

Resolution on Aviation and Environmental Sustainability

AACO 57th AGM resolves to adopt the AACO Sustainability Strategy as recommended by the AACO Executive Committee.

In particular, the AGM mandates AACO to work with members and relevant stakeholders to advocate for the following parts of the strategy:

A- With regards to Policies on Aviation's Environmental Sustainability:

1. AACO AGM calls upon ICAO, given the varying environmental regulations being issued by a number of states, to work on bringing those regulations into a framework that ensures mutual recognition of environmental benefits, particularly in terms of emission reduction, and avoids double counting of obligations and credits.
2. AACO AGM calls upon States to take into consideration, when formulating policies on sustainability, the long-term impact on air transport activities and their contribution to economic growth and job creation.
3. AACO AGM calls upon Arab States to engage with relevant stakeholders from various economic sectors to explore the potential of producing Sustainable Aviation Fuel (SAF), Low Carbon Aviation Fuel (LCAF) and other aviation cleaner energies locally based on each country's accessible resources and in alignment with global standards, culminating in the formation of a detailed national roadmap as part of the State Action Plan.
4. AACO AGM calls upon States to implement, as part of the ICAO's four-pillar strategy to address aviation contribution in climate change, the necessary steps to reform and modernize the infrastructure as well as to prioritize technology advancements in engine and airframe manufacturing, in order to provide the aviation industry with a multitude of avenues to achieve net zero emission target by 2050.
5. AACO AGM calls upon policymakers to observe the progress of scientific evidence related to the impact of non-CO2 aviation emissions and the effective and clear scientific methods to mitigate such emissions, before developing and enacting policies for monitoring and mitigating those emissions.

B- With regards to CORSIA:

Due to the shortage of CORSIA-eligible emissions units for airlines to purchase in order to fulfill their CORSIA obligations, since only two programs are accredited by ICAO for the 2024-2026 phase and there are insufficient registered projects under these programs to produce the required CORSIA eligible units, accordingly:

1. AACO AGM calls upon States to register their local sustainability projects to be certified by ICAO Council to issue carbon certificates that airlines can use to offset their emissions under CORSIA, *and*
2. AACO AGM calls upon States to allocate credits of their sustainability projects considering the airlines' need for those certificates to fulfill their international and national environmental obligations.

C- With regards to Sustainable Aviation Fuels, Low Carbon aviation Fuels, and other Aviation Cleaner Energies:

1. AACO AGM calls upon ICAO to recognize, under CORSIA or any other ICAO emission reduction program, reduction in emissions resulting from the use of SAF and LCAF that are mandated or required by regional or national regulations, without prejudice to ICAO's standards under CORSIA and in line with clause A-1 above.
2. AACO AGM calls upon states to adopt incentive-based policies for the production and uptake of SAF/LCAF and aviation cleaner energies, which has proven to encourage the production, rather than employing mandates and penalties which did not produce the same results of incentives.
3. If a State opts for implementing SAF mandates or targets, AACO AGM calls upon those States to incorporate the following in the policy structures of such mandates/targets:
 - a. Fuel suppliers and producers to be the responsible parties for the implementation of SAF/LCAF mandates by making SAF/LCAF available for airlines as per the mandated level.
 - b. To include mechanisms that prevent suppliers from passing on penalties they should pay to governments, on to their airline customers.
 - c. To include mechanisms that request suppliers to supply cleaner energies equitably to their airlines' customers based on their historical uplift of Jet A1 from that supplier.
 - d. To recognize the criteria of CORSIA eligible fuels as eligible fuels to meet the mandated levels.
4. AACO AGM calls upon States to work under the umbrella of ICAO to conduct studies for the establishment of a global accounting mechanism for the use of Sustainable Aviation Fuels (Book & Claim System), given the scarcity of available SAF and given the imbalance of production across different regions around the world.
5. AACO AGM also recommends to states to include in their state action plans any mandates or targets they intend to implement for the use of SAF/LCAF.