

**RESOLUTION #4**  
**Delivering the ICAO Net Zero CO2 Long-Term Aspirational Goal (LTAG)**

The ACI World General Assembly,

*Recalling* that the ACI World General Assembly has previously adopted Resolutions on the need for action to address greenhouse gas emissions and climate change<sup>2</sup> and on steps to address its impacts<sup>3</sup>, in particular adaptation and resilience.

*Recalling* that in response to ACI World's Policy Brief on Airports' Resilience and Adaptation to a Changing Climate, a survey was conducted in 2019 capturing inputs from 288 airports, revealing that approximately 70% of respondents identified impacts of adverse weather events, patterns and conditions as a challenge for their operations.

*Recalling* that in June 2021, ACI member airports agreed to the Long-Term Goal of achieving Net Zero by 2050 (the "Net Zero Goal"), urging governments to provide the necessary support to achieve this goal. This was agreed in October 2021 across the aviation industry following coordination by the Air Transport Action Group (ATAG) of which ACI is a Board member.

*Noting* that to achieve the Net Zero Goal, airports cannot rely solely on solutions that come from within the sector and must apply out-of-sector measures, such as power from a decarbonised grid and negative emissions technologies.

*Noting* that technology, innovation, training, collaboration, policies, and regulations can be significant enablers and agents of change, if appropriate, timely, and used in the right way.

*Recognizing* that the industry's commitment to the Net Zero Goal has been welcomed by States, and who agreed at the 41st ICAO Assembly to a Long-Term Aspirational Goal of Net Zero by 2050 applicable to States.

*Recalling* the actions taken so far by airports, in particular through the Airport Carbon Accreditation programme; and, by the wider aviation industry, as well as the roadmaps and future actions planned to achieve the Net Zero Goal by or before 2050.

*Appreciating* the increased attention given to electric powered vehicles and new generations of aircraft planned to operate using alternative non-fossil fuel or carbon-based power sources that require significant levels of electricity for charging or fuel production.

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<sup>2</sup> 2015 ACI WAGA, Panama, Resolution No 3 – Urging Airports to Support International Efforts on Addressing Greenhouse Gas Emissions and 2018 ACI WAGA, Brussels, Resolution No. 3 – Encouraging airports to take action on resilience and adaptation to climate change

<sup>3</sup> 2020 ACI WAGA, Virtual, Resolution No. 3 – Recognizing that climate change, adaptation and resilience should be included in recovery plans and addressed as key issues for the sector



*Noting* the planned evolution of aircraft fleets, such as aircraft powered by hydrogen planned for 2030-2035 and electric Vertical Take-off and Landing (eVTOL) aircraft, some of which expect to start operations in 2025.

*Recognizing* the increased need for electric power supply at airports and at State level to support the energy transition, in particular for fueling aircraft and vehicles, and the availability of renewable energy at the grid level which is essential for airports to decarbonise.

*Understanding* there are differences and challenges specific to each region with regards to the type and access level of electricity, both at the airport and across the national grid.

*Recognizing* that States must play a significant role in supporting the energy transition by working with industry to anticipate future energy demands.

*Noting* that infrastructure changes at airports will require CAPEX investments and significant lead times.

*Reaffirming* that Public Private Partnerships (PPPs) have proven to be successful mechanisms for funding infrastructure projects.

Resolves that the General Assembly:

- a) Urges airports to work together with ACI to further develop best practice and methodologies which can support progress towards decarbonisation, adaptation, and resilience.
- b) Urges airports to identify future developments and trends in local energy demands and anticipate the response to these needs through their master planning processes.
- c) Calls on ICAO and its Member States to work with industry to identify the impacts, and to update the regulatory framework to accommodate the integration of alternative fuel sources at airports.
- d) Calls on ICAO and its Member States to work with international organizations and airports to develop a roadmap and action plans for the delivery of net zero CO<sub>2</sub> for international aviation by 2050, consistent with the Long-Term Aspirational Goal.
- e) Calls on States to ensure that policies and regulatory frameworks are adapted to airports' size, location, traffic, and other operational specificities so as to not jeopardise their ability to invest in areas where they can achieve more substantial CO<sub>2</sub> reductions.



- f) Calls on States to support the global electrical grid transition, which is essential in ensuring that airport operators decarbonise worldwide.
- g) Calls on States to support the energy transition underway and incentivize infrastructure development with appropriate financial mechanisms.
- h) Asks ACI to work with airport members, States and international organisations, to provide additional relevant guidance material on decarbonisation.

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