



Twelfth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/12)

Placencia, Stann Creek District, Belize, 9-11 July 2024

Agenda Item 7: Pathway to Sustainable Aviation

COCESNA joined the Program of Assistance, Capacity Building and Training for Sustainable Aviation Fuels (ACT-SAF)

(Presented by COCESNA¹)

EXECUTIVE SUMMARY

The purpose of this WP is to create an appeal to Civil Aviation Authorities, who hasn't adhered to ICAO ACT-SAF program. Likewise, to the different sectors of the aviation sector, academia, and specialized entities, in the promotion of sustainable programs and projects from the environmental, social, and economic points of view, with an approach based on assistance and capacity building programs, as a substantial element for the fulfillment of the aspirational objectives of carbon neutrality of the international aviation sector. COCESNA recently subscribed to this program through which, technology transfer, as well as the necessary resources can be facilitated to ease the transition to a sustainable aviation sector for States of the region, in line with the environmental objectives to which ICAO aspires. as well as together with other States or organizations that join this noble effort.

Action:	Actions are included in Section 4 of this Paper.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 2 – Air Navigation Capacity and Efficiency• Strategic Objective 4 – Economic Development of Air Transport• Strategic Objective 5 - Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• A41-22, "Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change"

1. Introduction

1.1 The International Civil Aviation has made significant efforts to reverse its global warming contribution.

1.2 Taking into account, that from the Long-Term Aspirational Goal (LTAG) agreed upon the 41st sessions of the Assembly (A41), Net-Zero emissions by 2050 goal; a process has been given to build paths towards this goal, defining the need for a set of transformations, improvements, and implementation of the different measures within the sector as shown in the ICAO summary diagram on this Long-Term Goal. Of these measures, sustainable aviation fuels (SAF) and low-carbon emission fuels (LCAF) are outlined as the main strategies to decarbonize air transport. These alternative fuels have been presented as the most promising measures to reduce emissions and help meet the LTAG

¹ The Central American Corporation for Air Navigation Services.

target, due to their life cycle, which is of lower greenhouse gas emissions, and their capability to be directly substituted in existing aircraft infrastructure and fuel supply chain.

1.3 The Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) resulted in agreement on the ICAO Global Framework for SAF, LCAF and other aviation cleaner energies. This agreement has included four building blocks to support regulatory development, which are: policy and planning, regulatory frameworks, implementation support and financing.

1.4 Considering, that international aviation is characterized by technological innovation and its continuous improvements in efficiency to safely travel through airspace, which has made this means of transport more accessible to more people. International aviation has developed a significant growth curve due to several factors, including the world's population and economic growth, aviation technological advances, the globalized economy, and the development of aeronautical infrastructure, among other factors. However, the world is entering a new phase marked partly by generational change, the fight against climate change, and other global challenges. These factors, such as population and economic growth globally, are quite unpredictable, especially in the face of a scope of 25 years or more, as well as priorities and fashions. Therefore, fuel consumption and its consequent emission of greenhouse gases, as well as its reduction goal, can be a difficult value to determine under the concept of impossibility in the face of climate needs. In this sense, the baseline against which progress towards aviation's environmental objectives is compared should be updated more frequently based on the different levels of reporting and monitoring established.

1.5 SAF are necessary to make an inflection point in aviation air pollution and are a tool that takes a process to implement. The decarbonization of the aviation sector within the available time frame is unbearable with only one category of measures such as sustainable and alternative aviation fuels. The environmental ambition of full mitigation would also require addressing the other climate impacts by acting in various areas, including technology, air traffic operations and management, sustainable airports, increased energy efficiency and carbon sequestration with nature-based solutions. An issue that the sector will address in future meetings this year².

1.6 Regardless of the hypotheses proposed or any others that may be generated in the future, it is indisputable that the aviation sector and its primary players will need to make substantial investments to change the course of their emissions. SAF are scientifically and technologically intensive but have great environmental potential under the appropriate sustainability criteria, which is why several actors have already set in motion, precursors and pioneers leading the way, establishing a new energy market in different parts of the world. It is an occasional moment for an early and strategic adaptation, acquiring our ticket to participate in the flight toward sustainability. A gradual entry into the market from our individual starting points through the pillars of alliance and collaboration, learning and adaptation, incremental innovation, and the optimization of resources through orderly strategies of capacity building. With a planning posture of *no hurry, no pause*, to coordinate the different actions in favor of the environment and sustainable development. Solid but safe changes towards reduction and its correct monitoring will be more than enough to achieve environmental objectives.

