



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

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**Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 7: Promotion and Implementation of Regional Actions for Environmental Protection**

**ALLIANCE FOR SUSTAINABLE AVIATION (ALAS)**

(Presented by Guatemala on behalf of Central American States<sup>1</sup>)

**EXECUTIVE SUMMARY**

The objective of this working paper is to exhort the different sectors of the aviation sector, academia, and specialized entities, in the promotion of sustainable programmes and projects from the environmental, social and economic point of view, with an approach based on the reduction of emissions, as a substantial element for the fulfilment of the aspirational goals of neutral carbon of the international aviation sector. This initiative, promoted from the region made up of the COCESNA Member States, aspires to become a regional coordination mechanism to facilitate technology transfer, as well as the necessary resources to facilitate the transition to an aviation sector for Developing States the transition into a sustainable aviation sector, in line with the environmental goals to which ICAO aspires, as well as together with other States or organizations that adhere to the initiative.

<b>Action:</b>	Refer to paragraph 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Strategic Objective 5 – Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Resolution A41-21: “Consolidated statement of continuing ICAO policies and practices related to environmental protection — Climate change”</li><li>• Resolution A41-22: Consolidated statement of continuing ICAO policies and practices related to environmental protection — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</li></ul>

**1. Introduction**

1.1 The 21st century has magnified the degradation of various ecosystems on the planet, mainly as a consequence of human activities, such as changes in land use and the use of fossil fuels in transportation systems and industry, whose emissions of CO<sub>2</sub> have directly impacted the atmosphere,

<sup>1</sup> Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.

contributing to global warming and the greenhouse effect. Some proposals that have emerged to minimize the concentration of CO<sub>2</sub> include increasing energy efficiency, greater use of renewable energy, and carbon sequestration.

1.2 The potential for medium-term mitigation of CO<sub>2</sub> emissions from the aviation sector can be the result of greater fuel efficiency, something that can be achieved by working in various areas, including technology, operations and air traffic management. However, such improvements are expected to only partially offset the increase in aviation emissions. Full mitigation of the impacts of the sector would require also addressing the climate change impacts of greenhouse gases other than CO<sub>2</sub> from aviation.

1.3 The implementation of CORSIA, promoted by ICAO, is an achievement for the international aviation sector, as it constitutes the first mechanism of its type adopted globally by a sector of the economy, something that should be highlighted in its fair dimension in terms of corresponding to the conferences of the parties or other activities inherent to the subject, given in the international arena.

1.4 The adoption of the ICAO CO<sub>2</sub> emissions Long-term aspirational goal (LTAG) is considered during the 41st Session of the ICAO Assembly where net zero carbon emissions for international aviation by 2050 was established in support of the temperature objective of the Paris Agreement. This is a landmark agreement that reinforces ICAO's leadership on issues related to international aviation and climate change.

1.5 Regardless of the hypotheses proposed, or some others that could be generated in the future, it is indisputable that both the aviation sector and its main players must make significant investments to change the course of their emissions, something that is not possible to achieve with current technologies, in view of which it is of great importance to establish alliances to coordinate the different actions in favour of improving the environmental performance of the international civil aviation sector.

1.6 Consequently, the Member States of COCESNA accompanied by the Member States of the Latin American Civil Aviation Commission (LACAC)<sup>2</sup>, promote the alliance called "Alliance for Sustainable Aviation (ALAS)", through which they can develop bilateral, multilateral or southern region initiatives that contribute to the achievement of the objectives set in environmental matters to promote the reduction, mitigation and adaptation to climate change in different spheres of action, promoting solutions that facilitate the international aviation sector the achievement of its environmental objectives without jeopardizing its growth rate.

## **2 Analysis**

2.1 This initiative reflects the common interest of the Latin American States in promoting a sustainable air transport system by encouraging aviation safety and security, economic growth and the improvement of services, efficiency and environmental protection.

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<sup>2</sup> In the Report presented by the LACAC Secretary General at its 101st Meeting of the Executive Committee, CLAC/CE/101 - REPORT referring to Agenda Item 7: Environment, the "ALAS" initiative was unanimously approved by the Member States of LACAC and its development was requested to the respective macro task.

2.2 The ALAS initiative aspires to become a coordination mechanism between the different actors of the international aviation sector to establish practical means for financial assistance, technology transfer and capacity building efforts towards the achievement of the established LTAG.

2.3 It also intends to respond to the importance of States and relevant stakeholders working together for the development and deployment of Sustainable aviation fuels (SAF), Lower Carbon Aviation Fuel (LCAF) and other technologies and cleaner energy sources for aviation, through programmes such as the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels Programme (ACT-SAF) and its possible extension to additional aspects, as a means of concretely contributing to the collective achievement of the agreed LTAG.

2.4 From the Latin American States, all aviation stakeholders are urged to seek the maximum level of progress possible in the implementation of CO<sub>2</sub> emission reduction measures within the aviation sector, in terms of technology, operations and alternative fuels.

### **3 Conclusions**

3.1 The establishment of cooperative alliances for mutual benefit amongst different interested parties of the international aviation sector is very important in order to face the challenges of the implementation of CORSIA and the established LTAG objective, for this purpose this alliance is proactively promoted in order to be a coordination mechanism amongst various sectors for a sustained development with low carbon emissions.

3.2 ICAO's Technical Cooperation Bureau (TCB) is urged to support the management before various organizations that allow the facilitation of technological and economic resources that make the energy transition possible as a method to achieve the aspirational objectives set in environmental matters and the LTAG.

### **4 Suggested Action**

4.1 The Meeting is invited to:

- a) take note of the information presented in this working paper;
- b) invite other States and organizations to join this initiative;
- c) consider the need for cooperation between States to fulfill the LTAG aspirational goals recently raised with a horizon of 2050; and
- d) request the suitable intervention of the ICAO/TCB for cooperation coordination mechanisms, bilateral, multilateral and southern region, in technical and financial resources for the execution of these initiatives.