



ICAO

ENVIRONMENT

LTAG GLADs Dialogue Sessions – Building blocks for LTAG decision



ICAO Secretariat

APAC/MID/EURNAT/NACC/SAM/ESAF/WACAF Regions,

27 March - 8 April 2022



Day 2

Building blocks to facilitate LTAG decision

(What will the ICAO High-level Meeting and the 41st Session of the ICAO Assembly be asked to decide on LTAG?)

1. Recap of discussions on Day 1
2. Presentation on the road to the ICAO Assembly
3. Dialogue, Part I – What are building blocks for LTAG decision?

Coffee Break

4. Dialogue, Part II – What are building blocks for LTAG decision?
5. Wrap-up



Dialogue – What are building blocks for LTAG decision?

Topic 1: What might an LTAG look like

Building blocks to consider:

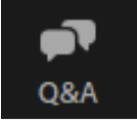
- 1) Recognition of scientific understanding
- 2) Technical feasibility of LTAG scenarios
- 3) Level of LTAG ambition

Topic 2: What does it take to implement an LTAG?

Building blocks to consider:

- 1) Means of implementation (e.g. capacity building)
- 2) Support to States with action plans and roadmaps
- 3) Monitoring of progress to achieve LTAG



- **Dialogue Sessions will be conducted in 2 Parts**, separated by a break (5 mins) in between.
 - **Part I (75 mins)** will discuss **Topic 1: *What might an LTAG look like***
 - **Part II (75 mins)** will discuss **Topic 2: *What does it take to implement an LTAG***
- States and organizations will be able to deliver maximum 2 minute views on each topic during the dialogue sessions.
- Only the 2 nominated representatives may take the floor.
- During the dialogue sessions, nominated representatives who have not given prior notice may also provide views verbally after those that requested the floor before the meeting or via **the Q&A function**. 
- If you provide views the Q&A function, **please indicate #Topic 1 or #Topic 2**, and an indication of the specific topic by building block.
- All views will be compiled and published on the GLADs website.



Topic 1: What might an LTAG look like?

The latest IPCC findings are unequivocal on the need for all sectors to contribute to the global temperature goals for 2050. In this regard, the LTAG scenarios are based on projected potential contributions of in-sector measures at the global level. What does this mean for your State and/or region and what level of international aviation's global CO₂ reduction and by which date should it be reached using in-sector measures?

Items to consider in the discussion:

- The latest scientific understanding and the need for all sectors to contribute to the global temperature goals for 2050.
- The potential contribution of technology, operations and fuels.
- The level of ambition for an LTAG.
- Potential CO₂ emissions Gap fillers.



Order of consideration

- a) States and Organizations that previously indicated the desire to provide views
- b) Additional views and questions, either verbally or via the Zoom Q&A function.

<Include the Order of States and Organizations>



Coffee Break

Plenary Session will resume at



Topic 2: What does it take to implement an LTAG?

As detailed in the LTAG report, there are many measures and innovations that can contribute to a future LTAG. What would be the possible means of implementation (e.g. capacity building) needed to support a long term aspirational goal of international aviation CO₂ emissions reduction? In which form should this support be provided?

Items to consider in the discussion:

- Means of implementation and the roles of various stakeholders
- The need for additional guidance and support (e.g. for State Action Plans, feasibility studies, roadmaps) relating to LTAG development and implementation.
- The possible means to take stock of LTAG achievement and best practices.
- Future monitoring and review of LTAG.



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<Include the Order of States and Organizations>