
Building consistency and confidence in aerospace life cycle assessments is a challenge and it is often difficult to decide first steps. In this article, we spotlight three members of WG12 – Life-Cycle Assessments (LCA) to show that there is consensus in LCA thinking in different professional roles and in different parts of the supply chain. Here are their blended answers! To see what they individually said – click on their photo.



OLIVIER GRELLOU
Airframe Ecodesign Engineer
AIRBUS



ALICE BODIN
Life-cycle Assessment Engineer
SYENSQO



PERRINE QUESNOIT
Corporate Ecodesign Lead
SAFRAN

What role do you have in the Aerospace industry and what % of your work relates to LCA?

Ranges from 30%-100% on. Designs are not only performance driven but encompass increasingly stringent environmental targets. Eco-design requires policies, processes and practices to align in our large complex supply chains. Sharing learnings and standardising practices are essential elements for success. Developing, defining and deploying common methodologies and practices throughout the Aerospace Sector is essential for collective success.

What is the first thing you do to induct new colleagues to LCA activity?

Depending on the need, LCAs can be simple or complex. A good place to start is to be guided into 'Life Cycle Thinking' to demystify that all LCAs are complex, time consuming or limited to 'carbon at the tailpipe' scenarios. Understanding the need helps any practitioner right-size the scope and depth, ensuring that any implemented eco-design tool or methodology serves to help decision-making and longer-term strategies.

Why do you think LCA is essential to our industry?

LCA is a tool that can coalesce large complex supply chain into consistent, connectable synchronised analysis. The data assessment helps prioritise best net-positive action plans and avoids shifting impacts from one phase to another. Rigorous rules and transparency are requirements to ensure that quantitative and qualitative indications are credible for both regulatory compliance and industry credibility.

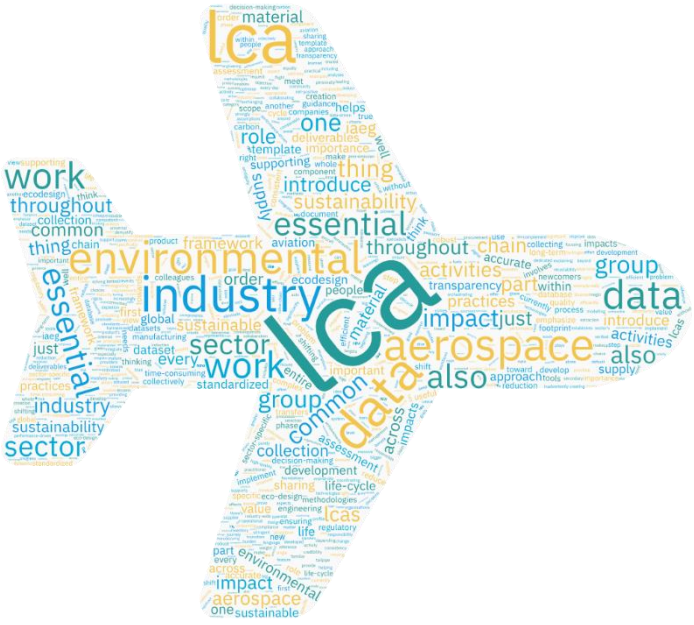
What IAEG achievements could help people in their journeys towards LCA? Practice?

IAEG WG12 unites the expertise and perspectives of professionals from a vast range of roles and companies throughout our complex supply chains, aligning their visions and collaborative efforts. The usable outputs could not have been developed inside any single company. There are three pillars in the current pathway:

1) LCA Framework document:
   Common language, approach and method
2) Shared Aerospace Dataset:
   Accurate high-quality data for all
3) Data collection Template:
   Ease data transition between supply chain tiers

Just one thing – if you could introduce just one (doable) thing for our whole industry that helps – what would it be?

Robust standardisation! Accurate quality data! Consistent and efficient analyses! Comparable, sharable and connectable LCAs! Digital Material passports for every component and platform! We want to be more efficient and effective in our sustainability goals. We want to empower every player in the value chain to make the most sustainable choice by design.



If you wish to accelerate our industries to valuable effective LCA practices:

Go to our Frame work Document to see our WG12 progress or join our group

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OLIVIER GRELLOU
Airframe Ecodesign Engineer
AIRBUS

What role do you have in the Aerospace industry and what % of your work relates to LCA?

As a global leader in aeronautics, Airbus acts as a system integrator and a pioneer in sustainable aviation. Our role involves orchestrating a massive supply chain to deliver aircraft that meet increasingly stringent environmental targets, such as the zero-emission ambition. Currently, LCA-related activities are not a big part of our core engineering and procurement workflows but have a strong impact in specific areas or components, as we shift from purely performance-driven design to "eco-design" principles that account for a product's entire footprint from cradle to grave.

