



AGM Resolution on Aviation and the Environment

Reaffirming the essential role of the international aviation in driving economic and social development on one hand and the development of global trade and tourism on the other, which generates economic growth and provides employment opportunities.

Recalling ICAO's Assembly resolutions at its 37th session in 2010, 38th session in 2013, and 39th session in 2016, in which it announced its commitment towards three aspirational targets for addressing aviation carbon emissions, namely: Improving fuel efficiency by 2 per cent per annum between 2010 and 2020, Carbon neutral growth from 2020 and a reduction of 50% in net emissions by 2050 compared to 2005 levels.

Recalling that the above targets were adopted as part of a broader package of measures including technological improvements, infrastructure development, and usage of sustainable aviation fuels (SAF) & low carbon aviation Fuel (LCAF) and other innovations to mitigate emissions, where offsetting would complement achieving these targets.

Recalling that states and airlines agreed at that time to the global targets on the basis of the broader package of measures, considering that offsetting or economic measures will play a complementary role to the other measures, as the higher the contribution of the other pillars, the lower the requirements for offsetting.

And noting that since that time, the aviation industry has not witnessed tangible progress at the level of the three pillars (technology, infrastructure, and sustainable aviation fuel), which places the responsibility of reaching the global targets on the airlines.

Noting that market-based measures (MBMs) should not be applied unilaterally and that international aviation carbon emissions should not be accounted for more than once.

And given that some countries around the world developed national laws that oblige all sectors to develop national plans to reduce the country's net emissions to zero levels between 2035-2050, and some airlines have announced individually to reduce the level of their net emissions to net zero in 2050.

And since the responsibility of reaching zero net emissions is a collective one and not only that of the airlines, although their target is to reach it, the non-commitment of other stakeholders and their contribution will result in a significant increase in airline costs resulting thus in an increase in travel prices and a decrease in travel demand followed by a negative impact on economic growth in general.

And reaffirming the commitment of Arab airlines of carrying out their responsibilities in the fight against climate change, the 54th AGM resolves the following:

First: In terms of adopting a more ambitious long-term target of 2050

AACO AGM decides the adoption of "net zero emissions" target as of 2050, based on the following strategy which relates to the joint responsibility of all sectors concerned with civil aviation and to play their role in ensuring that civil aviation will mitigate carbon emissions through the following:

1- Governments' Responsibilities:



- Governments to formulate, within the framework of ICAO, a roadmap inclusive of all stakeholders in the air transport and civil aviation industry to achieve net zero emissions.
- Refrain from enacting unilateral policies on international air transport, and to respect requirements of the Chicago Convention and the Bilateral Air Services Agreements, and the goal of achieving a single roadmap adopted within the framework of ICAO.
- Reform the infrastructure in air space management & airports to ensure relief from congestion in airspace and airports which is an obstacle towards achieving net zero emissions and to avoid conflict with the efforts made to reach net zero emissions.
- Incentivize the commercial and competitive use of SAF & LCAF through:
 - Supporting research & development to ramp up the production of low carbon aviation fuels.
 - Supporting research and development to provide sustainable aviation fuel in a way that does not impact the food stock.
 - Incentivize refineries when producing LCAF.
 - Incentivizing airlines and other stakeholders when using sustainable aviation fuels (SAF).
 - Providing needed infrastructure at airports to supply aircraft with sustainable aviation fuel (SAF).
 - Avoid putting penalties on fossil fuel consumption since airlines are offsetting the growth in emissions under CORSIA.

2- Fuel & SAF Suppliers:

- To provide a clear roadmap for the development and deployment of SAF in commercial quantities & competitive prices that tally with the roadmap for aviation to achieve net zero emissions.
- To declare unequivocally that the credits from the provision of SAF/ LCAF would be given to the users rather than the suppliers.

3- Technology Partners:

- To provide a clear plan for the development of propulsion and airframe systems that correspond to the roadmap of aviation towards achieving net zero emissions.
- To place particular attention for the propulsion and airframe systems that would enable long haul operators from reducing their exposure to using offsets since for now all the development from technology partners focuses on electric and hydrogen propulsion systems that can only serve short to medium haul operators.

4- Airports:

- To invest in the infrastructure that is needed to provide SAF/ LCAF to the operators.



Secondly, in terms of implementing Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)

Whereas ICAO Assembly, in its adopted 2016 resolutions number A39-2 and A39-3 related to the implementation of a global scheme to reduce aviation's emissions "CORSA", has urged states to avoid duplication of measures and refrain from enacting unilateral laws on environment.

Whereas the European Union is now studying the adoption of a package of proposals on aviation and climate change (EU Fit for 55 Package) that would introduce amendments to the scope of application of the EU ETS in parallel with the Global scheme (CORSA).

And since some of those proposals are inconsistent with the article incorporated in ICAO Resolution on unilateral initiatives and will lead to disputes as they will affect international air transport, especially with third countries.

Accordingly, AACO 54th AGM resolves to:

1. Call upon the European Union to respect the clause included in the annex of ICAO Assembly Resolution A39-2 and the clause included in the preamble of ICAO Assembly Resolution A39-3 on not imposing unilateral initiatives and to return to the global consensus that took place within the framework of ICAO.
2. Reaffirm the importance of respecting the Chicago convention and the Bilateral Air Services Agreements in all matters related to civil aviation and international air transport, including all affairs related to the environment.