



**ASSEMBLY — 39TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 22: Environmental Protection – International Aviation and Climate Change – Policy, Standardization and Implementation Support**

**LATIN AMERICAN CIVIL AVIATION COMMISSION (LACAC) MEMBER STATES THAT HAVE PREPARED THEIR ACTION PLAN FOR REDUCING CO2 EMISSIONS FROM INTERNATIONAL CIVIL AVIATION**

(Presented by Guatemala on behalf of the 22 member States of the Latin American Civil Aviation Commission, LACAC)<sup>2</sup>

**EXECUTIVE SUMMARY**

This working paper discusses the work carried out by the member States of the Latin American Civil Aviation Commission (LACAC) in terms of collaboration and submission of State action plans for the reduction of international civil aviation CO<sub>2</sub> emissions.

This paper makes reference to the States that have developed and submitted action plans to ICAO and describes the measures taken by the States of the Region in accordance with their respective capabilities. Likewise, this paper encourages States that have not yet submitted their voluntary action plan to join in the efforts proposed by ICAO to achieve the global aspirational goals.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives – <i>Environmental protection</i>
<i>Financial implications:</i>	The technical and financial support that might be obtained through cooperation for the development and implementation of State action plans.
<i>References:</i>	Resolution A37-19 “ <i>Consolidated statement of continuing ICAO policies and practices related to environmental protection</i> – • Resolution A38-18 “ <i>consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i>

<sup>1</sup> English and Spanish versions provided by Guatemala

<sup>2</sup> Argentina, Aruba, Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.

## 1. BACKGROUND

1.1 At the 37th Assembly Session, States were encouraged to submit to ICAO, on a voluntary basis, action plans outlining the policies and respective measures concerning the reduction of CO<sub>2</sub> emissions from international civil aviation and to report to ICAO, on an annual basis, on the implementation of such measures (Resolution A37-19, paragraph 9).

1.2 The Assembly also invited States to voluntarily submit to ICAO, in June 2012, action plans in order to analyse the information contained therein and assess the progress made in the achievement of the global aspirational goals. Assembly Resolution A37-19, in paragraph 10, states that action plans should include information about the basket of measures contemplated by States, describing the respective national capabilities and circumstances, as well as information on their specific assistance needs.

1.3 As established in ICAO Assembly Resolution A38-18 – “Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change”, ICAO “Further encourages States to voluntarily submit their action plans outlining their respective policies and measures, and their annual reports on international aviation CO<sub>2</sub> emissions”.

Furthermore, it “invites those States that choose to prepare or update their action plans to submit them to ICAO as soon as possible, preferably by the end of June 2015 and once every three years thereafter, in order that ICAO can continue to compile the information in relation to achieving the global aspirational goals; said action plans should include information on the basket of measures considered by States, reflecting their respective national capacities and circumstances, information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs”. (Resolution A38-18, paragraph 11 and 12).

1.4 Also in Resolution A38-18, paragraphs 13 and 14, it “encourages States that have already submitted their action plans to share information contained in their action plans and build partnerships with other member States in order to support those States that have not prepared their action plans”; and “encourages States to make their action plans available to the public, taking into account the commercial sensitivity of information contained in State action plans”.

## 2. ANALYSIS

2.1 In order to facilitate the preparation and submission of State action plans, ICAO, in collaboration with an ICAO Committee on Aviation Environmental Protection (CAEP) panel, prepared its guidance document on the preparation of State action plans (Guidance Material for the Development of State Action Plans on Emission Reduction - Doc 9988). This document provides States with guidance on the process of drafting and submitting an action plan for CO<sub>2</sub> emission reduction activities to ICAO. It also contains an interactive web interface for this purpose and an action plan template to facilitate the submission of State action plans.

2.2 Likewise, ICAO has conducted seminars on this matter, like the one held in Mexico City in 2011, and a practical training workshop in 2014 where participants from Latin American and Caribbean States were shown how to use the various instruments available for drafting said plan.

