



| ICAO

ENVIRONMENT

# LTAG GLADs OBJECTIVES AND EXPECTATIONS



**ICAO Secretariat**

*APAC/MID/EURNAT/NACC/SAM/ESAF/WACAF Regions,*

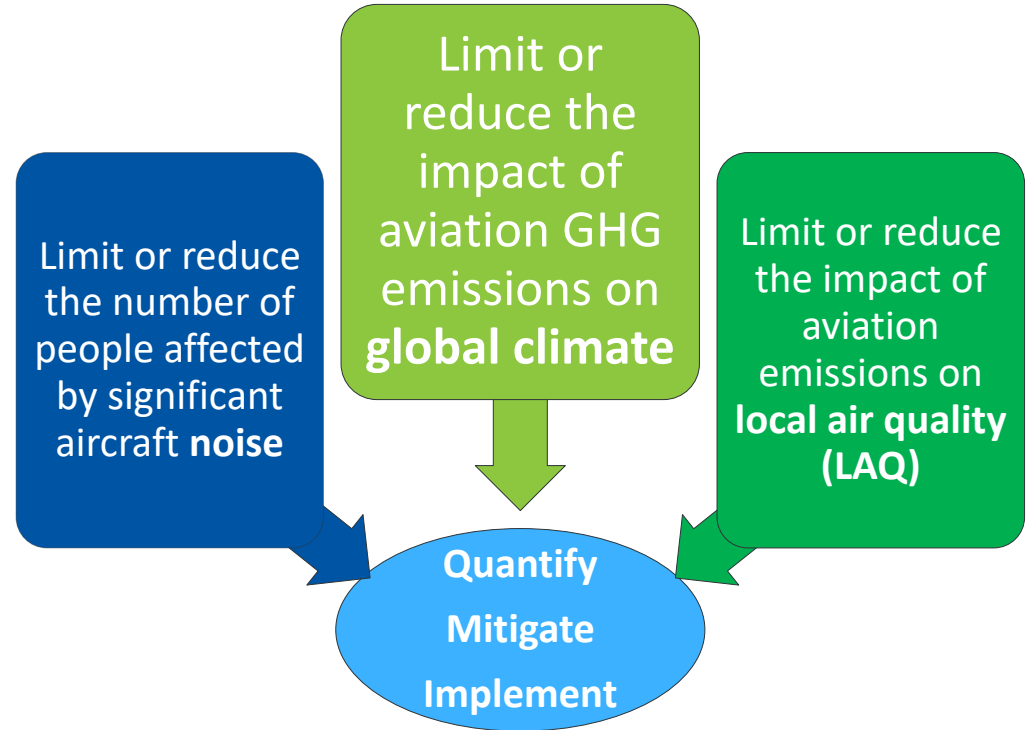
*10-14 May 2021*

# ICAO Strategic Objectives and Environmental Goals

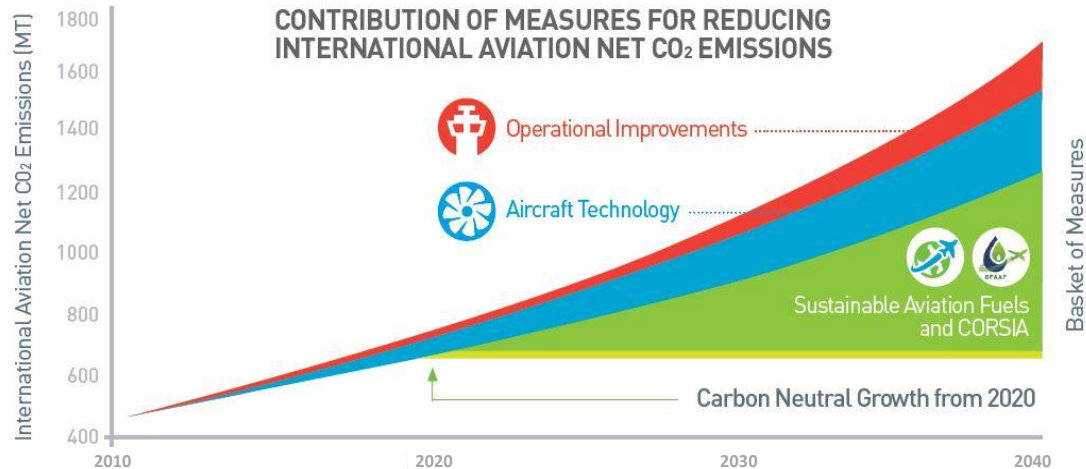
**ICAO Strategic Objective**  
**Environmental Protection:**  
Minimize the adverse effect of global civil aviation on the environment



## ICAO Environmental Goals



- ➔ **2% fuel efficiency improvement per year**
- ➔ **Carbon neutral growth (CNG) from 2020 onwards** (to be achieved with a “basket of measures” for CO<sub>2</sub> reduction)



