

Q & A Summary – CORSIA Implementation Webinar 7 May 2025

Note: This is not a transcript of the Q&A session, but an attempt to provide structured answers to the questions discussed. For a full list of CORSIA FAQs and answers, please visit [Frequently Asked Questions \(icao.int\)](https://www.icao.int/FAQs/FAQs.aspx).

1. Where can we get materials presented during this webinar?

Webinar materials are available in the event website: <https://www.icao.int/APAC/Meetings/Pages/2025-CORSIA-SAP.aspx>. For more information on CORSIA, see at [Carbon Offsetting and Reduction Scheme for International Aviation \(CORSIA\) \(icao.int\)](https://www.icao.int/FAQs/FAQs.aspx).

2. Given that 2026 is the final year of CORSIA's voluntary phase before the mandatory phase begins, is it still important for States to begin participating in that year?

- Yes, States are encouraged to voluntarily join CORSIA at the earliest opportunity.

CORSIA FAQ – Benefits for CORSIA Participation

The more States that participate, the greater the share of emissions covered by the Scheme's offsetting requirements, enhancing its overall environmental effectiveness. Each participating State contributes to ICAO's global aspirational goal of achieving carbon-neutral growth in international aviation. Even for States without any attributed operators (and thus no compliance costs), participation ensures that routes operated by foreign airlines between that State and other participating States are included, expanding the Scheme's emissions coverage. Participation in CORSIA increases the demand for eligible emissions units, thereby encouraging greater investment in emissions reduction projects, particularly within participating States. For States with a strong interest in eco-tourism, joining CORSIA also helps promote environmentally responsible air transport connectivity to and from the rest of the world.

3. Can an airline purchase CEF in one location and claim credit in another?

- Claims for benefits (emissions reductions) from the use of CORSIA Eligible Fuels by an aeroplane operator do not necessarily have to be made at the place of purchase.

Ref. CORSIA FAQ 4.18

An aeroplane operator may not claim all CORSIA Eligible Fuels it has purchased. This specifically applies to the amount of CORSIA Eligible Fuels that have been sold to a third party or claimed under another greenhouse gas emissions scheme.

This also relates to how to properly avoid double claiming of benefits from the use of CORSIA Eligible Fuels.

4. What is gap-filling states and gap-filling CO₂?

In the context of ICAO's presentation during the webinar for Agenda Item 2 (slide #24), "gap-filling States" refers to several States which failed to submit their CO₂ emissions report to ICAO (via CCR) within the required timeframe. Consequently, ICAO performed gap-filling of CO₂ emissions data for those States.

In the context of data gaps encountered during the monitoring and reporting process by aeroplane operators, please refer to **CORSIA FAQ 3.74** - *Data gaps occur when an aeroplane operator is missing data relevant for the determination of its fuel use for one or more international flights. Gaps in emissions-related data can occur due to various reasons, including irregular operations, data feed issues or system failures. For example, a missing Block-off value, a missing fuel invoice, or a missing fuel density measurement, and no secondary source is available. It may, on occasion, include information about the actual flight itself, such as aerodrome of departure or aerodrome of destination incorrectly recorded, or unavailable from, on board system.*

5. Why is the CERT updated on an annual basis?

Ref. CORSIA FAQ 4.5

Annual updates of the ICAO CORSIA CERT allow for the update of the underlying data supporting the tool on the basis of the latest available information. It also allows for the addition of new functionalities to the tool as required by the requirements contained in Annex 16, Volume IV.

Annual updates of the ICAO CORSIA CERT are made available in the ICAO CORSIA website. These versions are identified by a reference year; the version of the ICAO CORSIA CERT corresponding to a given year is the one to be used by an aeroplane operator to support the monitoring and reporting of their CO₂ emissions in that year, in accordance with the requirements from ICAO Annex 16, Volume IV, Part II, Chapter 2, 2.2 and Appendix 3.

6. Who certifies CORSIA Eligible Fuel for use under CORSIA?

Ref. CORSIA FAQ 4.15

An aeroplane operator that intends to claim for emissions reductions from the use of CORSIA Eligible Fuels shall only use CORSIA Eligible Fuels from fuel producers that are certified by an approved Sustainability Certification Scheme.

7. What are AO and VB reports?

- In the context of reports that must be prepared by aeroplane operators (AO) and verification bodies (VB) for submission to the State, please refer to **CORSIA FAQ 3.64**

An AO is required to submit to the State a verified Emissions Report on an annual basis. The Emissions Report will include information on the previous calendar year's CO₂ emissions, and it shall be accompanied by a Verification Report that will be developed by a third-party verifier. The operator and the verification body shall both independently submit the verified Emissions Report and associated Verification Report to the State Authority.

- In the context of the list of AO and VB reported by States to ICAO through the CCR, please refer to **CORSIA FAQ 4.43**

States are required to provide ICAO with updates to the lists of aeroplane operators and accredited verification bodies annually by 30 November. A State may also submit updates to this information to ICAO on a more frequent basis. ICAO updates the ICAO documents "CORSIA Aeroplane Operator to State Attributions", and "CORSIA Central Registry (CCR): Information and Data for Transparency" as needed, and once new information has been reported by States.

8. Can an aeroplane operator begin purchasing CORSIA Eligible Emissions Units now?

Ref. CORSIA FAQ 4.27

An aeroplane operator can purchase emissions units at any time. However, aeroplane operators should be aware that they can use only eligible emissions units for the purpose of meeting their offsetting requirements under CORSIA.

