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WORKING PAPER

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**Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/10)**

Martinique, France, 21 to 23 June 2022

**Agenda Items 8: Environmental Protection Matters**

**VIEWS AND PRIORITIES OF THE UNITED STATES ON CLIMATE CHANGE AND OPPORTUNITIES FOR COLLABORATION**

(Presented by United States)

<b>EXECUTIVE SUMMARY</b>	
The United States believes that tackling the climate crisis will require strong, meaningful action by all States and sectors, including aviation. This paper highlights current and planned U.S. actions to enable increased ambition from the aviation sector. The paper also identifies opportunities at ICAO for global action on climate, and concludes with an invitation to collaborate with fellow NACC Member States on opportunities to increase our shared climate ambition.	
<b>Action:</b>	Suggested actions are presented in Section 6.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• U.S. Aviation Climate Action Plan</li><li>• ICAO CAEP LTAG Report</li></ul>

**1. Introduction**

1.1 The United States considers the environment – and specifically climate change – a major priority. The science is clear that we must take decisive action to avoid the worst consequences of the climate crisis. This paper provides: (1) an update on our domestic activities to reduce climate impacts from our domestic aviation sector, (2) opportunities within ICAO to demonstrate global leadership and commitment on climate, and (3) opportunities for collaboration with interested States. The United States is pursuing a range of domestic initiatives and ongoing technical work at ICAO to bring forward concrete action that can increase our climate ambition at the 41st ICAO Assembly.

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## **2. Domestic Initiatives**

2.1 At the United Nations Climate Change Conference in November 2021, U.S. Transportation Secretary Pete Buttigieg announced the U.S. Aviation Climate Action Plan (Action Plan),<sup>1</sup> which sets out an ambitious, yet achievable goal of net-zero greenhouse gas emissions from the U.S. aviation sector by 2050. The Plan builds on individual and sector-wide commitments announced by the U.S. aviation industry, and highlights specific actions and policy measures to foster innovation and drive change across the entire U.S. aviation sector.

2.2 The Action Plan builds on key initiatives, such as the Sustainable Aviation Fuel (SAF) Grand Challenge announced on September 9, 2021. The SAF Grand Challenge aims to scale up SAF production to at least 3 billion gallons per year by 2030 by supporting SAF producers. It includes a partnership between the U.S. Department of Energy (DOE), U.S. Department of Transportation (DOT), and the U.S. Department of Agriculture (USDA) to accelerate research, development, demonstration, and deployment needed for innovative solutions and technologies and the policy framework to enable an ambitious government-wide commitment to scale up the production of SAF. We believe that these combined efforts will help reduce the cost, enhance the sustainability, and expand production of SAF that achieves a minimum of a 50 percent reduction in lifecycle greenhouse gas (GHG) emissions compared to conventional fuel to meet a goal of supplying sufficient SAF to meeting 100% of U.S. aviation fuel demand by 2050.

## **3. ICAO Climate Initiatives**

3.1 The United States views the upcoming ICAO General Assembly as an opportunity to affirm and strengthen ICAO's existing climate initiatives while identifying an aspirational path forward for the sector. Building on the many commitments for increased ambition from States and private industry, this Assembly provides a critical opportunity for international aviation to increase its climate ambition.

3.2 The 40th ICAO Assembly in 2019 requested the ICAO Council explore the feasibility of a long-term aspirational goal (LTAG) for international aviation, for consideration by the 41st Assembly. To respond to this request, Council's Committee on Aviation Environmental Protection (CAEP) established the LTAG Task Group (LTAG-TG) in March 2020 to conduct technical work on the feasibility of an LTAG. As a CAEP Member, the United States provided considerable resources and input on the work of the LTAG-TG. We welcome the publication of that LTAG Final Report, made publicly available in all ICAO languages in March 2022.<sup>2</sup>

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<sup>1</sup> [https://www.faa.gov/sites/faa.gov/files/2021-11/Aviation\\_Climate\\_Action\\_Plan.pdf](https://www.faa.gov/sites/faa.gov/files/2021-11/Aviation_Climate_Action_Plan.pdf).

<sup>2</sup> <https://www.icao.int/environmental-protection/LTAG/Pages/LTAGreport.aspx>.