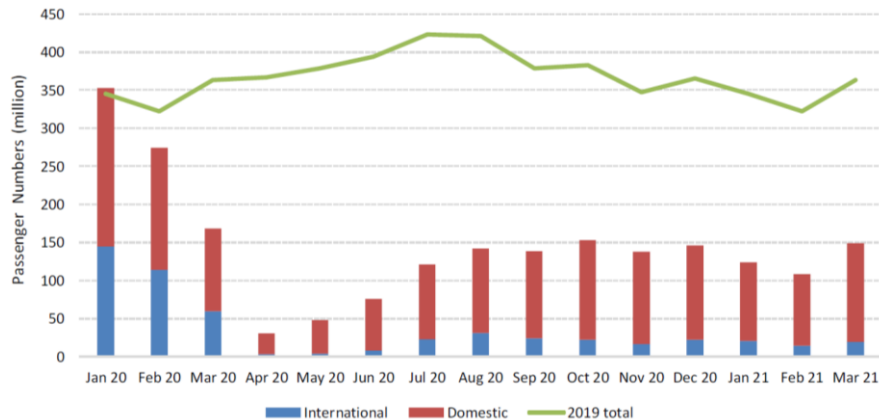
## ICAO Basket of Measures

- Technology and Standards
- Operational Improvements
- Sustainable Aviation Fuels
- Global MBM - CORSIA

**ICAO 40<sup>th</sup> ICAO Assembly (2019) requested to explore the feasibility of a long-term global aspirational goal (LTAG) for international aviation**

## COVID has severely impacted the aviation sector

### Monthly passenger numbers in 2020-21 vs. 2019



<https://www.icao.int/sustainability/Pages/Economic-Impacts-of-COVID-19.aspx>

## Increasing efforts on aviation's green recovery being announced worldwide



Technology



Operations



Sustainable Aviation Fuels

Aviation Net Zero Initiatives

Other Climate Initiatives



## All climate change initiatives are available at ICAO Tracker Tool

<https://www.icao.int/environmental-protection/SAC/Pages/GCSA%20main%20page.aspx>

- Climate science shows that aviation needs to do more
- Global momentum on addressing climate change
- Changes are needed: higher and faster
- Technology and research show it is possible
- Many ways to change
  - ... Innovations, technologies, aviation fuel and energy,
  - infrastructure development, operations.
- Accelerate the pace of action



