



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Sixth Meeting (DGCA-MID/6) (Abu Dhabi, UAE, 1-3 November 2022)

Agenda Item 7: Environmental Protection

ENVIRONMENT AND AVIATION

(Presented by the Arab Air Carriers Organization)

EXECUTIVE SUMMARY

The paper presents two main themes relating to the handling of emissions from the aviation sector. The first is the important elements to support in order for the international air transport sector to achieve the long-term aspirational goal for aviation emissions in a way that does not impose significant burdens on airlines and thus does not negatively impact the role of international air transport. The second is the periodic review of the CORSIA scheme.

STRATEGIC OBJECTIVES

Developing balanced frameworks for international air transport to achieve its environmental objectives.

1. OVERVIEW

1.1 There are two main themes relating to the handling of emissions from the aviation sector at the present time. The first is the long-term aspirational goal for aviation emissions, and the second is the periodic review of the CORSIA scheme.

1.2 On the first theme, the air transport industry (including the Arab Air Carriers Organization) set an ambitious goal of reaching net zero emissions by 2050. The high-level meeting held in July in Montreal endorsed a statement outlining principles for reaching net zero emissions by 2050.

1.3 On the second theme, the ICAO Council agreed in August 2022 to use 85% of 2019 emissions as the CORSIA baseline. Emissions will be offset beyond this baseline beginning in 2024. The Council also decreased individual responsibility for offsetting emissions from 30% to zero between 2030 and 2032 inclusive, and from 70% to 15% between 2033 and 2035 inclusive.

2. DISCUSSION

2.1 At the time of writing this paper, AACO has adopted the following policy, as directed by the Executive Committee in respect to the environment and aviation prior to the ICAO Assembly 41st Session:

- First -** Continue to encourage ICAO Member States to use 2019 as the CORSIA baseline, but, at the same time, do not oppose a reasonable compromise between States in this regard.
- Second -** The AACO members recognizes that deciding on environment and aviation is a governmental decision MADE under the umbrella of the ICAO. They also take note of the compromise announced by the ICAO Council on 25 August 2022, which establishes the CORSIA baseline at 85% of 2019 emissions for the period 2024-2035, eliminates individual responsibility for the period 2030-2032, and reduces that individual responsibility from 70% to 15% during the last three years of the CORSIA program.
- Third -** The AACO members welcome and support the statement of the ICAO High Level Meeting held in July 2022 on the feasibility of a long-term aspirational goal for aviation.
- Fourth -** The AACO members believe that the ICAO Assembly should reach agreement on CORSIA and the long-term aspirational goal for aviation in order to avoid disparate and unilateral measures and the disorganized application of emission reduction measures by individual States.
- Fifth -** The AACO members call on the ICAO to include the following elements in any decision related to the environment and aviation:
1. For CORSIA to be the only market-based mechanism that deals with international aviation emissions.
 2. Recognize the sustainability of low-carbon aviation fuel in airlines' actions to reduce their emissions.
 3. Allow "Book & Claim" to be made in any program where sustainable aviation fuel is used.
 4. Unify the framework for the use of sustainable aviation fuels / low-carbon aviation fuels in order to stimulate their production and use in order to avoid disruptions that may result from multiple mandates and programs.

2.2 We are hopeful that ICAO Member States have reached a reasonable compromise during the ICAO Assembly 41st Session on the CORSIA baseline and developed a common framework for the use of sustainable aviation fuels/low-carbon aviation fuels.

3. RECOMMENDATION

3.1 With regard to the long-term aspirational goal for aviation emissions, three agreed-upon elements must be satisfied to reach net zero emissions in 2050. However, according to the analyses based on the CAEP report, even if the three elements are present, the civil aviation sector will be unable to achieve Zero carbon emissions by 2050, so the airline industry will have to compensate for the remaining emissions by purchasing carbon credits. The three elements are as follows:

1. Engine and aircraft technologies
2. Sustainable/low-carbon fuel
3. Infrastructure in airports and airspace management

3.2 Therefore, The AACO recommends the Directors General of Civil Aviation - Middle East Region as follows:

- First -** Supporting the first element, i.e. the development of engine and aircraft technologies, by supporting research and development carried out in this field by engine and aircraft manufacturers in order to adjust the manufacturing cost in a way that contributes to reducing the price of these technologies and thus reducing the financial burden on airlines.
- Second -** Adopting the following principles with respect to sustainable fuels:
- Adopting incentive measures for the use of sustainable aviation fuel/low-carbon aviation fuel, rather than punitive laws for failure to use.
 - Communicating with the relevant regulators around the world to standardize the sustainability criteria that must be met to certify sustainable aviation fuel as a qualified fuel for use. Failing that, recognizing the qualification certificates provided by all concerned.
 - Allowing airlines to obtain emission reduction credit (ERC) certificates as a result of using sustainable aviation fuel at airports around the world, as this is currently only credited to fuel suppliers in a number of instances, despite the fact that airlines pay significantly more for sustainable fuel than JetA1 aviation fuel.
 - Including Low Carbon Aviation Fuel as an eligible fuel for use in any laws requiring carbon-reduction eligible fuels.
 - Allow 'Book & Claim' when using sustainable aviation fuel, without any geographic restrictions.
- Third -** Conducting the necessary research and developing plans and investments to address congestion in airport infrastructure and airspace.