

Global Aviation Dialogues (GLADs)

By ICAO Secretariat

Introduction

During its 40th Session, the ICAO Assembly requested to continue exploring the feasibility of a long-term global aspirational goal for international aviation CO₂ emissions reductions (LTAG). In 2021 and 2022, as part of the consultative process on an LTAG, ICAO organized the Global Aviation Dialogues (GLADs) as a series of regional online events. The presentations from the LTAG GLADs are available on the ICAO public website¹.

LTAG GLADs 2021

The 2021 LTAG GLADs held from 9 to 14 May 2021 aimed to provide information on ICAO LTAG process, and to allow for the exchange of views between States to facilitate the ICAO's further work on an LTAG.

A total of 295 participants from 94 States and 68 accredited international organizations attended the five events. Each day of the LTAG-GLADs started with an information-sharing plenary, followed by a thematic dialogue in small groups. Among different topics, the participants shared their views on top priority aviation CO₂ emissions reduction measures,

at the global level, in the short, medium and long-term (Figure 1); and discussed the main challenges and barriers to the realization of the priority measures, based on an initial list provided to foster the deliberations (Figure 2). Some of the challenges were identified by the groups as being region-specific.

It should be noted that the short, medium and long-terms were not defined and each group was free to discuss and assume the three time scales. The general view for advanced aircraft technologies was that depending on the specific technologies considered, they could be available in the three time scales, while the overwhelming majority view for revolutionary aircraft technologies was that they would be available during the medium to long-term.

With regard to the operational improvements, the participants indicated them mostly as near-term reduction measures, while acknowledging their potential for the medium- and long-term scales. Regarding fuels, Sustainable Aviation Fuel (SAF) and Lower Carbon Aviation Fuel (LCAF) were identified mostly as the medium-term CO₂ emissions reduction measures, while power-to-liquids, non-drop in fuels and electrification were considered as medium to long-term.

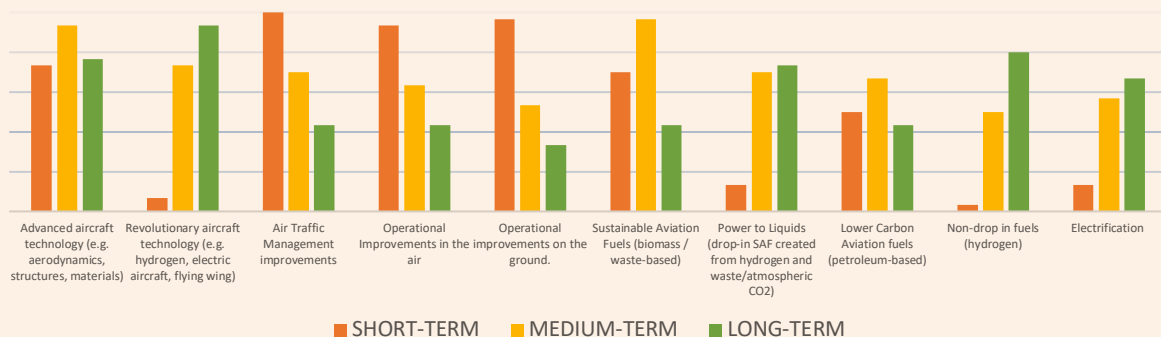


FIGURE 1: Global Average – Expectations for the CO₂ emissions reduction measures.

1 ICAO LTAG GLADs 2021: <https://www.icao.int/Meetings/2021-ICAO-LTAG-GLADS/Pages/Agenda-and-Presentations.aspx>
ICAO LTAG GLADs 2022: <https://www.icao.int/Meetings/2022-ICAO-LTAG-GLADS/Pages/Agenda-and-Presentations.aspx>