2.3 Furthermore, on 16 and 17 September 2015, ICAO held a seminar in Montreal, Canada, entitled Global aviation partnerships on emissions reductions (E-GAP) - Multiplying environmental action.

A number of topics were presented at this seminar, including partnerships for a better scientific understanding of aviation and climate change, partnerships in technology and design throughout the lifecycle of aircraft, operational improvements and eco-airports, partnerships for the development of alternative aviation fuels, carbon markets, promoting funding of environmental initiatives for aviation, and State action plans.

The synergies and the constructive commitment among ICAO, its member States, the stakeholders, and other international organisations regarding the development and implementation of action plans were highlighted at the event.

2.4 Regarding Resolution 38-18, paragraph 11, the voluntary submission of action plans to ICAO can be seen in the ICAO website<sup>3</sup>, which shows that 14 out of the 22 LACAC States have submitted their CO<sub>2</sub> emission reduction action plans, namely Argentina, Belize, Brazil, Colombia, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, and Venezuela).

2.5 Three LACAC member States (Cuba, Dominican Republic, and Mexico) have updated the first version of their action plan and these have been submitted to ICAO.

2.6 Regarding access to the information contained in State action plans, 9 LACAC members

2.7 (Argentina, Brazil, Belize, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, and Dominican Republic) decided to make available their action plans on the ICAO public website.

2.8 Among the strategies that LACAC member States made public, the most widely recognised were those involving operational and air navigation measures to improve the air traffic management (ATM) systems used for the guidance, separation, coordination, and control of aircraft movements.

Likewise, measures for improving airspace management that are most widely recognised, are the designation of RNAV 10 to RNAV 5 airways, the implementation of new RNAV/PBN routes, the design of RNAV procedures for airports, the design of standard instrument departure and arrival procedures, and the introduction of ATFM concepts.

In terms of infrastructure, some of the most active strategies in the region are the installation of power converters on boarding bridges at airports, the use of photovoltaic solar energy to supply electric power to facilities, improvements in airport capacity planning, regulatory slot improvements, promotion, development, and research into alternative fuels.

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<sup>3</sup> [http://www.icao.int/environmental-protection/Pages/ClimateChange\\_ActionPlan.aspx](http://www.icao.int/environmental-protection/Pages/ClimateChange_ActionPlan.aspx)

### 3. CONCLUSION

3.1 It is important to highlight that the States of the region are considered to be developing nations. The Central American, Caribbean, and some South American States are highly vulnerable to the climate change phenomenon, thus the need to make a global appeal to comply with common but differentiated responsibilities, and to provide robust, sustainable, transparent, predictable, and additional resources to support the development of action plans to face the climate change phenomenon, especially in highly vulnerable States.

3.2 The drafting and updating of action plans to reduce international civil aviation emissions reflect the good faith and commitment of the region vis-à-vis the global environment, and their purpose is to contribute to the vision of promoting a sustainable aviation from the economic, social, and environmental points of view.

3.3 It is necessary to begin a dialogue with the States that have already submitted their action plan and whose information has not been published, in order to exchange ideas on how they could provide general information on their action plan for the development of joint strategies.

3.4 Action plans have permitted the development of the Latin American potential to reduce emissions through different procedures and applications, projecting significant CO<sub>2</sub> reductions in the region. This highlights the importance of airspace improvements so that aircraft may reduce their emissions through the use of more direct routes, optimum flight levels, and the establishment of optimum climb and descent profiles.

3.5 Likewise, aircraft operators must be committed to updating aircraft technology and using the new operations established by civil aviation authorities in the region.

3.6 It is important for States that have already submitted a first version of their action plan to be able to update it in order to establish regional metrics to measure the progress made and the results obtained, and assess the contribution to the global objective of achieving an average fuel efficiency improvement of 2% until 2020.

### 4. PROPOSED ACTION

4.1 The Assembly is invited to:

- a) take note of the information presented herein;
- b) encourage member States to voluntarily submit their action plans; and
- c) urge States that have not yet made public their action plans to do so.

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