

AGM Resolution on Aviation and Environmental Sustainability

Commending resolution A41-21 adopted by ICAO at its 41st Assembly on a long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050 in support of the UNFCCC Paris Agreement's temperature goal, *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*,

Reference to ICAO's Assembly Resolution A41-22, which “*determines that the CORSIA is the only global market-based measure applying to CO2 emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO2 emissions should be accounted for only once.*”, *and*,

Emphasizing that ICAO resolutions have stipulated that for both for LTAG and CORSIA, there needs to be a comprehensive approach consisting of a basket of measures including technology, sustainable aviation fuels, operational improvements and market-based measures to reduce emissions, *and*,

Recognizing that in all scenarios built to reach Net Zero Emissions, cleaner energy including SAF and LCAF will contribute the most (55% as per ICAO, and 65% as per IATA), *and*,

Recognizing that at the moment only 0.1% of jet fuel used globally is sustainable aviation fuel, *and*,

In anticipation of the results of the coming ICAO's Third Conference for Sustainable Aviation Fuels that will be held from 20 to 24 November 2023 in Dubai, *and*

Witnessing the various initiatives for aviation to reduce emissions, such as ICAO's LTAG, CORSIA, EU Emissions Trading Scheme, Emissions Trading Schemes by other countries, individual Sustainable Aviation Fuels mandates with the coming Refuel EU regulation, green taxes, operational restrictions related to noise management, and others,

AACO 56th AGM resolves that:

1. Governments are encouraged to respect and abide by programs that they agree on with other states under the umbrella of the International Civil Aviation Organization, especially when it comes to climate change that is best addressed globally as it is a global issue.
2. Governments are encouraged to do their share in the basket of measures for reaching aviation's environmental targets especially in optimizing air traffic management, investing in infrastructure improvements, developing supportive policies, and easing certification processes of technologies and cleaner energy.
3. Airports are urged to develop the infrastructure that would enable the deployment and uplift of cleaner energies for the use of airlines across the spectrum of their operations.

4. Aircraft and engine manufacturers are urged to continue their drive for developing the engine and aircraft technologies and to focus primarily on game-changing developments that would enable the airlines to achieve their environmental targets.
5. Governments are also encouraged to register their environmental projects at ICAO to be able to issue carbon offsetting certificates eligible for use under CORSIA so as to make available enough certificates for airlines to use for compliance with CORSIA.

The AGM also calls upon ICAO member states to work towards including the following in the results of the Third Conference for Sustainable Aviation Fuel:

- a) Encourage governments to adopt policies to incentivize the production of SAF rather than imposing levies, penalties, and mandates.
- b) Have a mechanism in place that enables airlines to claim the reductions in emissions achieved when they use cleaner energy such as sustainable aviation fuels and low carbon aviation fuels.
- c) ICAO states to agree on developing a global SAF accounting mechanism based on a robust chain of custody to enable SAF to be used by any airline anywhere in the world, even if physical availability is restricted.
- d) ICAO states to agree to standardize the certification criteria for sustainable aviation fuels to enable airlines to be credited for emissions reduction when using SAF under any scheme.