

**Strategic Resolutions of AACO 52<sup>nd</sup> Annual General Meeting**  
**5 November 2019**  
**Kuwait**

**Resolution on Aeropolitical Issues**

*Acknowledging* the role of air transport as a major element in economic development through its role in promoting and facilitating trade and tourism;

*Recalling* that the Chicago Convention of 1944 and the bilateral air services agreements have put in place principles that established the global air transport network;

*Reaffirming* the basic principles of the Chicago Convention that stipulate that states have jurisdiction over their airspace, the air traffic rights given to other states, and all issues related to their own air transport activities;

*Recognizing* that unilateral initiatives by states to impose their terms on other states have a negative effect on the sustainable development of international air transport;

*Reconfirming* that consumer interest, balanced with sustainable air services, should be given priority in the development of policies and regulations of international air transport;

*Observing* that airlines are suffering from proliferation of passenger rights regimes that in most cases contradict with international agreements that regulate the liabilities of airlines, are extraterritorial, do not reflect the fact that inconveniences to passengers are not always caused by airlines, and impose compensation levels and stringent requirements that are making it difficult for airlines to continue to meet the demand on air connectivity;

*Highlighting* that unruly behavior on-board aircraft could cause harm and inconvenience to passengers and airlines alike, and could affect the safety of the concerned flights;

**AACO 52<sup>nd</sup> AGM encourages governments around the world, in consultation with aviation stakeholders, to consider the following:**

- 1- To avoid protectionist policies in air transport;
- 2- To avoid adopting unilateral and extraterritorial measures that may affect the orderly, sustainable, and harmonious development of international air transport;
- 3- To continue with flexible market access policies due to the benefits those policies bring to the consumer and the sustainable development as well as to the efficiency of airlines' operations;
- 4- To resort to dialogue and consultations as the best approach to agree on any issue related to air transport services;

- 5- To formulate passenger rights regulations based on the following principles: Conducting consultations with all relevant stakeholders before adopting regulations, compatibility between regulations, respect of jurisdictions, joint liabilities, consistency with international treaties, service differentiation, looking into the reasons behind the inconveniences especially checking whether the reasons do not fall within the control of the airline or are related to the safety priority , proportionality between the damage and the relevant compensation, and clarity; and
- 6- To accede to Montreal Protocol 2014 as an enhanced legal deterrent to unruly behavior on-board aircraft.

### **Resolution on Aviation and the Environment**

*Reaffirming* the essential role that the air transport industry plays in driving economic and social development;

*Recognizing* that international aviation provides a crucial network for global and timely transportation, which makes it essential for global trade and tourism. By facilitating tourism, air transport also helps generate economic growth and reduce poverty while providing employment opportunities;

*Acknowledging* that emissions from international aviation are projected to increase as a result of the continued growth of air transport in view of its vital role in the economy;

*Recognizing* the calls of some governments to use international aviation as a potential source for the mobilization of revenue to their treasuries;

*Noting* that market-based measures (MBMs) should not be duplicative and that international aviation carbon emissions should be accounted for only once;

*Recalling* ICAO Assembly resolutions at its 37th session in 2010, 38th session in 2013, and 39th session in 2016, which adopted and reaffirmed the global aspirational goals for the international aviation sector as follows:

- Improving fuel efficiency by 2 per cent per annum.
- Keeping the net carbon emission from 2020 at the same level through the implementation of a market-based measure scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).
- Reducing carbon emissions by 50 per cent by 2050 compared to 2005 levels.

*Reemphasizing* that the above industry's goals were adopted as part of a broader package of measures including aircraft technologies, operational improvements, and sustainable aviation fuels, where CORSIA would complement those measures to achieve these goals;

### **AACO 52<sup>nd</sup> AGM resolves:**

- 1- To take into consideration ICAO 40<sup>th</sup> Assembly's resolutions, particularly on studying the long-term economic impact of the 2050 goal.
- 2- To reaffirm the commitment of AACO member airlines to work vigorously with all stakeholders to mitigate the industry's environmental footprint.

- 3- To call upon all stakeholders to consider CORSIA as THE market-based measure for international aviation without imposing inappropriate economic burden on international aviation.
- 4- To draw the attention of governments that the development of infrastructure is crucial to delivering a better environment, safer air transport, and better service to the travelers. This development should expand, streamline, and defragment the airspace infrastructure to allow optimal flight paths, and should expand ground facilities.
- 5- To call upon all stakeholders to commit any financial returns resulting from environmental measures into developing low net emission fuel and make it commercially available for the aviation industry.
- 6- To call upon technology partners to invest in game-changing technologies that would maintain the economic accessibility of air travel while reducing its environmental impact.
- 7- To focus on developing human resources to deal with issues related to aviation and the environment in the future, and to develop guidelines for future generations working in the air transport industry on how to address aviation's impact on the environment.