What is the first thing you do to induct new colleagues to LCA activity?

The induction begins with a mindset shift: moving beyond just "carbon at the tailpipe" to understand the environmental profile of each component. We introduce new colleagues to our standardized eco-design tools and the "Life Cycle Thinking" framework, emphasizing that every engineering decision affects resource depletion and end-of-life recyclability. This often involves a deep dive into our internal databases to show how material selection impacts our long-term sustainability indicators.

Why do you think LCA is essential to our industry?

LCA is essential because it prevents "burden shifting," where solving a problem in flight (like weight reduction) might inadvertently create a bigger problem during manufacturing or disposal. As the industry moves toward hydrogen propulsion and sustainable aviation fuels (SAF), we need LCA to prove that these technologies offer a net-positive benefit across their entire lifecycle. Without the data-driven rigors of LCA, we cannot claim true transparency or meet the regulatory requirements of the EU Green Deal and global aviation standards.

What IAEG achievements could help people in their journeys towards LCA? Practice?

IAEG is a reference in creating a "common language on LCA" for the industry, specifically through our work on the creation of the LCA Framework document and collaborating with the LCA dataset suppliers to implement aerospace dataset and finally Inventory template creation that ease data transition in between tiers. These three pillars should support a good level of LCA assessment for our industry.

Just one thing – if you could introduce just one (doable) thing for our whole industry that helps – what would it be?

If we could implement one thing tomorrow but with a magic wand :), it would be a kind of Universal Digital Material Passport for every component. By ensuring that every part comes with verified, standardized environmental data (including its carbon footprint and chemical makeup), we would eliminate the "data gaps" that currently make LCAs time-consuming and expensive. This transparency would empower every player in the value chain to make the most sustainable choice by default, turning sustainability from a manual audit into an automated feature of the aerospace sector.

[Return to WG 12 In Action]

ALICE BODIN
Life-Cycle Assessment Engineer
SYENSQO

What role do you have in the Aerospace industry and what % of your work relates to LCA?

I work for Syensqo, a supplier of composites material integrated into the aerospace industry's supply chain. As a LCA practitioner for the group, life cycle assessment represents 100% of my activities. My role focuses on sustainability and environmental performance, supporting product and process development, supporting product and process development as well as business decision-making.

What is the first thing you do to induct new colleagues to LCA activity?

The first thing I do is demystify LCA. Many people see it as complex, time-consuming or only for specialists. I start by explaining why we do LCA and how it supports decision-making. I also emphasize that robust data collection and data quality are the foundations for unlocking the true value of LCA.

Why do you think LCA is essential to our industry?

LCA is essential because aerospace decisions have long-term environmental consequences and involve complex, global supply chains. Without a life-cycle approach, there's a risk of shifting impacts from one phase to another — for example from use phase to raw material extraction, or from an impact category to another. LCA allows us to prioritize actions based on data, supporting credible sustainability claims, which are critical for both regulatory compliance and industry credibility.

What IAEG achievements could help people in their journeys towards LCA? Practice?

IAEG plays a key role by providing harmonised, sector-specific guidance that individual companies could not develop alone. Deliverables such as the LCA framework and data collection template reduce ambiguity and effort, especially for newcomers to LCA. The dataset workstream is also essential, as it enables the industry to collectively request high-quality, sector-specific datasets from LCA database providers. Equally important is the community aspect: exchanging best practices and lessons learned helps accelerate LCA maturity across the whole aerospace sector.

Just one thing – if you could introduce just one (doable) thing for our whole industry that helps – what would it be?

If I could introduce just one practical initiative, it would be to establish a standardized, industry-wide approach for collecting and sharing environmental data across the supply chain. This would significantly improve data quality and consistency, making LCA results more robust and comparable. It would also foster greater transparency and collaboration, helping the entire industry progress more efficiently toward its sustainability goals.

[Return to WG 12 In Action]

PERRINE QUESNOIT
Corporate Ecodesign Lead
SAFRAN

What role do you have in the Aerospace industry and what % of your work relates to LCA?

Within Safran, my role is to integrate ecodesign into our activities and processes. I am also responsible for leading change management in this area across the Group. Because other aspects of ecodesign are also part of my scope, I would say around 30% of my activities relate to LCA. This includes coordinating group efforts to develop LCA methodologies and tools, as well as collecting and sharing LCA learnings within the Group. A significant part of my work is also dedicated to developing common methodologies & practices for LCA throughout the aerospace sector, notably within IAEG and other such organisations.

