



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

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

ALLIANCE FOR SUSTAINABLE AVIATION (ALAS)

(Presented by Guatemala and Spain)

EXECUTIVE SUMMARY

This working paper aims to share information related to the initiative Alliance for Sustainable Aviation (ALAS), which is an initiative developed by the Federal Aviation Administration of the United States of America (FAA), the Directorate General of Civil Aeronautics (DGAC) of the Republic of Guatemala, and the State Agency of Aviation Safety (AESA) of the Kingdom of Spain, in order to promote programs and projects toward an environmental, social, and economically sustainable aviation sector, focused on a progressive development approach for lowering emissions.

One of the main objectives is to promote offset mechanisms in congruence with the aspirational environmental objectives of ICAO among the three signatory countries; as well as other States or Organizations that could adhere.

Action: The Assembly is invited to:

- a) take note of the information presented herein;
- b) invite other States and Organizations to join this initiative; and
- c) emphasize the need for cooperation among States for the implementation of CORSIA.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective E, <i>Environmental Protection</i> .
<i>Financial implications:</i>	The financial resources for the implementation of the activities of the initiative will be determined for each specific activity through agreement with the participating States.
<i>References:</i>	Declaration of Cooperation among Federal Aviation Administration of the United States of America (FAA), the Directorate General of Civil Aeronautics of Guatemala (DGAC), and the State Agency of Aviation Safety (AESA) of the Kingdom of Spain for the Alliance for Sustainable Aviation – NAT-I-7101. (text available at www.seguridadaerea.gob.es)

1. INTRODUCTION

1.1 The XXI Century has magnified the degradation of diverse ecosystems in the planet, mainly in the implementation of several human activities such as changes in the land use and the use of fossil fuels in transport systems and industry, whose emissions of CO₂ have impacted directly into the atmosphere, contributing to global warming and greenhouse effect. Some ideas that have emerged to minimize the concentration of CO₂ include the increase of energy efficiency, increased use of renewable energy and carbon sequestration.

1.2 The possibilities of medium-term mitigation of CO₂ emissions from the aviation sector can be the result of increased fuel efficiency, which can be achieved through a variety of means including technology, operations and air traffic management. However, such improvements are expected to only partially offset the increase of emissions in aviation. The total mitigation in the sector would require also addressing climate change impacts of other GHG than CO₂ from aviation.

1.3 The implementation of Global Market Based-Measures (MBM) Scheme promoted by ICAO is a challenge for the civil aviation sector, in the search of mechanisms that allow the implementation of programs and projects concerning emissions units that aircraft operators must obtain to offset their emissions.

1.4 For this reason, the establishment of partnerships is paramount in order to coordinate different actions for improving the environmental performance of international civil aviation sector and the identification of emissions offset programs that respond the demand of the sector.

1.5 Therefore the Federal Aviation Administration of the United States of America (FAA), the Directorate General of Civil Aeronautics of Guatemala (DGAC), and the State Agency of Aviation Safety (AESA) of the Kingdom of Spain, have consolidated an alliance named Alliance for Sustainable Aviation (ALAS), through which they will jointly develop and promote several initiatives that promote the reduction, mitigation and adaptation to climate change in different areas of action and implementation of methodologies; and promote the identification of emissions offset programs, prioritizing those concerning the aeronautical sector.

2. ANALYSIS

2.1 The “ALAS” initiative constitutes the valorisation of the three instances: FAA, DGAC-Guatemala and AESA to collaborate, among others, with the sustainability of air transport including energy efficiency and conservation policies (sustainable alternative fuels for aviation and development of renewable energy), mitigation programs of climate change and environmental protection, and that international cooperation is essential to achieve national and global environmental objectives in the air transport sector.

2.2 The present initiative manifests the common interest of FAA, DGAC-Guatemala and AESA to promote a sustainable air transport system through the encouragement of aviation security and safety, economic growth and improvement of services, efficiency and environmental protection.

2.3 In virtue of the dynamics in the generation of carbon credits for offsets and combined that Guatemala as well as other States in the region are classified as developing countries, the FAA and AESA have identified them as potential providers of projects in this area, foreseeing the implementation of Carbon Offsetting and Reduction Scheme for International Aviation (CORSA).

2.4 Taking into account the experience of the FAA, DGAC-Guatemala and AESA, the development of projects and the adoption of methodologies in the aviation sector are expected, in order to generate carbon credits, to promote the strengthening and re-investment of resources in the sector, especially in developing countries.

2.5 Currently, specific projects to begin the working synergy between the three institutions have been foreseen, being these an alternative mechanism of offsetting CO₂ emissions, an environmental accreditation focused on the development of projects in airports, and the strengthening of environmental knowledge and climate change linked to the civil aviation sector. Likewise, this initiative may be extended to some other areas of interest, as well as to other States in the region wishing to join it.

3. **CONCLUSIONS**

3.1 The implementation of the Carbon Offsetting and Reduction Scheme of International Aviation (CORSIA), included in the Global Market-Based Measures (MBM) Scheme, is a great challenge for the sector of international civil aviation, as it must count on different programs and projects to cover the demand for emission units that meet the criteria established by ICAO.

3.2 The establishment of partnerships of mutual benefit cooperation between different stakeholders in the sector is of utmost importance to face the challenges that represents the implementation of the CORSIA; for which the FAA, DGAC-Guatemala and AESA have proactively established an alliance to promote several projects for sustainable aviation sectors in its different aspects, contributing to its progressive growth with low emissions.

4. **ACTION BY ASSEMBLY**

4.1 The Assembly is invited to:

- a) take note of the information presented herein;
- b) invite other States and Organization to join this initiative; and
- c) emphasize the need for cooperation among States for the implementation of CORSIA.

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