

United Nations Framework Convention on Climate Change

25 February 2022

Dear Sir / Madam,

Subject: Application for submission to the First Global Stocktake – TDI (SB56)

I am writing to submit an application on behalf of the Air Transport Action Group to the First Global Stocktake. This application is with respect to the commitment to fly net zero that was adopted by the global aviation industry in October 2021. Further information is provided below and at the following website: <https://aviationbenefits.org/flynetzero/>. The industry declaration on flying net zero is also provided on the second page of this pdf file.

Executive summary

In October 2021, the global air transport industry adopted a new long-term goal to address its climate change impact by committing to net-zero carbon emissions by 2050, thereby confirming the commitment of the world's airlines, airports, air traffic management and the makers of aircraft and engines to reduce CO2 emissions in support of the Paris Agreement 1.5°C goal. The goal is ambitious and challenging. It will require coordinated efforts within the aviation industry and from partners and strong support from governments and the energy sector.

A declaration was released on 5 October 2021 and signed by the CEOs and leaders of ACI, Airbus, ATR, Boeing, CFM, CANSO, Collins Aerospace, Embraer, GAMA, GE Aviation, IATA, IBAC, ICCAIA, Pratt & Whitney, Rolls-Royce and SAFRAN. The declaration confirms that global civil aviation operations will achieve net-zero carbon emissions by 2050, supported by accelerated efficiency measures, energy transition and innovation across the aviation sector and in partnership with governments around the world.

The declaration outlines a number of key elements that are necessary to achieve the decarbonisation of air transport, including: increasing the use of sustainable aviation fuels and a transition away from fossil fuels by mid-century, research, development and deployment of new technology, continued improvements in operations and infrastructure and investments in high-quality carbon offsets in the near term and carbon removal opportunities to address residual CO2 emissions in the longer term.

Key message

As the global community emerges from the pandemic and the aviation sector rebounds from the worst crisis in its history, we will build on the success of previous sustainability efforts to push towards the third era of air transport: net-zero carbon global connectivity.

I remain at your disposal, should you require any additional information in support of this submission.

Yours faithfully

Haldane Dodd
Executive Director

COMMITMENT TO FLY NET ZERO 2050



5 October 2021

As the global community emerges from the pandemic and the aviation sector rebounds from the worst crisis in its history, we will build on the success of previous sustainability efforts to push towards the third era of air transport: net-zero carbon global connectivity.

Scientific consensus shows that the Paris Agreement 1.5°C goal would greatly reduce the severity of climate change damage. It is imperative that all sections of society and business set course to support achievement of this goal. The collective air transport sector raises its ambition with a new long-term climate commitment:

- **Global civil aviation operations will achieve net-zero carbon emissions by 2050, supported by accelerated efficiency measures, energy transition and innovation across the aviation sector and in partnership with governments around the world.**

This goal is ambitious and challenging for air transport. It will require coordinated efforts within the aviation industry and from partners, particularly strong support from governments and the energy sector. The goal will be underpinned by a commitment to joint and cooperative action between all stakeholders. Waypoint 2050 outlines a number of key elements to achieve the decarbonisation of air transport, including:

1. Increasing use of sustainable aviation fuels (SAF) and a transition away from fossil fuels by mid-century as part of a wider aviation energy shift including low-carbon electricity and green hydrogen.

We are committed to ensuring that aviation in 2050 will be able to meet the needs of over 10 billion passengers, connecting the world safely, securely and importantly, sustainably. Further details can be found at www.aviationbenefits.org/FlyNetZero

2. Research, development and deployment of evolutionary and revolutionary airframe and propulsion systems, including the introduction of electric and / or hydrogen powered aircraft.
3. Continued improvements in efficiency of operations and infrastructure across the system, including at airports and by air navigation service providers.
4. Investment in high-quality carbon offsets in the near-term and carbon removal opportunities to address residual CO₂ emissions in the longer-term. In this regard, the industry reaffirms its full support for the International Civil Aviation Organization (ICAO) Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as an effective transitional measure to stabilise net emissions from international aviation.

Across the sector, we are already undertaking a vast range of activities to reduce aviation CO₂ emissions. Our unwavering commitment to respond to the challenge of climate change has not abated despite the crisis we have faced. To achieve net-zero, the sector will require a supportive policy framework from governments focused on innovation rather than cost-inefficient instruments such as uncoordinated taxes or restrictive measures, as well as a robust and full commitment from the energy industry and other stakeholders. As support at the global level is critical, we urge ICAO member states to support the adoption of a long-term aspirational climate goal at the 41st ICAO Assembly in 2022.

Many long-term solutions require an acceleration of activity in the next decade, particularly the deployment of SAF. Some, such as continued efficiency gains, improvements in air traffic management and the implementation of CORSIA, can provide early climate action whilst longer-term measures are developed.



Luis Felipe de Oliveira
Director General



Simon Hocquard
Director General



Willie Walsh
Director General



Kurt Edwards
Director General



Jan Pie
Chair

Supported by innovation and action throughout the supply chain:



Guillaume Faury
Chief Executive Officer



Stan Deal
President and CEO



Stefano Bortoli
Chief Executive Officer



Gaël Méheust
President and CEO



John S. Slattery
President and CEO



Christopher Calio
President



Warren East
Chief Executive Officer



Olivier Andriès
Chief Executive Officer



Francisco Gomes Neto
President and CEO



Stephen Timm
President