9. How to join CORSIA buddy partnership program?

Please contact ICAO Secretariat at: officeenv@icao.int copy to: apac@icao.int

10. What is RTK? And what are the components of RTK data?

Ref. CORSIA FAQ 2.5

Revenue Tonne Kilometers or RTKs is the utilised (or sold) capacity for passengers and cargo expressed in metric tonnes, multiplied by the distance flown. In other words, the RTK levels correspond to the volume of air transport activity. As an aeroplane operator carries more passengers and cargo over a longer distance, the RTK levels of the operator increase.

A State's RTK represents the total RTK levels of all aeroplane operators registered to that State. Annual RTK data is being reported from Member States to ICAO as part of the ICAO Statistics Programme and published in the Annual Report of the ICAO Council.

11. How can CORSIA complement SAF implementation?

Ref. CORSIA FAQ – CORSIA Eligible Fuels

CORSIA complements sustainable aviation fuel (SAF) implementation by providing a global framework that incentivizes its use through emissions reduction credits/benefits. By recognizing CORSIA Eligible Fuels, the scheme allows aeroplane operators to reduce their offsetting requirements, encouraging early adoption. Its robust sustainability criteria ensures that SAF use results in credible, verifiable reductions, which supports market confidence. Additionally, CORSIA's alignment with national and regional efforts fosters coherent global action, while its monitoring and reporting system enhances transparency and supports the development of a reliable SAF market.

12. When is the start reporting ER for new entrant AO?

Ref. CORSIA FAQ 2.24

Paragraph 12 of the Assembly Resolution A41-22 refers to “new entrants” as aeroplane operators that commence an aviation activity falling within the scope of the CORSIA. This paragraph outlines criteria to determine when “new entrants” should start participating in the CORSIA offsetting, with the exemption period being the earliest out of the following two:

- Three years from commencing aviation activities within the scope of CORSIA; or
- The year in which new entrant's annual emissions exceed 0.1 per cent of total emissions in 2019.

In other words, a new entrant is exempted from the application of the CORSIA offsetting requirements for the first 3 years, or until its annual emissions exceed 0.1% of total 2019 emissions from the international aviation sector. The condition that applies earlier will determine when a new entrant's emissions are subject to the offsetting requirements.

It is important to note that the CO₂ emissions of a new entrant are still to be reported from the year after the new entrant falls under the applicability of CORSIA MRV requirements (also see question 3.19), regardless of the exemptions from the CORSIA offsetting requirements.

13. Will there be any flexibility in CORSIA compliance timelines or obligations for States with limited institutional capacity? Additionally, just a curiosity, what are the potential consequences for airlines or States that are unable to comply with CORSIA requirements starting in 2027?

- CORSIA compliance timelines must be performed in accordance with the requirements of Annex 16, Volume IV

Ref. CORSIA FAQ 3.10

According to Assembly Resolution A41-22, paragraph 19 f), ICAO Member States will take necessary action to ensure that the national policies and regulatory framework be established for the compliance and enforcement of CORSIA.

As per Annex 16, Volume IV, an aeroplane operator will be attributed to a State for administering CORSIA based on the rules for attribution (see question 3.12). The State is primarily responsible for ensuring that the aeroplane operator complies with the CORSIA requirements.

- States requiring any assistance with CORSIA implementation are strongly encouraged to participate in the ICAO ACT-CORSIA programme (see ***CORSIA FAQ 6.1 – 6.6***)

14. Would airlines incur enormous costs when participating in CORSIA?

Compliance costs for aeroplane operators will primarily depend on the size of their international operations subject to offsetting requirements, as well as the market prices of CORSIA Eligible Emissions Units (CEUs) and CORSIA Eligible Fuels (CEFs).

For more detailed information, please refer to the ***CORSIA FAQ – Questions about the cost impact of CORSIA (# 5.1 – 5.3)***

15. What financial assistance or support mechanisms are available for small states to effectively implement CORSIA, and how can we access these resources?

States requiring any assistance with CORSIA implementation are strongly encouraged to participate in the ICAO ACT-CORSIA programme (see ***CORSIA FAQ 6.1 – 6.6***)

Ref. CORSIA FAQ 6.6

All ICAO States are encouraged to inform the ICAO Secretariat of their assistance needs, as well as of their offers to support other States. States in a position to do so are encouraged to contribute additional resources through voluntary funding and/or other in-kind contributions to ICAO ACT-CORSIA.

16. Is ICAO facilitating regional cooperation among Pacific Island States for joint CORSIA implementation, data sharing, or collective bargaining in carbon markets?

Through the ACT-CORSIA programme – including initiatives such as CORSIA Buddy Partnerships, webinars/workshops/seminars – ICAO provides support to States, including those in the Pacific Islands region, to strengthen their capacity for CORSIA implementation. This initiative promotes collaboration among States and the aviation industry to ensure the effective implementation of the scheme.

For specific assistance, please contact the ICAO Secretariat at officeenv@icao.int and apac@icao.int.

- 17. Regarding Singapore's policy for airlines to use 1% SAF from 2026, could Singapore clarify whether this applies to all airlines departing from Singapore, including foreign carriers, or only to Singapore-based airlines?**

Flights departing Singapore will be required to use SAF from 2026, aiming for a 1% SAF target for a start. More detailed information will be provided once available.

- 18. Could you please clarify when CORSIA Eligible Fuels (CEF) will be implemented or put into use in Japan?**

Japanese airlines already procured CORSIA Eligible Fuels (CEF, produced outside of Japan) in 2024 and reported to Japanese government. In December 2024 Japan's first large-scale CEF commercial refinery was constructed and started to produce in April 2025. And this commercialized domestically mass-produced CEF was supplied for the first time to a passenger flight in early May 2025.