

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 5
Series of 2024**

A RESOLUTION ON AVIATION SUSTAINABILITY

The AAPA ASSEMBLY OF PRESIDENTS, in its 68th meeting duly assembled,

RECOGNISING THAT:

- I. The 41st Assembly of the International Civil Aviation Organisation (ICAO) in 2022 agreed on a collective long-term global aspirational goal (LTAG) of net zero carbon emissions reduction by 2050, and affirmed the primacy of the Carbon Offsetting and Reduction Scheme in International Aviation (CORSIA) as the only global market-based measure (MBM) to address future increases in carbon emissions from international civil aviation;
- II. In 2023, Governments from over a hundred States at the ICAO Conference on Aviation Alternative Fuels (CAAF/3), together with industry and civil society, committed to a collective goal that aviation fuel in 2030 should be 5% less carbon intensive than the fossil fuel that makes up nearly all of aviation jet fuel today;

NOTING THAT:

- III. The airline industry's net zero carbon emissions reduction by 2050 roadmap comprises of four measures, namely the adoption of Sustainable Aviation Fuel (SAF), deployment of Innovation in Technology, implementation of Efficiency Improvements, and the effective offsetting of aviation CO₂ emissions under CORSIA;
- IV. The supply of sustainable feedstock and SAF is still nascent and inconsistent, while the prevailing global regulatory limit for SAF use in flight operations is 50% of the total fuel uplifted, because SAF lacks aromatic substances found in fossil fuel that provide essential sealant qualities for aircraft and engine parts;
- V. Meanwhile, aircraft delivery delays as well as groundings due to ongoing certification and engine inspection issues, require airlines to delay fleet renewals

and retain older aircraft for longer periods, resulting in an increase in aviation CO2 emissions;

- VI. Various Government-supported policies to raise SAF production have been introduced in different countries, such as the introduction of incentives for producing SAF in the US, the air ticket levy in Singapore from 2026, and the public-private collaboration in Japan to establish a viable SAF supply chain;
- VII. AAPA has, at the 67th AAPA Assembly of in Singapore in 2023, committed to strive towards a collective target of 5% SAF utilisation in the fuel uplifted by 2030, as outlined in Resolution No. 4 Series of 2023, “A RESOLUTION ON SUSTAINABILITY”;

BELIEVING THAT:

- VIII. A multi-pillar strategy that includes deploying SAF, technology advancements, efficiency improvements, and CORSIA, is crucial to effectively achieve the aviation industry’s target to achieve net zero emissions by 2050;
- IX. It will take time for SAF production levels to contribute over 50% to the industry’s 2050 emissions reduction target;
- X. Innovation in Technology can make a significant contribution to the industry’s 2050 emissions reduction target, based on the industry’s record of 15-20% efficiency improvements with every new generation of aircraft and engines;
- XI. Government support for the aviation industry’s decarbonisation efforts by holding regular consultations with all stakeholders, including fuel suppliers, in adopting decarbonisation policies, would expedite the path to net zero emissions by 2050;
- XII. Co-processing of SAF by adding sustainable feedstock such as used cooking oil, to the existing refining process of fossil jet fuel, is another practical, cost-effective way to start SAF production and to make SAF available from all fuel suppliers at airports;

RESOLVES:

- XIII. To call on governments to increase collaboration with airlines and fuel suppliers, to identify all stakeholder needs and concerns in order to achieve net zero emissions by 2050; develop supportive frameworks that stimulate the production and adoption of SAF;
- XIV. To call on governments to fully participate in and implement ICAO's CORSIA offsetting scheme from 2025;
- XV. To call on aircraft and engine manufacturers to accelerate plans for the introduction of breakthrough carbon efficient aircraft and propulsion systems by 2035;
- XVI. To call on Air Navigation Service Providers to progress air navigation systems and services for the continuous improvement in fuel and airspace efficiency.

Approved this 13th day of November 2024.

Certified correct:

Attested by:

SUBHAS MENON
Director General

SABIRIN HAJI ABDUL HAMID
AAPA Chairman – 2024