1.7 Consequently, COCESNA on April 30, within the framework of the ICAO Global Implementation Support Symposium (GISS) event, in Punta Cana city, Dominican Republic, as an

² Upcoming ICAO events in Montreal: 2024 Symposium on Non-CO₂ Aviation Emissions to be held in September and the 2024 ICAO LTAG Stocktaking Event on Aviation CO₂ Emission Reductions in October.

international organization specialized in aviation joined the Assistance, Capacity-building, and Training for Sustainable Aviation Fuel programs (ACT-SAF) in their different spheres of action. Promoting solutions that facilitate the international aviation sector to achieve its aspirational goals.

2. Analysis

2.1 This initiative reflects the interest of COCESNA as a specialized organization, in contributing to adhere to any initiative aim for the aviation sector efficiency, the mitigation and reduction of emissions that cause global warming.

2.2 Connecting ideas, that the necessary investments can vary from State to State and region to region so that the supply chains of SAF and raw material production may be an efficient and competitive decarbonization kit. Moreover, developing this new aviation energy source requires research programs, production incentives, international support, and SAF policies to achieve the economic and environmental benefits of SAF in your State. The development of SAF in the world is a positive disruption of already established markets, which requires nuance in its approach to avoid negative effects on its evolution, due to the use of natural resources and the development of aviation.

2.3 Given the consideration of, the challenge towards decarbonizing aviation through SAF and LCAF. As well as the magnitude of the commitment to solidarity and pledge to cooperation towards a noble cause. So that States can prepare for and participate in the international platform with the impetus and vow, appropriate to their particular starting points. The corresponding reduction contributions are based on differentiated but shared responsibilities³ and in a gradual but balanced increase between the capacity for implementation and the pursuit of results.

2.4 In the light of our deep consideration, current aspirations may go beyond the States' capacity to participate responsibly pursuing a lauded challenge and at the same time opportunity. Therefore, this initiative prompts us to consider a planning posture of *no hurry, no pause*, to coordinate the different actions in favor of the environment and sustainable development. With solid but certain changes towards the future of life in abundance and connectivity of opportunities

2.5 From COCESNA, all aviation actors are urged to seek collaboration and the highest possible level of progress in the implementation of the Program of Assistance, Capacity Building and Training for Sustainable Aviation Fuels (ACT-SAF) in promoting common solutions that facilitate the international aviation sector to achieve its environmental objectives.

2.6 COCESNA's accession to the Assistance Program, ICAO Capacity Building and Training for Sustainable Aviation Fuels (ACT-SAF) aims to strengthening alliances for the development and deployment of Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other cleaner aviation technologies.

3. Conclusions

3.1 The strengthening of mutually beneficial cooperation alliances between different stakeholders in the international aviation sector is crucial to address the challenges of implementing assistance, capacity building, and instruction programs and projects for sustainable aviation fuels, for

³ Paraphrase of the *Principle of Common but Differentiated Responsibilities*

which this alliance is proactively promoted as a coordination mechanism between several sectors for sustained development towards decarbonization.

3.2 The ICAO Committee on Aviation Environmental Protection (CAEP), especially the Fuels Task Group (FTG), as well as any other relevant ICAO body, are urged to provide support in the management of diverse entities to allow the provision of technological and economic resources that make the energy transition possible as a method for achieving the aspirational goals set for environmental concerns, of the LTAG and the ICAO Global Framework for SAF, LCAF, and other aviation clean energies.

3.3 COCESNA, ponder the existing raw materials in the region, as a differentiating element to focus from different mechanisms of international development, the commitment to promote the SAF-LCAF as a strategy of environmental, economic, and social sustainability.

4. Suggested Action

4.1 The NACC Meeting is invited to:

- a) Note the information presented in this Working Paper, as well as the cordial participation invitation for the webinar “Promoting a sustainable future in international civil aviation” promoted by the ICAO NACC office and COCESNA on July 18, 2024, at 10 in the morning, Central America time (UTC-06);
- b) Invite other States and organizations to join the of the Program of Assistance, Capacity Building and Training for Sustainable Aviation Fuels (ACT-SAF) initiative promoted from ICAO;
- c) Consider the efforts being made around the world and in the region to scale up energy solutions to reduce aviation emissions;
- d) Invite States to participate and generate the necessary activities with stakeholders to *fly* towards a better aviation world; and
- e) To request the timely intervention of ICAO/CAEP for coordination mechanisms for bilateral, multilateral, and south-south cooperation, in technical and financial resources for the execution of these initiatives.