

Brace for impact!

Australian Aviation Green Paper 2023

Make Australian aviation sustainable!



What's happening?

The Australian government's Aviation White Paper will map national aviation policy objectives for the next 15 years.

So now is the time to submit responses to the dangerous climate emissions trajectory implicit in the government's draft policy map – the Aviation Green Paper – because its growth objective will prevent almost any aviation emissions cuts, require expensive taxpayer subsidies, and deliver negative environmental impacts.

Australian aviation's Net Zero 2050 flightpath ...

has a 1 in 10 chance of pushing warming to 4°C

We know from the IPCC, that there's a less than 50:50 chance that net-zero emissions by 2050 will keep warming under 2°C¹. Worse, there's a one in ten chance the net-zero 2050 flightpath will trigger climate system feedbacks that push global boiling to a catastrophic 4°C².

A government with any concern for the future safety of Australians, and the planet's life support systems, would not make targetting "net zero 2050" national aviation policy.

ignores 2 thirds of aviation warming

Aviation is torching our climate. Planes cause more planet heating pollution than any other means of transport, due to the warming effects of their emissions at altitude. Each litre of jet fuel burnt heats the planet 2 or 3 times as much as a litre of car petrol³.

plays a 3 card trick, swapping SAF & offsets for real emissions reductions

Airlines claim they will run on 'green' fuels. But proposed biofuels can drive up food prices, and, together with synthetic fuels based on capturing carbon from the air, are hugely expensive, will not reduce emissions enough and can't be scaled up in volume to replace jet diesel⁴.

Offsetting will not cut actual aviation emissions by 4.9% each year as required under the Safeguard Mechanism.

allows ongoing 4% annual growth in flights

In line with the 4% annual flight growth globally between 1978 and 2018, Australia's aviation industry expects to grow 4% a year to 2050⁵.

With minimal reductions possible in the immediate future – when cuts to near zero are needed to avoid 2+°C – Australian aviation emissions are set to grow at a similar rate.

Submit now!

- Want a briefing?

Get in touch via contact@flightfree.net.au

- Just want suggestions?

Go to flightfree.net.au

- Submit a response

www.infrastructure.gov.au/have-your-say/aviation-green-paper

High 5! A degrowth flightpath can cut emissions at emergency speed

Our government says there is no alternative to flying, while handing over \$1bn a year⁶ to the aviation industry and dragging its feet on prioritising inter-city fast rail up the east coast. Meanwhile the IPCC anticipates flight reductions cutting aviation emissions 40-70%⁷.

The Aviation White Paper needs to recommend a cap⁸ – that reduces annually to near zero at emergency speed – in the volume of jet fuel burnt.

A Jet Zero flightpath will crash the climate



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① Re IPCC Report of Working Group-III (WG-III) to the 6th Assessment cycle (AR6), 2022: For a 50% likelihood of limiting global warming to 1.5°C, emissions from 2020 need to be limited to only 500 Gt CO₂ yet only 100 Gt CO₂ remained by 2022. and for a 67% likelihood of limiting warming to 2°C emissions need to be limited to 1150 GtCO₂.

> https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC_AR6_SYR_SPM.pdf

Re two-thirds had been emitted by 2022

> <https://osf.io/ge92t/>

② > <https://press.princeton.edu/books/paperback/9780691171326/climate-shock#>

> <https://www.realclimate.org/index.php/archives/2023/07/what-is-happening-in-the-atlantic-ocean-to-the-amoc/>

**ignores 2 thirds of
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③ > <https://www.sciencedirect.com/science/article/pii/S1352231020305689>

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④ > <https://stay-grounded.org/greenwashing/>

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⑤ Re historic growth > <https://www.iata.org/en/iata-repository/publications/economic-reports/a-historically-resilient-industry/>

Re future growth > https://www.infrastructure.gov.au/sites/default/files/documents/aviation_green_paper.pdf p.96: "Aircraft movements in Australia are expected to increase and could increase from 3 million up to between 8 and 10 million per year by 2050."

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⑥ > <https://australiainstitute.org.au/wp-content/uploads/2023/05/P1378-Fossil-fuel-subsidies-2023-Web.pdf>

⑦ > <https://oncarbon.app/articles/ipcc-report-2022>

⑧ > https://www.researchgate.net/publication/344333610_Cap_and_Adapt_Failsafe_Policy_for_the_Climate_Emergency



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