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EXECUTIVE COMMITTEE

Agenda Item 16: Environmental Protection – International Aviation and Climate Change — Policy and Standardization

UPDATING OF THE CENTRAL AMERICAN ACTION PLAN FOR EMISSIONS REDUCTION FROM INTERNATIONAL AVIATION - CAAPER 2.0

(Presented by the Member States² of the Central American Corporation for Air Navigation Services (COCESNA))

EXECUTIVE SUMMARY

This working paper refers to the work carried out by the Member States of the Central American Corporation for Air Navigation Services (COCESNA) on updating the Central American Action Plan for emissions reduction from international aviation (CAAPER 2.0). The document shows an estimate of the emissions generated by air operators with an Air Operator Certificate (COA) based on the States of the region. Similarly, the application potential of the set of measures that will be gradually implemented has been identified. In addition, the progress made in improving the environmental performance of the aviation sector in Central America is reflected.

Action: The Assembly is invited to:

- a) examine the information presented, including the progress made to date;
- b) consider the experience of COCESNA in the preparation of the action plan using strategic alliances between States;
- c) request technical assistance and accompaniment to ICAO to get financial support for the gradual implementation of the set of measures selected for the Central American region.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E – Environmental Protection.
<i>Financial implications:</i>	It requires additional financial resources for the gradual implementation of the set of measures selected for the Central American region.
<i>References:</i>	<ul style="list-style-type: none">• Resolution A39-02 “Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change”• Central American action plan for emissions reduction from international aviation (CAAPER)

¹ English and Spanish versions provided by COCESNA.

² Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.

1. INTRODUCTION

1.1 According to the *Programa Estado de la Nación* (2011) issued by the National Council of Rectors of Universities in Costa Rica, climate change poses a contradictory situation for Central America as the isthmus is responsible for less than 0.5% of the greenhouse gas emissions (GHG), but at the same time, it is recognised as the most prominent “hot spot” in the tropics, i.e. it might be the most impact-vulnerable area of the world. This shows the severity of the climate crisis and vulnerability of the Central American region due to its geographical location, as well as the economic, social and environmental problems.

1.2 Based on the above and aware of the joint efforts required to improve the environment in international civil aviation and to face climate change, the States of Guatemala, Belize, El Salvador, Honduras, Nicaragua and Costa Rica integrated into the Central American Corporation for Air Navigation Services (COCESNA) and developed the Central American Action Plan to reduce emissions from international civil aviation called CAAPER.

1.3 This document responds to the commitment made by the region in the 96th Meeting of Directors General of Civil Aviation of Central America and Panama (DGAC/CAP/96), where the proposal to develop a joint action plan was presented to address CO₂ emissions.

1.4 In line with the provisions of ICAO resolutions on the importance of establishing mechanisms for continuous improvement to update the information presented voluntarily in the action plans, the Central American States, with support from COCESNA, have updated the CAAPER to present relevant data on the activity of international aviation in the region and its CO₂ emissions.

2. ANALYSIS

2.1 The preparation of the CAAPER allowed the establishment of a regional institutional framework through the designation of environmental focal points in each Civil Aviation Authority of the Central American States. This work was guided by the Regional Management of Environment and Climate Change of COCESNA (GEREMAC) to update the plan, considering also several environmental initiatives that have been encouraged in Central America.

2.2 For the establishment of the emissions and fuel consumption baseline, the data obtained from the flight plans (FPL) of the AFTM unit of COCESNA, where air operations are reflected in the Central American FIR, was used. The analysis was carried out, so it guarantees the integrity and representativeness of the information.

2.3 Considering the ICAO carbon calculator for the estimation of CO₂ emissions, the database was analysed to obtain the aircraft ID (point 7 of the flight plan), aircraft type, route, and frequencies. This data was entered into this tool to obtain the total emissions for 2017 and 2018. It should be noted that a section on the methodology used for the corresponding calculations was included in CAAPER 2.0.

2.4 A 2017-study recorded 51,557 international operations with Central American COA (i.e. air operators registered in any of the Member States of COCESNA), in which 858,168.09 tons of CO₂ and 271,830.25 tons of fuel consumption were estimated.

2.5 For 2018, 53,361 international operations were registered with Central American COA, that is 961,306.30 tons of CO₂ and an estimated fuel consumption of 304,500.03 tons.

2.6 When selecting the set of measures to be implemented, the principle of voluntariness and gradualness, and the recognition of special circumstances and specific capacities of the States have been incorporated into the document. Although it is a small region, each State has different levels of development.

2.7 The selected measures have been grouped into strategies that involve different stakeholders and interest groups related to international civil aviation that allow integrating efforts that positively impact the significant reduction of greenhouse gases and contribute to environmental preservation and improvement in its different areas. The strategies are support, reduction measures and complementary programmes.

2.8 Support strategies have mainly included aspects related to regional integration and institutional strengthening to strengthen alliances between stakeholders and interest groups in Central America, develop regulatory frameworks through the RAC System and boost the capacities of the focal points of the Civil Aviation Authorities.

2.9 The reduction strategies represent the fundamental base to minimise the emissions generated by international operations in which it is expected to promote the implementation of measures related to technology, operational improvements and the contribution that the voluntary States make to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Similarly, initiatives at airports will be developed as additional effects of international aviation to the reduction of emissions.

2.10 The complementary programmes focus on promoting research and development, environmental education, incentives, and recognition to reduce emissions from the activities of the Central American aeronautical sector.

2.11 Moreover, the document refers to the progress made in the area of emissions management in the Central American region.

2.12 Finally, an urgent need for ICAO technical and financial support for Central America has been identified in terms of initiatives related to the implementation of the set of measures selected for the region.

2.13 It should be highlighted that the experience in the preparation and updating of CAAPER has been fundamental for the Central American States, as these have considered the lessons learned for the consolidation of their respective national action plans for emissions reduction.

3. CONCLUSION

3.1 The updating of CAAPER has allowed the consolidation of the regional work platform on the environment and climate change through the initiatives promoted by each Central American State and COCESNA. The CAAPER 2.0 presents updated information about the international operations and emissions generated by operators with an Air Operator Certificate (COA) for the States of Guatemala, Belize, El Salvador, Honduras, Nicaragua, and Costa Rica. It also reflects the selected set of measures that will be gradually implemented considering special circumstances and specific capabilities.

4. **ACTION**

4.1 The Assembly is invited to:

- a) examine the information presented, including the progress made to date;
- b) consider the experience of COCESNA in the preparation of the action plan using strategic alliances between States;
- c) request technical assistance and accompaniment to ICAO to get financial support for the gradual implementation of the set of measures selected for the Central American region.

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