Technology



Operations

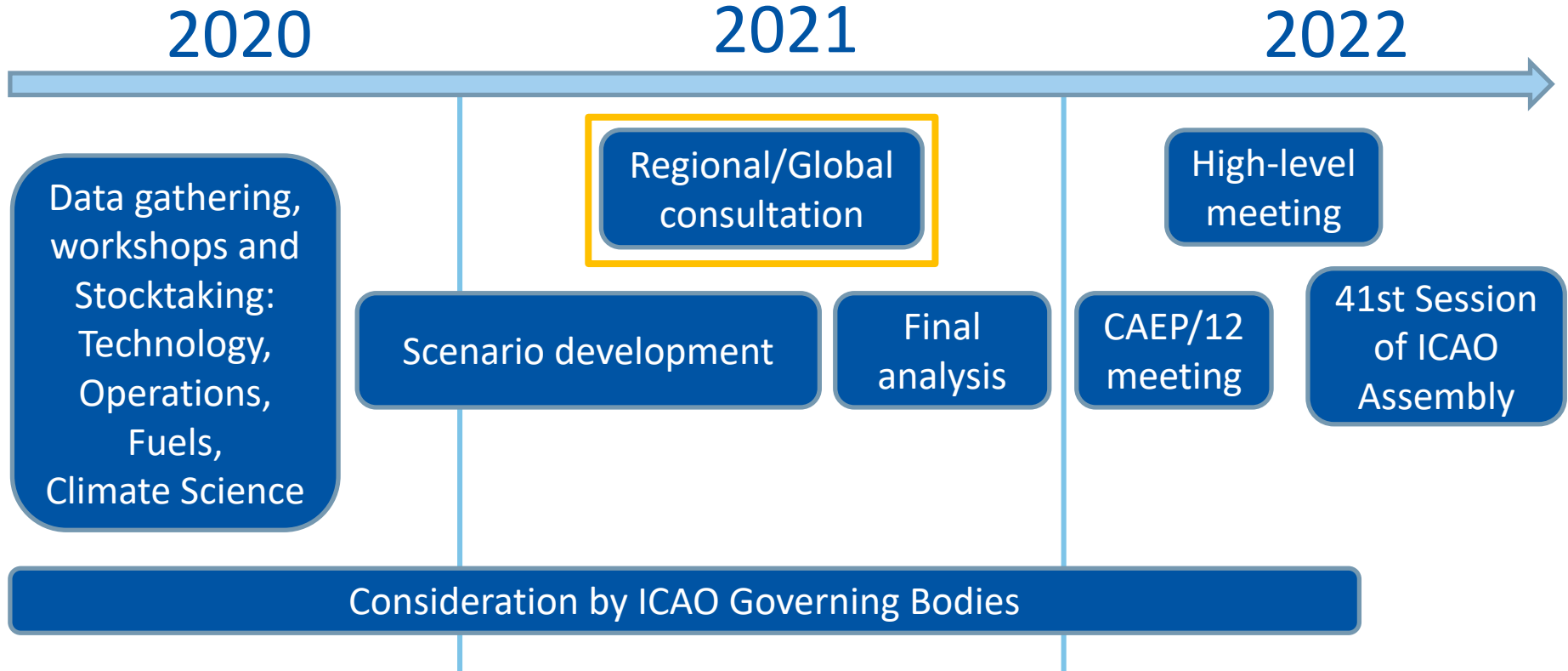


Sustainable Aviation  
Fuels





# High-level LTAG timeline





As part of the ICAO consultative process, the LTAG-GLADs aim to raise awareness and exchange input and views of Member States to facilitate the ICAO work on LTAG, with the following two objectives:

- 1. Raise awareness on the ICAO work on the feasibility of a long-term global aspirational goal for international aviation CO<sub>2</sub> emissions reductions.**  
– *What is LTAG?*
- 2. Discuss the important considerations in ICAO's further work on LTAG.**  
– *How should ICAO LTAG work move forward?*



1. A series of presentations to explain the ICAO work on LTAG
2. Small group discussions with two objectives:
  - to ensure that participants understand the information in the presentations of each day,
  - to discuss and collect views of participants on key issues relating to the feasibility of a LTAG
3. Questions will be asked to the small groups (3 questions per day)
4. A facilitator will guide the small group discussion and summarize the conclusions
5. Small groups will report their conclusions to the Plenary





## Objective of Small Group discussions on Day 1:

*Raise awareness on the ICAO work on the feasibility of a long-term global aspirational goal for international aviation CO<sub>2</sub> emissions reductions (What is LTAG?)*

**Question 1:** What is the sequence of ICAO work on the feasibility of an LTAG?

**Question 2:** What would be the aviation CO<sub>2</sub> emissions reduction measures, at the global level, in the short, medium and long-term?

**Question 3:** What are the main challenges and barriers to the realization of the aviation CO<sub>2</sub> emissions reduction measures?



## Objective of Small Group discussions on Day 2:

*Discuss the important considerations in ICAO's further work on LTAG  
(How should ICAO LTAG work move forward?)*

**Question 1:** Can international aviation not have a long-term global aspirational goal? What would be the consequences of not having a goal agreed in ICAO?

**Question 2:** What are the main ways in which your State or region can contribute to the realization of a global long-term aspirational goal?

**Question 3:** What are the main pieces of information or additional process approaches that you would find useful to enhance your understanding and assist in your deliberations at the 41st Session of the ICAO Assembly?



Following the small group discussion each day, the facilitators from small groups will report their discussions to the Plenary.

Views expressed by the small groups will be consolidated by the Secretariat after the LTAG-GLADs, and will be brought to the consideration of the ICAO Council.



# ICAO LTAG-GLADs Schedule

Sunday (9 May)	Monday (10 May)	Tuesday (11 May)	Wednesday (12 May)	Thursday (13 May)	Friday (14 May)
	MID (06h00 - 09h00 EDT)	MID (06h00 - 09h00 EDT)		ESAF/WACAF (06h00 - 09h00 EDT)	ESAF/WACAF (06h00 - 09h00 EDT)
	EURNAT (09h00 - 12h00 EDT)	EURNAT (09h00 - 12h00 EDT)		NACC/SAM (11h00 - 14h00 EDT)	NACC/SAM (11h00 - 14h00 EDT)
APAC (20h00 - 23h00 EDT)	APAC (20h00 - 23h00 EDT)				



## Day 1

### Raising awareness – What is LTAG?

1. Plenary opening – Welcome address and LTAG-GLADs objectives and expectations
2. Plenary presentation – Progress of ICAO's work on the feasibility of LTAG
3. Small group discussions – Raising awareness on ICAO work on the feasibility of LTAG

### Coffee Break

4. Plenary – Feedback from small group discussions
5. Plenary – Wrap-up and preparation for Day 2



## Day 2

### **Moving forward on LTAG – What are important considerations in the ICAO further work?**

1. Plenary – Recap of discussions on Day 1
2. Plenary (presentations) – Route forward on the ICAO work on the feasibility of LTAG
3. Small group discussions – Important considerations in the ICAO further work on LTAG

### **Coffee Break**

4. Plenary – Feedback from small group discussions
5. Wrap-up



ICAO

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THANK YOU