American Model United Nations
International Civil Aviation Organization

ICAO/II/1

SUBJECT OF RESOLUTION: Aviation's contribution towards the United Nations 2030 Agenda
for Sustainable Development

SUBMITTED TO: The International Civil Aviation Organization

The International Civil Aviation Organization,

1   *Bearing in mind* the United Nations 2030 Agenda for Sustainable Development and the important role that
2 aviation plays in the broader mobility strategy to achieve the Sustainable Development Goals (SDGs) ,

3   *Seeking* to ensure that the aviation industry can further contribute to the achievement of the United Nations'
4 Sustainable Development Goals,

5   *Deeply convinced* that there are further regulatory recommendations that can be made to enhance sustainable
6 policies within aviation outlined below,

7   *Having Confidence* that the aviation industry, the International Civil Aviation Organization and Member
8 States can collaborate to reach sustainable practices when participating in international travel,

9   *Noting with deep concern* the devastating effects of climate change-related disasters which disproportionately
10 impact underdeveloped countries,

11   *Affirming* that the aviation industry contributes significantly to carbon and greenhouse emissions thus ex-
12 acerbating the climate crisis,

13   1. *Calls upon* Member States to adopt the Sustainable Development Goals (SDG) as a framework for the
14 aviation industry to practice social responsibility implementing the following SDGs including goals 3, 5, 7, 8, 9, 12,
15 13, 16, 17;

16   2. *Further calls upon* developed countries to take the lead for creating infrastructure that will achieve the
17 above stated goals and set the example for environmental safety for all nations;

18   3. *Recommends* Member States to implement programs within airports to lower carbon footprints, including
19 carbon, methane, sulfate, and nitrous oxide emissions following the example of the Seymour Ecological Galapagos
20 Airport including:

21   (a) Implementing renewable energy to produce power within the airport as well as reducing con-
22 sumption of energy;

23   (b) Limiting waste within the airports related to plastic use, specifically single-use plastics;

24   (c) Encouraging public transportation development to and from airports when possible to reduce
25 carbon emissions from traveling when possible;

26   (d) Planting endemic flora in areas surrounding the airport that are not being actively used to
27 recover lost vegetation due to construction;

28   (e) Utilizing natural light as well as natural ventilation to reduce energy needs;

29   (f) Reducing water consumption and reusing when possible;

30   (g) Reusing old materials on new construction sites;

31   4. *Further recommends* implementing better air quality control measures in areas near airports including
32 High Efficiency Particulate Air (HEPA) filters and improving existing heating, ventilation and air conditioning
33 systems in public buildings;

5. *Encourages* implementing programs designed to lower the current gender inequality within aviation by promoting an increase in female pilots through training programs and subsidies for individuals seeking a pilot's license;

6. *Further encourages* Member States to adopt a zero leakage/spillage policy for aviation associated liquids by:

    (a) Recommending that airlines and aviation businesses emphasize the importance of clean and proper usage;

    (b) Conducting frequent and thorough inspections of liquid storage containers to ensure there are no leaks;

    (c) Encouraging regular inspection of septic tanks to limit potential leakage of human waste;

7. *Suggests* changes to takeoff/landing procedures at airports in and near urban areas to reduce the effects of noise pollution on people and wildlife by:

    (a) Permanent use of the Noise Abatement Departure Procedures 1 and 2 which reduce noise either near or far from the airport;

    (b) Incorporating;

    (i) Steeper approach angles to maintain higher velocities while requiring less use of engines;

    (ii) Continuous descent profiles to avoid a close to ground level off;

8. *Further suggests* that within airplanes the materials used for packaging food, literature, and seating be made of biodegradable materials to ensure that we care for the environment both in regards to carbon emissions and material wastes;

9. *Promotes* the reduction of unnecessary light pollution from airports by:

    (a) Suggesting the use of the minimum amount of necessary lights in and around airports;

    (b) Reducing unneeded flashing lights;

    (c) Turning off and dimming lights when there is no traffic in those areas;

10. *Supports* the use of more efficient planes and the fuel they use to reduce the carbon footprint and greenhouse gas emissions left by the aviation industry by:

    (a) Using synthetic, carbon neutral airplane fuel to reduce the amount of greenhouse gasses released during every flight;

    (b) Developing airplanes that have a more efficient fuel economy;

    (c) Gradually phasing out old plane models for newer, more efficient models as they are naturally decommissioned;

    (d) Encouraging Member States to develop environmentally friendly methods of recycling old aviation material or sustainably disposing of said material;

11. *Emphasizes* the research and development of potential sustainable energy that could be applied to commercial airline planes:

    (a) By considering allocating potential existing research funds to be invested into the development of sustainable energy and fuel such as power-to-liquid (PtL) recommended by the International Civil Aviation Organization (ICAO);

    (b) By expressing the concept of the potential "limitless" fuel to the wider general public and scientific community;

12. *Affirms* the importance of collaboration and communication between all nations in order to create partnerships to be able to achieve the United Nations' 2030 Agenda for Sustainable Development.

Passed, Yes: 29 / No: 1 / Abstain: 5