

Partner Airline Application

A- Partner Information

Company Name	In English	
	Airline Code	
Company Headquarter		
State of Registry		
Present Stakeholders		
Alliance Membership	Are you a member in any alliance?	
	YES <input type="checkbox"/> , please specify:	NO <input type="checkbox"/>

B- Operational Information

Date of 1 st Operation			
Type of Operation	PAX Scheduled Operation	YES <input type="checkbox"/>	No <input type="checkbox"/>
	Cargo Scheduled Operations	YES <input type="checkbox"/>	No <input type="checkbox"/>
	Charter operations	YES <input type="checkbox"/>	No <input type="checkbox"/>
	PAX	YES <input type="checkbox"/>	No <input type="checkbox"/>
	Cargo	YES <input type="checkbox"/>	No <input type="checkbox"/>
	Total number of PAX last year		
	Total volume of Cargo shipped in Tonnes last year		

Operations Data – Previous Year		
	International	Domestic
Number of Scheduled Passengers		
Scheduled Cargo Lifted (tons)		
Scheduled Passenger Kilometers Flown		

Scheduled Available Seats Kilometers		
Scheduled Tons Kilometers Performed		
Scheduled Available Tons Kilometers		
Total Operating Fleet as end of previous year		
Destinations		
Airlines with whom you have code shares & Joint Venture Agreements		
Safety Certificate	Kindly provide a copy of the IOSA Certificate	

C- Objective of Participation

Partnership Interests	<i>Please indicate areas of interest for partnering with AACO:</i>
	<input type="checkbox"/> Participation at AACO General Assembly & Forums
	<input type="checkbox"/> Participation at AACO Joint Projects, as explained in item D below
	<input type="checkbox"/> Training Courses
	<input type="checkbox"/> AACO Publications and Database

D- Joint Projects & Value-added areas:

	<i>Please indicate which of AACO Joint Projects are of interest to your airline to possibly join:</i>
	<input type="checkbox"/> Aeropolitical Affairs Objective: <ul style="list-style-type: none"> - Bring awareness on global aviation regulatory affairs and defend the joint interests of member airlines. - Identify a road map of what is needed for a faster recovery of the air transport sector from the implications of COVID-19. In particular, the need for governments to follow the guidelines of air travel and biosafety that were agreed upon by governments through the

International Civil Aviation Organization (ICAO) and the World Health Organization (WHO) and their joint work which culminated in the publishing of the ICAO's Council Aviation Recovery Taskforce's Recovery Report and Take-off Guidance which is now available in its 4th edition.

Modus Operandi:

- Follow up on global regulatory affairs affecting AACO members
- Advocate for the joint interests of AACO members when needed
- Provide awareness through AACO to the members on global Aeropolitical affairs
- Suggest solutions wherever applicable.

□ Environment

The Environmental Policy Group was established in 2008, and gathers environmental directors from 29 member airlines, namely: Afriqiyah Airways, Air Cairo, Air Algerie, Air Arabia, Badr Airlines, EgyptAir, Emirates, Etihad Aviation Group, flydubai, flynas, Gulf Air, Iraqi Airways, Jordan Aviation, Kuwait Airways, Libyan Airlines, Middle East Airlines, Nile Air, Nouvelair, Oman Air, Qatar Airways, Royal Air Maroc, Royal Jordanian, Saudia, Syrian Airlines, Sudan Airways, Tarco Aviation, Tassili Airlines, Tunisair and Yemen Airways.

Objective:

- To mitigate the impact of international aviation's emissions on climate change through supporting the efforts of ICAO to ensure successful implementation and development of its environmental short, medium and long-term goals, and to join efforts to improve operational performance, waste management and promote R&D in alternative fuel.
- To follow up on all regulatory, political and technical developments related to aviation and the environment on both global and regional levels and to lobby with all regional and international stakeholders to protect the interests of member airlines.

Modus Operandi:

The Environmental Policy Working Group is currently focusing its work on environmental affairs for the air transport sector, including:

- Follow-up on the developments related to the proper implementation of the global scheme "Carbon offsetting and reduction scheme for international aviation emissions" known as CORSIA, which came into force as of 2020, and which was adopted by ICAO and Member States at the 39th ICAO General Assembly, which was held in Montreal from 27 September to October 7, 2016.
- Raise awareness and follow-up with members on the proper implementation of the international standards and recommended practices known as (SARPs), which were approved by the ICAO

Council at its meeting held on 27 June 2018 and began to be applied to all ICAO Member States from 1 January 2019.

- Lobby and create common grounds through the active participation in between regional and international organizations, to protect the interests of airlines and ensure the development of agreed mechanisms and environmental goals.
- Advocate against the negative impact of unilateral national initiatives imposed by individual countries under the banner of the environment and which may hinder the successful implementation of the global scheme CORSIA.
- Raise awareness of member airlines about compliance requirements needed in relation to the Intra EU ETS scheme by Europe and the newly announced UK ETS.
- Advocate against the extraterritoriality aspects of the "EU Fit for 55" regulations, as well as to raise members' awareness about those proposals and their potential broader impact as they do not respect the bilateral air services agreements nor Chicago Convention through webinars and the related AACO task forces.
- On the issue of Aviation's Long term goal of 2050: AACO 54th AGM announced adopting net zero emissions target in 2050 on the condition that all stakeholders concerned in civil aviation share the joint responsibility towards the aviation's environmental long term goal of net zero emissions in 2050, and play their part in reducing carbon emissions by ensuring that governments play their part, technology partners keep their promises, SAF and LCAF are produced in competitive and commercial quantities, and airports build the necessary infrastructure. In this regard, AACO shall coordinate with regional and international stakeholders and put in place a roadmap that would facilitate having ICAO adopting similar target during its 2022 Assembly.

☐ Fuel Project

- Fuel Project comprises the Fuel Steering Board (FSB) and the Aviation Fuel Advisory Group (AFAG).
- The Fuel Steering Board (FSB) consist of 26 member airlines.
- AACO Aviation Fuel Advisory group (AFAG) consists of 33 member airlines and 2 partner airlines, in addition to more than 20 member and partner fuel companies.
- A large number of fuel companies work within Aviation Fuel Advisory Group (AFAG) to spread awareness and ensure a safe and sustainable aviation fuel industry in the world in general, and in the Arab world in particular.

☐ AACO Regional Training Centers

The Regional Training Centers of AACO (RTC), based in Amman – Jordan and in Cairo - Egypt, was established in 1996. Its mission is to provide the highest quality and cost-effective training opportunities that maximize the performance of the human capital in the region.

AACO-RTC offers a number of professional diplomas which qualify the participants with the skills and knowledge needed to specialize in the desired field. The AACO Regional Training Center (RTC) continues to provide support to human resources capabilities of aviation personnel in the region. In 2020, the center held 67 courses, attended by 906 trainees and five free workshops and webinars attended by 370 participants.