3.3 The United States encourages NACC Member States to review the LTAG Final Report and consider how to agree to and achieve an ambitious LTAG at the 41st Assembly. We welcome opportunities to connect U.S. technical staff involved in the development of the LTAG report with experts from NACC Member States to help answer technical questions ahead of the 41st Assembly. The United States believes that increasing technical engagement on aviation environmental protection technical issues within the NACC region will contribute to more effective environmental outcomes at ICAO. In recent years, the ICAO Council has sought to improve the geographic representation of the CAEP by encouraging participation from regions that are not currently well represented. The United States urges NACC Member States consider joining CAEP, particularly States that have experience serving on the ICAO Council or that have an interest in expanding their involvement on environmental matters.

3.4 In addition to an aspirational long-term climate goal, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) remains a critical and foundational element for tackling international aviation’s climate impact. Though offsetting is not appropriate until international emissions exceed baseline levels, it is important to have a mechanism in place, via the CORSIA Standards and Recommended Practices (SARPs), to ensure the sector does not backslide in the future. Additionally, CORSIA serves as an international standard for reporting SAF use, which will become increasingly important as Member States begin developing SAF industries. Despite the challenges facing the industry as it recovers from the COVID-19 global pandemic, it is important to affirm the commitment and credibility of ICAO climate initiatives, like CORSIA, at the upcoming Assembly

#### **4. Opportunities for Collaboration**

4.1 The United States recognizes the connectivity that aviation brings to the world. Part of the connectivity for us is identifying and maximizing opportunities for collaboration, particularly in the area of environmental protection. In November 2021 at COP26 in Glasgow,<sup>3</sup> the United States joined more than 20 other countries in signing onto the Aviation Climate Coalition to demonstrate our willingness to working together, through both ICAO and other cooperative initiatives, to advance ambitious actions to reduce aviation CO<sub>2</sub> emissions.<sup>4</sup>

4.2 In addition, the United States has been an active “buddy” in the ICAO Assistance, Capacity-Building, and Training initiative for CORSIA (ACT-CORSIA). Through ACT-CORSIA, we have had the opportunity to share our best practices while also learning from our partners on ways to make our processes more efficient.

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<sup>3</sup> The 26th Conference of the Parties to the United Nations Framework Convention on Climate Change.

<sup>4</sup> Signatories include: Burkina Faso, Canada, Costa Rica, Denmark, Finland, France, Ireland, Italy, Japan, Kenya, Republic of Korea, Maldives, Malta, Morocco, Netherlands, New Zealand, Norway, Slovenia, Spain, Sweden, Turkey, United Kingdom, and the United States of America.

4.3 It is our hope that ICAO and all its Member States embrace the challenge to action in addressing the climate crisis. We recognize that this is a global crisis and success will require collaboration. Noting the actions outlined in our Action Plan, we encourage NACC States to reach out about opportunities for collaboration, coordination, information sharing. We recognize that we have resources to share but also much to learn from others, and we are hopeful to find opportunities to work together to operationalize our shared ambition.

## **5. Conclusion**

5.1 The United States is taking concrete actions to address the impact of international aviation on the climate – both through our domestic initiatives and our contributions to international initiatives at ICAO. We are ready and eager to engage with fellow NACC Member States leading up to and beyond the upcoming ICAO Assembly to ensure there is a common understanding of the underlying challenges and opportunities, and that the region is well placed to agree to increasing ICAO's climate ambition. We also strongly encourage additional NACC participation in CAEP, particularly those that have experience on the ICAO Council or that have an interest in expanding their involvement on environmental matters. The United States believes NACC Member States should build on ICAO's historic climate accomplishments, like CORSIA, as we consider an LTAG.

## **6. Suggested Actions**

6.1 The Meeting is invited to:

- a) note the publication of the updated U.S. Aviation Climate Action Plan;
- b) acknowledge the publication of the Long-Term Aspirational Goal (LTAG) for international aviation Report and encourage NACC Member States to use it to inform their positions for the 41st ICAO Assembly;
- c) consider joining ICAO Committee on Aviation Environmental Protection (CAEP), especially those with experience on the ICAO Council or that have an interest in expanding their involvement on international environmental matters; and
- d) note the willingness of the United States to collaborate with Member States on opportunities to operationalize our shared climate ambition.