

**ASSOCIATION OF ASIA PACIFIC AIRLINES  
RESOLUTION NO. 6  
Series of 2007**

**A RESOLUTION COMMITTING TO SUSTAINABLE AVIATION**

The AAPA ASSEMBLY OF PRESIDENTS, in its 51<sup>st</sup> meeting duly assembled,

RECALLING THAT:

- I. AAPA Resolution No. 4, Series of 2006, "FOCUSING ON AVIATION AND THE ENVIRONMENT", called on governments, *inter alia*, to work collaboratively through the International Civil Aviation Organisation (ICAO) in addressing the impact of aviation on climate change;

RECOGNISING THAT:

- II. Air transport generates significant economic and social benefits and contributes to human development goals;
- III. Mitigating the effects of greenhouse gas emissions on the environment is a global responsibility that must be shared by all countries, sectors and elements of society;
- IV. ICAO has been tasked, under the Kyoto Protocol and the Convention on International Civil Aviation, to provide the global leadership and authority in developing and determining appropriate policies in relation to international aviation;
- V. At the 36<sup>th</sup> Triennial Assembly of ICAO, held in Montreal in September 2007, the 190 ICAO Contracting States endorsed a comprehensive strategy and programme of action on aviation and the environment;
- VI. The strategy, fully supported by industry, calls for further investments in new technology; operational improvements; and more efficient use of infrastructure; with the aim of achieving a further 25% improvement in industry fuel efficiency by 2020;

- VII. Nevertheless, the expected efficiency gains will only partially offset the environmental impact of aviation emissions since worldwide demand for air travel is expected to grow at 5% annually over the same period;

**BELIEVING THAT:**

- VIII. International aviation requires globally harmonised measures, otherwise competitive distortions would undermine the intended environmental benefit;
- IX. Open, multi-sector, emissions trading schemes can serve to direct investments into the most effective emissions reduction technologies and optimise trade-offs between different sectors and regions;
- X. Additional taxes on aviation would only undermine the ability of the industry to make the necessary investments in new, more fuel efficient, technologies;
- XI. Further voluntary initiatives and market-based measures are therefore the preferred policy tools in addressing the impact of aviation on environment;

**RESOLVES:**

- XII. TO RENEW THE CALL on governments and manufacturers to continue supporting research and development in airframe and engine technologies, including alternative fuels for aviation;
- XIII. TO RENEW THE CALL on governments to recognise that voluntary initiatives and market-based measures, rather than additional levies, are more appropriate and effective policy tools in addressing aviation's environmental impact;
- XIV. TO RENEW THE CALL on governments, airports and air navigation service providers to actively explore ways to improve the efficiency of airspace utilisation and airport operations;

- XV. TO CALL on governments to support further efforts within the ICAO framework to reach a consensus on globally harmonised policies towards aviation and climate change, on the basis of mutual consent by the relevant governments; and
- XVI. TO CALL on governments to work towards policies on international aviation that do not distort fair competition, whilst positively complementing wider efforts to reach a post-Kyoto consensus on tackling the broader challenge of global climate change.

APPROVED this 16<sup>th</sup> day of November 2007.

Certified correct:



ANDREW HERDMAN  
Director General

Attested by:



APINAN SUMANASENI  
AAPA Chairman – 2007