What is the first thing you do to induct new colleagues to LCA activity?

For people who are not familiar with LCA, I think it is essential to introduce the idea and importance of life-cycle thinking as a first step. I usually also use every-day life examples of impact transfers in order to emphasize the importance of not focusing on a single life-cycle step or environmental impact. In complement, I think it is important to mention that various levels of LCAs can be implemented depending on the needs, from highly detailed analyses to more simplified ones.

Why do you think LCA is essential to our industry?

The aerospace industry is strongly committed to sustainable development, actively integrating environmental responsibility into its innovation, manufacturing, and operational practices. To that intent, LCA is an essential tool to ensure that the right choices are made to reduce environmental impacts and avoid unwanted impact transfers. Identifying the appropriate scope to conduct the assessment is of high importance to that matter, as well as sharing common assumptions throughout the sector, in order to have a consistent approach.

What IAEG achievements could help people in their journeys towards LCA? Practice?

From the beginning, Work Group 12's goal has been to promote a shared vision of LCA practices throughout the aerospace sector. It is in my view essential to work collectively as a sector on that pathway in order to optimise environmental impact reduction throughout the value-chain. I personally find that all deliverables developed by the work group are essential! The framework document establishes a common view that both helps mature companies base their work on common methods and assumptions and provide useful guidance for newcomers to LCA and ecodesign activities. Work on datasets is also very important in order to move towards having more accurate secondary data available for the aerospace sector's specific needs. The data collection template is useful in the same objective of having accurate and efficient LCAs.

Just one thing – if you could introduce just one (doable) thing for our

If I could just introduce one thing to our industry right now, it would be an aerospace sector environmental database, so that all the industry could rely on common and accurate data, ensuring consistent

whole industry that helps – what would it be?	& efficient LCAs throughout the value chain. Data collection and modelling really are a time-consuming part of LCAs !

Return to WG 12 In Action

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IAEG Publications

IAEG produced tools are the culmination of the collaborative work done by our work groups to ensure the Aerospace and Defense Industry has ready resources and tools to meet their needs. There are numerous publications throughout the year, below is a roundup of documents and tools that have been released since the Fall Face-to-Face in Rome:

- 2025 Annual Report – Elevating Evolution
- WG 3 Green House Gases
  - White Paper – Guidance for Calculating Scope 3 Emissions for the Use Phase of Space-related Products
  - Use of Sold Products Commercial Tool V1
- WG 9 Global Environmental & Chemical Regulations, Policies, and Standards
  - Monthly Newsletters
    - 2026 Newsletters
    - 2025 Newsletters
  - Regulatory Alert
    - Singapore EPMA 1999
    - EU Deforestation Regulation
  - Fact Sheet
    - Stockholm
    - Minamata Convention
- WG 12 Life Cycle Assessments
  - Lifecycle Assessments Voluntary Standard Framework Version 2
- WG 14 Circular Economy
  - 2025 ICAO Environmental Report
  - Emerging Circular Economy Imperatives: Regulatory Landscape for the A&D Industry

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Communications Committee Updates

Looking at getting involved, the Communications Committee has opportunities available! There are several ways which could afford you to share your skills or passion, learn a new skill, or support something that crosses all IAEG.

Volunteer to be a communications committee point of contact (POC), current openings:

- Deputy Comms Lead
- LinkedIn support

Participate in a task force

- Awards Process Task Force to remodel the existing awards process
- Video refresh to update the About IAEG Video

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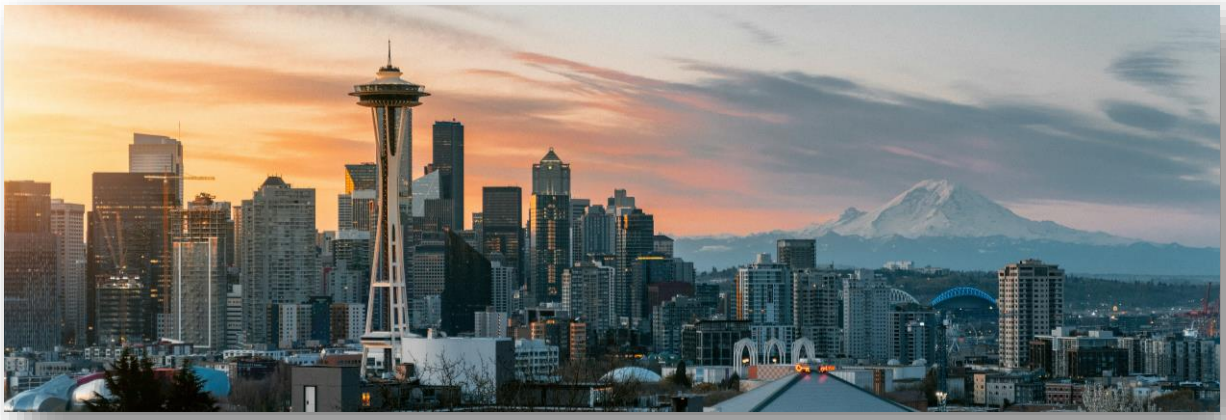
Upcoming Events

