

AGM Resolution 4/2010 on Environmental Affairs and Aviation Issues

Firstly, AACO 43rd General Assembly discussed the developments related to the civil aviation impact on the environment, especially following the results of the 37th Assembly of the International Civil Aviation Organization (ICAO) and the positions announced thereafter. The AGM has taken the following covenants into account:

1. Article 2.2 of Kyoto Protocol states that the parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases from aviation through the International Civil Aviation Organization (ICAO), noting that none of the Arab states are listed in Annex I.
2. Chicago Convention calls for non-discrimination between operators.
3. Chicago Convention also states that every State has complete and exclusive sovereignty over the airspace above its territory.
4. ICAO has earlier recognized the special circumstances of airlines in developing nations, whereby they were exempted from noise restrictions for seven years.
5. ICAO 36th Assembly in 2007 adopted a resolution that called upon the countries that plan to implement special schemes for aviation's emissions to do that under mutual consent.

Secondly, AACO welcomes the efficiency targets as adopted by ICAO within the initial scope of the principles of the ICAO 37th Assembly Resolution on Climate Change. These targets are:

- 1- To achieve 2% global annual average fuel efficiency improvement until 2020.
- 2- To achieve an aspirational global fuel efficiency improvement of 2% per annum from 2021 to 2050.

- 3- To strive to achieve a collective medium term global aspirational goal of Carbon Neutral Growth from 2020.
- 4- These targets are not attributed to any individual state or operators thereof.

Thirdly, AACO welcomes in principle the following provisions in the resolution that are considered part and parcel of the implementation of the above mentioned targets:

- 1) Recognition of different circumstances of states and the need to provide necessary support to developing countries including financial support, technology transfer, and capacity building.
- 2) To take into account the maturity of the aviation markets.
- 3) The strong recognition of the need to respond to the requirements and needs of developing nations airlines in unison, which emphasize that all developing countries should be treated equally as per the Kyoto protocol. We do not support the “de minimis” exemption concept for Market Based Measures based on a state’s share of global international aviation RTKs because it differentiates the treatment to developing nations.
- 4) Countries to recognize past and future investments of airlines in reducing their carbon footprint when designing and implementing market based measures to deal with aviation’s impact on climate change.
- 5) Recognition of ICAO that the emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels are developed.

Fourthly, AACO sees that all parties that have implemented a Cap & Trade scheme should abide by the above announced covenants and provisions.

Fifthly, AACO 43rd AGM mandates the Secretary General and the Environmental Policy Group to work closely with the Arab Civil Aviation Commission to deal with current or future emissions measures within the scope of the above mentioned covenants and provisions, and to follow up on all issues related to this question on different levels and to report back to the Executive Committee regarding any developments for guidance.