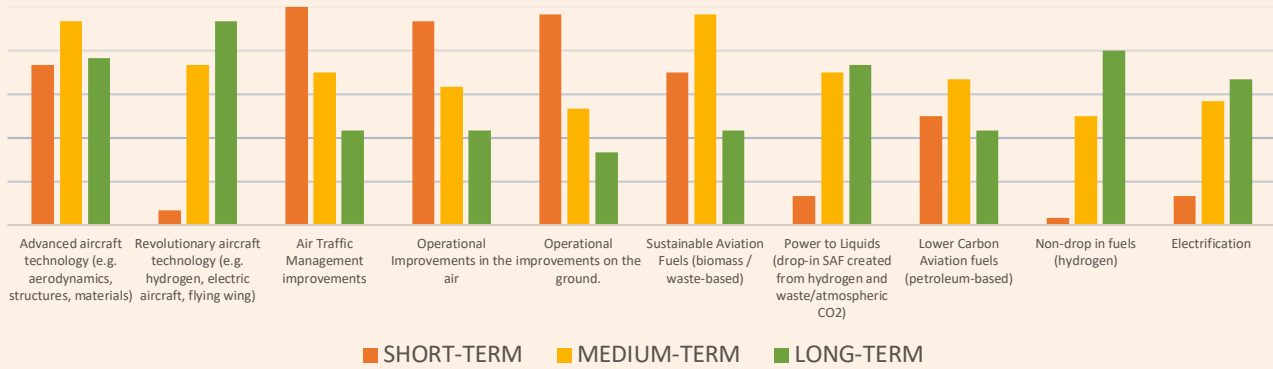


FIGURE 2: Agreement rate with the identified challenges and barriers to the realization of aviation CO₂ emissions reduction measures – global average and regional levels.

The most frequent comment raised during the 2021 LTAG GLADs was the need for receiving more information on LTAG, including cost analysis results. In this regard, an additional series of GLADs in 2022 was requested with more information on LTAG, in particular the results of Committee on Aviation Environmental Protection (CAEP) analysis on LTAG scenarios with cost impacts.

LTAG GLADs 2022

In this triennial, ICAO worked very hard and CAEP has completed a detailed technical analysis on LTAG, which was made available, together with all the presentation materials and discussion topics². Therefore, 2022 ICAO LTAG GLADs were held from 28 March to 8 April 2022. A total of 421 participants from 108 States and 11 organizations attended the five events. Each day of the GLADs started with an information-sharing plenary, followed by a thematic dialogue.

The objectives of the 2022 GLADs were to ensure that participants understand the latest ICAO technical work on an LTAG and to allow for the exchange of views amongst States on the feasibility of an LTAG and its building blocks (recognition of scientific understanding, technical feasibility of LTAG scenarios, level of LTAG ambition, means of implementation, support to States with action plans and roadmaps, monitoring of progress to achieve LTAG), thus facilitating the well-informed deliberations at the

subsequent High-level Meeting and the 41st Session of the ICAO Assembly.

During the first day of the GLADs, participants considered and discussed the ICAO’s technical work by the CAEP on the feasibility of an LTAG, including the LTAG feasibility study report overview, LTAG scenarios and costs, LTAG inputs and modelling assumptions from technology, operations and fuels. A firm basis for supporting well-informed future decision making on an LTAG was formed with the participants’ discussions on the completeness and relevance of the aviation in-sector CO₂ reduction measures considered under the LTAG report, as well as on the level of aspirations under the LTAG integrated scenario options, and the associated costs and needed investments. Participants’ questions related to the LTAG report and corresponding answers were compiled and made available on the GLADs website³.

During the second day, the participants were informed on the upcoming ICAO LTAG process toward the Assembly, and further exchanged their views on the elements of the LTAG analysis, such as: scientific understanding and context, expected potential contribution of technology, operations and fuels, and the level of LTAG ambition. The participants also discussed the barriers, solutions and needed support for the implementation of the CO₂ reduction measures. Finally, the participants exchanged views on the possible means of implementation, expected support to States with action plans and roadmaps, and

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

3 ICAO LTAG GLADs 2022 FAQ: <https://www.icao.int/environmental-protection/Pages/LTAG-FAQ.aspx>

ways of monitoring progress to achieve an LTAG. The views expressed by the participants were also compiled and made available on the GLADs website⁴.

Next Steps

The 2022 series of LTAG GLADs enhanced overall understanding of the ICAO LTAG Report and paved the way for the later ICAO milestones in 2022, such as the LTAG High-Level Meeting (HLM)⁵ in July and the 41st Session of the Assembly in September, by facilitating well-informed decisions on long-term sustainability goal options for international aviation.

The HLM-LTAG was held on 19 to 22 July 2022 as a hybrid event and served as the forum to discuss the CO₂ emissions reduction scenarios and options for an LTAG, along with the means of implementation and the monitoring of progress (more details on HLM-LTAG and its conclusions are provided in article “High-level meeting on the feasibility of a long-term aspirational goal for international aviation CO₂ emissions reductions” of this special supplement). The HLM was preceded by the 2022 ICAO Stocktaking, held on 18 July 2022, and enabled sharing of the latest relevant information, including the innovations on technology, operations and fuels.

The culmination of the ICAO LTAG Process will happen on the 41st Session of the ICAO Assembly in September-October 2022 and will be a turning point for the sustainable future of the international aviation.

4 ICAO LTAG GLADs 2022 Views Compilation: https://www.icao.int/Meetings/2022-ICAO-LTAG-GLADS/Documents/LTAG_GLADS_2022_Compilation_Views.pdf

5 ICAO LTAG-HLM: <https://www.icao.int/Meetings/HLM-LTAG/Pages/default.aspx>