We will soon gather for our Spring Face-to-Face April 20 - 24, 2026, Seattle, Washington. Although there is a full meeting agenda, there should be ample time for all to explore Seattle on your own or with your IAEG colleagues. For Event Details visit: Agenda, Meeting & Hotel Information.



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IAEG Membership Updates

As IAEG's membership continues to expand, we extend a warm welcome to Simmonds Precision Products as our newest Full Member since our last edition! We look forward to your contributions to IAEG. To learn more about the membership levels and a full list of members, visit the IAEG Membership Page. There will soon be a global view of our members.

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IAEG Board Changes

Late in 2025, Christopher Lines become the IAEG Chair succeeding Bruno Costes. A special thank you IAEG Vice-Chair, Dave Graeber who served as interim Chair until an election was held in September 2025.

The recent efforts to restructure the IAEG board took shape at the start of 2026 resulted in several changes. Recent departures include: Rachel Becker – GE, Ryan Faucett – Boeing, Fabienne Faurre – Dassault Aviation, Joshua Frederisckson – RTX (Pratt & Whitney), Emilie Herny – Safran, Sean Johnson – Bombardier, and Venancio Neto – Embraer; thank you for your contributions to IAEG. Welcome to Heinz Huesmann – Eaton, Annette McNeely – RTX and Solenn Madec – Socomore; we look forward to your leadership.

Many of our board members serve as IAEG Elected Officers forming the Executive Committee and inclusion within Work Group Sponsors; below is a summary these positions.

Committee Member	Company
Chris Lines, Chair and SPC Co-Chair	Leonardo
Dave Graeber, Vice Chair	Boeing
Monica Galisteo, Secretary	Howmet Aerospace
Heather Daniels, Treasurer and SPC Co-Chair	Lockheed Martin
Kathleen Oldham, Comms Officer	Bell Textron Inc.
Matt Payne, COO	Rolls Royce

IAEG Executive Committee

Work Group	Lead/Co-Lead	Deputy	Board Sponsor
WG1 - Materials and Substances Declaration	Mussie Pietros, GE Aviation	Lucy Reinbold, RTX	Costa Triantafyllidis, L3Harris
WG2 - Replacement Technologies	Michelle McElvaine, Boeing	Olivia Byrne, Spirit Aerospace	Kathleen Oldham, Bell Textron, Inc.
WG3 - GHG Management & Reporting	Liling Ren, RTX	Chris Esbester, BAE Systems	Matt Payne, Rolls-Royce
WG4 - Glossary	Julien Rollier, CAE		Geraldine Barnuevo, GE Aerospace
WG5 - REACH Authorization and Restriction	Joe McCarthy, Leonardo	Abhishek Kulkarni, Boeing Michelina Molongoski, Raytheon	Annette McNeely, RTX
WG7 - ISO 14001 and EMS Implementation	Cindy Kloehn, Airbus	Denny Lerch, Haley & Aldrich	Solenn Madec, Socomore
WG9 - Impact Analysis of Global Chemical and Environmental, Social and Governance Regulations, Policies and Standards	Lisa Brown, Lockheed Martin		Chris Lines, Leonardo
WG11 - Aerospace Industry ESG engagement	Mark Walker, Airbus Ashley Rubinsky, Lockheed Martin	Nadine O'Boyle, Collins RTX	Dave Graeber, Boeing
WG12 - Life Cycle Assessment (LCA)	Ana García Garriga, Collins Olivier Grellou, Airbus		Heinz Huesmann, Eaton
WG13 - 100% Paraffinic SAF Compatibility Collaboration	Bill Griffin - Boeing	Jey Williams, Airbus	
WG14 - Circular Economy	Christin Datz, Boeing Margaret Proul, Eaton		Paul Michaud, Bombardier

IAEG Workgroup Leadership

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Interested in becoming a member?
Complete the membership application or learn more about IAEG from the About Us.

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