



Agenda Item 1A: Current situation and regional priorities

Follow-up on the implementation of environmental sustainability improvements in aviation in the SAM States

(Presented by the Secretariat)

SUMMARY	
<p>This note presents the Secretariat's view of the SAM Region's implementations in relation to aviation environmental sustainability.</p>	
<p>References:</p> <ul style="list-style-type: none">- <u>Annex 16, Volume I - Aircraft Noise</u>- <u>Annex 16, Volume II – CO₂ Emissions from aircraft engines</u>- <u>Annex 16, Volume III - CO₂ Emissions from Aircraft</u>- <u>Annex 16, Volume IV - Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)</u>- <u>Resolution A41-20: Consolidated Statement of ICAO Standing Policies and Practices Relating to the Protection of the Environment - General provisions, noise and local air quality;</u>- <u>Resolution A41-21: Consolidated Statement of ICAO Standing Policies and Practices Relating to the Protection of the Environment - Climate change;</u>- <u>Resolution A41-22: Consolidated Statement of ICAO Standing Policies and Practices Relating to the Protection of the Environment - Carbon Offsetting and Reduction Scheme for International Aviation (CORSA);</u>- ICAO's Environment website (Environmental Protection (icao.int))	
<p>ICAO Strategic Objectives:</p>	<p>- <i>Environment protection</i></p>

1. **Introduction**

1.1 ICAO has introduced Environmental Protection as one of its strategic objective

1.2 ICAO has been working with States and other international organizations on environmental policies for air transport.

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1.4 ICAO has noted that its environmental work contributes to 14 of the 17 United Nations sustainable development goals.

1.5 ICAO Member States agreed to continue to address all aviation issues related to the environment and also to maintain the initiative to develop policy guidance on these issues and not to leave this initiative to other organizations.

2. Discussion

2.1 In line with item 1.4, it is very important that the SAM Region establishes a vision on Environmental Protection in the field of air transport.

2.2 States in the SAM Region should consider that many of the detrimental effects of civil aviation on the environment can be reduced through the implementation of comprehensive measures including technological advances, more efficient air traffic management and operational procedures, aircraft recycling, utilization of clean, renewable and sustainable energy sources, appropriate use of airport planning mechanisms, land use planning and management, community involvement and market-based measures.

2.3 However, it is undeniable that the sustained growth of aviation is important for the future growth and development of the economy, trade, cultural exchange, and understanding between peoples and nations, and that it is therefore necessary to take early action to ensure that such growth is compatible with the quality of the environment and is developed in a manner that mitigates negative effects. The SAM Region has opportunities to increase air connectivity, and therefore aviation will continue to grow in the coming decades.

2.4 The SAM Region should note that other regions are developing innovative new technologies and energy sources for aviation and that much work will be required by ICAO to keep up with the timely environmental certification of such new technologies.

2.5 Another fundamental pillar is research and development in the field of energy efficiency for aviation that will allow international air transport operations to have less impact on the environment, both with respect to local air quality and the global climate. The SAM Region should support the work of research groups to provide up-to-date information on the present and future impacts of noise and emissions to support decision-making on aviation issues.

2.6 As indicated in Resolution A41-20, in carrying out their responsibilities, ICAO and its Member States shall endeavour to:

- a) limit or reduce the number of people affected by significant aircraft noise;
- b) limit or reduce the impact of aviation emissions on local air quality;
- c) limit or reduce the impact of greenhouse gas emissions from aviation on global climate; and
- d) ensure the future resilience of air transport by adapting its infrastructure and operations to the consequences of climate change.

2.7 The SAM Region should define a strategic plan for environmental protection, taking into account cooperation with other international organizations in order to advance knowledge of the impacts

of aviation on the environment and define appropriate criteria to address these impacts. This cooperation will also help to build a resilient air transport system that can adapt its infrastructure and operations to an evolving climate, and that is environmentally friendly.

2.8 The SAM Region, in line with Resolutions A41-20, and Annexes 16, Volumes I, II and III, should work on noise management, management of land surrounding airports and air quality. In noise management, it is necessary to apply the balanced approach to involve all interested parties (ICAO Doc. 9829).

2.9 Land management is closely associated with the balanced approach to noise management, so it would be important for the SAM Region States to link the balanced approach to noise with land management, in addition to the guidance in Doc. 9184 - Airport Planning Manual.

2.10 The SAM Region, in line with Resolution A41-21, should continue to review and update its international aviation CO₂ Emission Reduction Action Plans (SAPs). It is important that States consider, when updating their SAPs, the implementation of mitigation measures indicated in item 2.2, which are measurable and report, at the end of the triennium, the amount of CO₂ saved by each measure.

2.11 The SAM Region, in line with Annex 16, Vol. IV, and considering Resolution A41-22, should consider increasing the number of States joining the CORSIA, in the voluntary phase, in order to increase the coverage of air routes under the scope of the CORSIA and the offsetting of CO₂ emissions.

2.12 The SAM Region, in line with Resolution A41-21, should design planning, in conjunction with international organizations and governmental agencies of each State, in order to achieve the collective global medium-term ambitious targets (LTAG) for net global carbon emissions from international civil aviation from 2020. To this end, it should frame its objectives within the terms of the Paris Agreement and support research to review the energy matrix for both aircraft and airports, in order to reduce the carbon footprint of international aviation operations.

2.13 Therefore, it is important that the States of the SAM Region, in the context of the LTAGs, establish planning that contributes to the achievement of ICAO's objectives and commitments in a socially, economically and environmentally sustainable manner and in accordance with national circumstances.

2.14 Considering the above, RAAC/17 may wish to consider approving the following draft recommendation:

CONCLUSION RAAC17/XX	<i>Strategic Plan for Environmental Sustainability Vision for Civil Aviation in the SAM Region.</i>
<p>That, it is necessary to establish a Strategic Plan for the SAM Region to mitigate the effects of aviation on the environment and turn it into a sustainable, environmentally friendly and resilient activity, RAAC/17:</p> <ul style="list-style-type: none"> a) Urges the States of the SAM Region to constantly review their Action Plans for the Reduction of CO₂ Emissions from civil aviation, and update them every three years; b) Urges States, those that have not yet done so, to adhere to the CORSIA; 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political/Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical

c) Urges States to prepare a Strategic Plan that supports the research, implementation and use of renewable energy at airports; d) Urges States in the SAM Region to support research on the production of sustainable aviation fuels and its use in aircraft; e) Requests the Secretariat to support States in the preparation of strategic plans for aviation environmental sustainability and resiliency		
Why?: It is necessary to design actions that help aviation to be environmentally friendly and sustainable.		
When?: <i>These are actions that must be maintained continuously.</i>	Status: <input checked="" type="checkbox"/> Valid <input type="checkbox"/> Invalid <input type="checkbox"/> Completed	
Who?: <input checked="" type="checkbox"/> States <input type="checkbox"/> Secretariat <input type="checkbox"/> Other (Specify): Industry		

3. **Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the information contained in the working paper;
- b) Approve the proposed recommendation in item 2.1; and
- c) Other actions as they deem appropriate

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