



Travelling by air, especially overseas, can be exhilarating. But, just when the Paris Accord requires *emissions reductions* across the whole of society, aviation emissions are: **booming** (with projected increases of 200% to 360% by 2050), **most warming** (per kilometre travelled), **biggest** (of the transport sector), and left unchecked, will alone drive temperatures to **over 5°C** by 2100. International aviation emissions are **excluded** from the Paris Agreement voluntary national emission reduction commitments, and **unconstrained** by regulation. The UN International Civil Aviation Organisation's Carbon Offsetting and Reduction Scheme for International Aviation allows CO2 emission levels at 2020 to continue, the offsetting of up to 70% of additional CO2 emissions beyond that date, and continuing aviation's more damaging non-CO2 emissions without limit. It's technologically **impossible to reduce** aviation emissions at the scale and speed necessary to avoid warming of 1.5°C. To do that requires both national policy rationing **flights to zero in 10 years** (as in an emergency response), and our decision to **stop flying**.

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