



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY-SECOND MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/22)**

Bangkok, Thailand, 5-9 September 2011

Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation

3.5 Other Air Navigation Matters

CIVIL AVIATION AND THE ENVIRONMENT

(Presented by the Secretariat)

SUMMARY

This paper provides a summary of current ICAO activities related to environmental protection, including initiatives to assist States in the preparation of action plans on CO₂ emissions reduction activities.

Action by APANPIRG is in paragraph 5.

Strategic Objective:

C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

1. INTRODUCTION

1.1 Air transportation is a vital element of the global economy that is responsible for the safe and efficient transportation of more than 2.2 billion passengers and 40.5 million tons of freight annually. Although at 2 per cent¹ the contribution of aviation emissions to total global human-made CO₂ emissions (aviation's primary greenhouse gas) is relatively small, scheduled aviation traffic is predicted to grow for the foreseeable future. This paper provides an overview of recent ICAO activities related to international aviation and the environment.

¹ Intergovernmental Panel on Climate Change, "Climate Change 2007: Synthesis Report," 2007.
<http://www.ipcc.ch/ipccreports/ar4-syr.htm>

2. ASSEMBLY RESOLUTION A37-19

2.1 In October 2010, the 37th Session of the ICAO Assembly adopted Resolution A37-19 on international aviation and climate change. The Resolution includes global aspirational goals for international aviation of improving 2% annual fuel efficiency up to 2050 and stabilizing its CO₂ emissions at 2020 levels. The Resolution “encourages States to submit their action plans outlining their respective policies and actions, and annual reporting on international aviation CO₂ emissions to ICAO”. It also “invites those States that choose to prepare their action plan to submit their plan to ICAO as soon as possible preferably by the end of June 2012 in order that ICAO can compile the information in relation to achieving the global aspirational goals, and the action plans should include information on the basket of measures considered by States, reflecting their respective national capacities and circumstances, and information on any specific assistance needs.”

3. ACTION PLANS

3.1 Compiling an action plan will help States identify gaps in their existing programmes and fine-tune their strategies as they specify the basket of measures they will employ to contribute to the achievement of the global aspirational goals. As a tool, it will allow States to ensure that relevant stakeholders are aware of the planned actions, respective roles and expectations that apply to them.

3.2 The submission of States’ action plans to ICAO is expected to facilitate the consolidation of information related to the achievement of the collective global aspirational goals for the international aviation sector. Receiving the action plans will also assist ICAO in identifying and responding to States’ needs for technical and financial assistance. The importance of the action plans is demonstrated not only by the relevant provisions of Resolution A37-19, but is further highlighted by the responses from individual States.

3.3 ICAO held five regional hands-on training workshops to assist States in their preparation of action plans on CO₂ emissions reduction activities. The workshops were held in Mexico City, Mexico, Bangkok, Thailand, Dubai, UAE, Nairobi, Kenya, and Paris, France respectively. Over the course of these 5 workshops, ICAO trained over 193 national focal points from over 70 States.

3.4 ICAO developed, in collaboration with an ad-hoc expert group composed of States and stakeholders, the document *Guidance Material for the Preparation of States’ Action Plans* to guide States, step-by-step, through the process of preparing and submitting an action plan. After each workshop, the guidance document was refined, incorporating comments from national focal points. Similarly, a dedicated interactive web-interface was developed to facilitate the submission of States’ action plans to ICAO. The CAEP Steering Group has also been requested to recommend the use of this website by States to submit their action plans to ICAO. As discussed in APANPIRG/22-WP/21, the ICAO Fuel Savings Estimation Tool (IFSET) can be used to quantify the expected results from the implementation of operational improvements in an Action Plan.

3.5 A final workshop is being held from 21 to 23 November 2011 in Montréal, Canada, at ICAO Headquarters. This workshop will provide States with a final opportunity to obtain training in the preparation and submission of their State’s action plans to ICAO. It is also an opportunity for States to showcase their progress with their action plans. All States are invited to attend this final workshop, and are encouraged to submit an action plan to ICAO, preferably, by the end of June 2012.

4. **SUSTAINABLE ALTERNATIVE FUELS FOR AVIATION**

4.1.1 Building upon the achievements of the ICAO Workshop and Conference on sustainable alternative fuels for aviation, both held in 2009, and the results of the 37th ICAO Assembly in 2010, ICAO will host the ICAO Aviation and Sustainable Alternative Fuels Workshop (www.icao.int/sustaf), in Montréal, Canada, from 18 to 20 October 2011. This Workshop will provide a forum for the exchange of information on the state of worldwide activities on sustainable alternative fuels for aviation. Discussions will revolve around the latest developments and future challenges related to the global harmonization of life cycle analysis methodologies, sustainability criteria, and legal and regulatory frameworks to enable the availability of sustainable alternative fuels for aviation. This workshop will also address the role of sustainable alternative fuels as one of the measures available to States for inclusion in their action plans.

5. **ACTION BY THE APANPIRG**

5.1 The APANPIRG is invited to:

- a) note the information presented in this paper;
- b) continue to consider environmental issues in the planning and implementation of regional air navigation systems;
- c) bring to the attention of the CAEP Secretary specific areas where additional guidance on environmental benefits would be valuable;
- d) encourage action plan focal points to attend the training workshop in Montreal from 21 to 23 November 2011;
- e) encourage member States to develop action plans on international aviation CO₂ emissions and to submit them to ICAO; and
- f) note that CAEP and the ICAO Secretariat will keep PIRGs informed of their future activities and developments related to environmental protection.

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