



Resolution on Aviation & Climate Change

Given that air transport is a major driver in the economy of the world, and represents the backbone of a number of important industries, particularly tourism, which raise its effective contribution to the economy of the world, and

Since air transport and tourism were the hardest hit by the COVID19 pandemic due to lockdown and airport closures imposed by governments, and,

Recognizing the existential challenge of climate change and its disastrous effects on all industries and on humanity in general, and,

Reference to Paragraph 17 of ICAO's Assembly Resolution A40-19, which stipulates that ICAO Council shall conduct a periodic review of CORSIA. And in view of the impact of COVID-19 on CORSIA baseline calculation, resulting from the steep decline in traffic, the Council in 2020 adopted a decision to consider emissions of 2019 only as the baseline for the pilot phase (2021-2023), leaving the decision on the baseline calculation of the remaining period to the ICAO Assembly to be held in 2022, since a review of the whole scheme is due then, and

Recalling that ICAO Assembly resolution of 2019 requested the Council to explore the feasibility of a long-term global aspirational goal (LTAG) for international civil aviation, through conducting detailed studies assessing the attainability and impacts of any goals proposed, including the impact on growth as well as costs to all countries, especially developing ones, with an update to be presented to the 41st Session of the ICAO Assembly in 2022, and,

Recalling AACO 54th AGM which adopted Net Zero Emissions aspirational target as of 2050, provided all sectors concerned with civil aviation will contribute in that effort (governments, technology partners, engine and airframe manufacturers and fuel suppliers), and,

Considering the statement issued by the High-Level Meeting held in July 2022 in Montreal that included a set of principles that ICAO members will use to develop an integrated framework for achieving this aspirational goal;

AACO 55th resolves that:

1. Since the air transport industry is now in a difficult situation due to the repercussions of COVID-19 pandemic, the significant financial inflation, and the

high operational expenses, hence, it would have been preferable to maintain the CORSIA baseline at 2019 levels rather than adding additional burden by lowering that baseline. Yet, AACO AGM would welcome the decision made by the ICAO 41st General Assembly on aviation and the environment, which represents a compromise package that includes amending the baseline calculation of CORSIA to be 85 percent of 2019 emissions and reducing the percentage of the individual offsetting responsibility to become zero between 2030-2032 and 15 percent of the last three years of CORSIA, as well as linking it to the statement agreed upon at the ICAO high-level meeting, which included the long term aspirational goal of aviation and other elements.

2. The AGM further calls upon ICAO member states to work on the following:
 - a. CORSIA to be the only Market Based Measure (MBM) to deal with international aviation's emissions to avoid the implementation of divergent and unilateral measures for emission reduction schemes.
 - b. Low Aviation Carbon Fuels be included in the strive of airlines to reduce their emissions.
 - c. The facility of Book & Claim be included in any reference to supporting the deployment of Sustainable Aviation Fuels.
 - d. To harmonize the sustainability criteria to accredit and certify sustainable aviation fuels as eligible aviation fuels to avoid fragmentation and proliferation of individual mandates and standards.