



ICAO EUR/NAT Environment Workshop
Hosted by the State Civil Aviation Agency of the
Republic of Azerbaijan



ICAO

ICAO Environment Task
Force Workshop



Baku, Azerbaijan

9 to 11 December 2025

Day 1: Global and Regional Environmental Frameworks

09:00 – 09:30 | Opening Address

Welcome remarks by ICAO and State Civil Aviation Agency of Azerbaijan

09:30 – 10:00 | Session 1: ICAO's Environmental Strategy and Latest Developments

Overview of the latest updates at ICAO - Outcomes of the 42nd ICAO Assembly on environment

10:30 – 12:30 | Session 2: States' Action Plans for Emissions Reduction

Latest updated on State Action Plan guidance document (Doc 9988)

Best practices from EUR/NAT States (Greece, Azerbaijan, and Türkiye)

14:00 – 17:00 | Session 3: CORSIA Implementation

Annex 16 Regulatory Frameworks

CORSIA – Model regulations /example of Germany/EU

Calculation of CORSIA offsetting requirements

Notification of offsetting requirements to aeroplane operators (example of Germany)

CORSIA eligible emissions units (CEEUs) and letters of authorization

CORSIA Eligible Fuels (CEFs)

Reviewing CORSIA Eligible Fuel Claims (State Order of Magnitude Checklist)

Day 2: Sustainable Aviation Fuels

09:00 – 10:30 | Session 4: SAF – Technologies, Policies, and Deployment

SAF pathways, certification, logistics – ISCC

ACT-SAF presentation

Global SAF deployment

11:00 – 12:30 | Session 5: SAF Policies and Roadmap

ICAO guidance document on SAF policies

SAF Roadmap: presentation from Austria; Kazakhstan, United Kingdom; and Türkiye

14:00 – 15:30 | Session 6: SAF and CORSIA

Sustainability certification

Reporting and verification of SAF under CORSIA

16:00 | Sightseeing tour and dinner

Day 3 (Half-Day): Financing and Climate Adaptation

09:00 – 10:30 | Session 7: Updates Financing Environmental Projects in Aviation

Introduction to ICAO Fininvest Hub

Accessing climate finance for SAF

Boeing

European Bank of Reconstruction and Development (EBRD)

11:00 – 12:30 | Session 8: Climate Adaptation

Climate Adaptation - EUROCONTROL

Introduction to ICAO's work on Green Airports

Building climate-resilient airports – Example from Azerbaijan

12:30 – 14:00 | Closing and Lunch

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Overview – Latest updates at ICAO



Outcomes of the 42nd ICAO Assembly on Environment

International Civil Aviation Organization



United Nations Agency

Established in **1944**

Sets global standards and regulations for international civil aviation.

Support its **193 Member States** cooperate in managing and regulating international civil aviation

Support diplomatic and technical cooperation among States.

Enable a safe, secure, efficient, and environmentally responsible global aviation system.

Promote socio-economic development through air transport.

Develop and maintain Standards and Recommended Practices (SARPs) for aviation safety, security, efficiency, and environmental protection.



Every Flight is Safe and Secure



Aviation is Environmentally Sustainable



Aviation Delivers Seamless, Accessible, and Reliable Mobility for All



No Country Left Behind



The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges



The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All

ICAO ENV STRATEGIC GOAL

Strive to achieve the global long term aspirational goal of net-zero carbon emissions for international aviation by 2050 and ensure that international aircraft noise and emissions are mitigated to the lowest level possible, in accordance with international provisions. Additionally, adapt aviation operations and infrastructure to the impacts from climate change.”

A42-20: General provisions, noise and local air quality

A42-21: Climate change

A42-22: CORSIA



International Aviation's Climate Aspirations

2010



Collective medium-term global aspirational goal: **carbon neutral growth from 2020** (CNG2020)

2022



Long-term global aspirational goal (LTAG): **net zero carbon emissions** from international aviation by **2050**

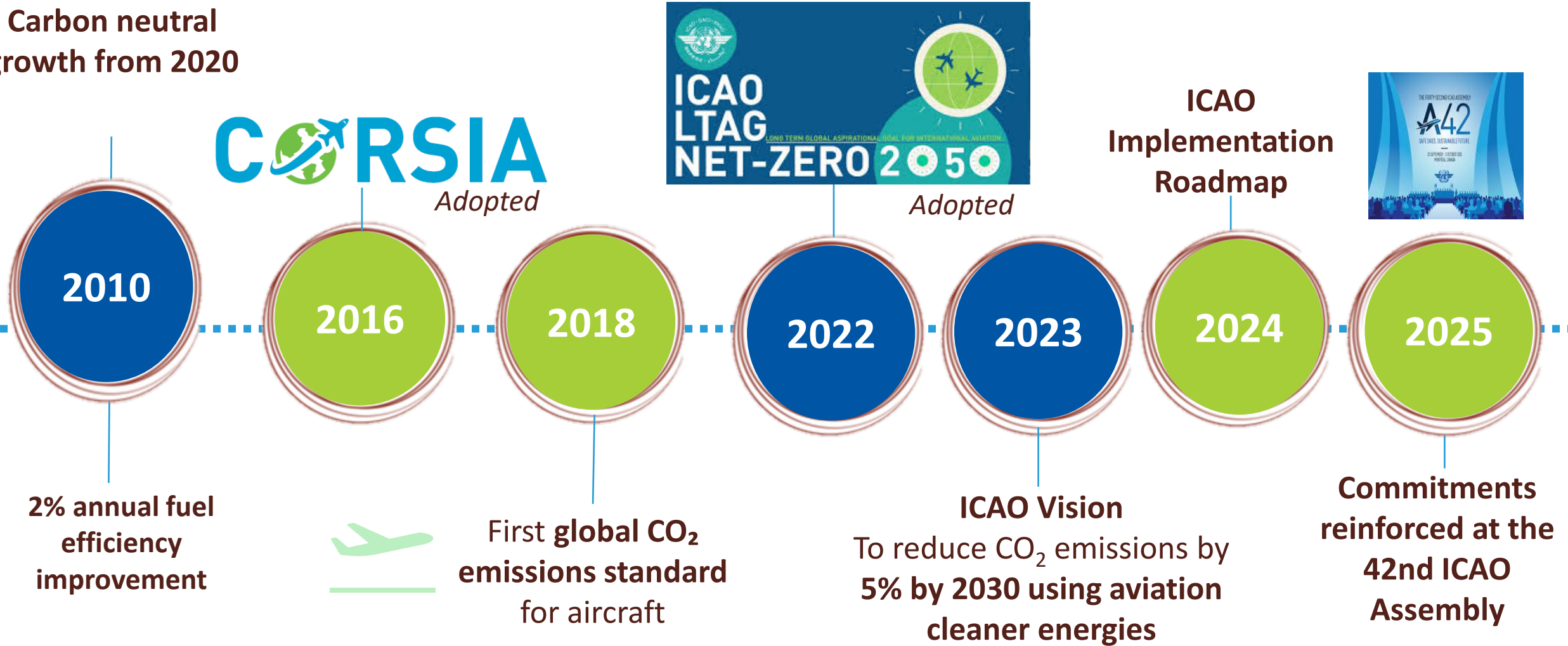
2023



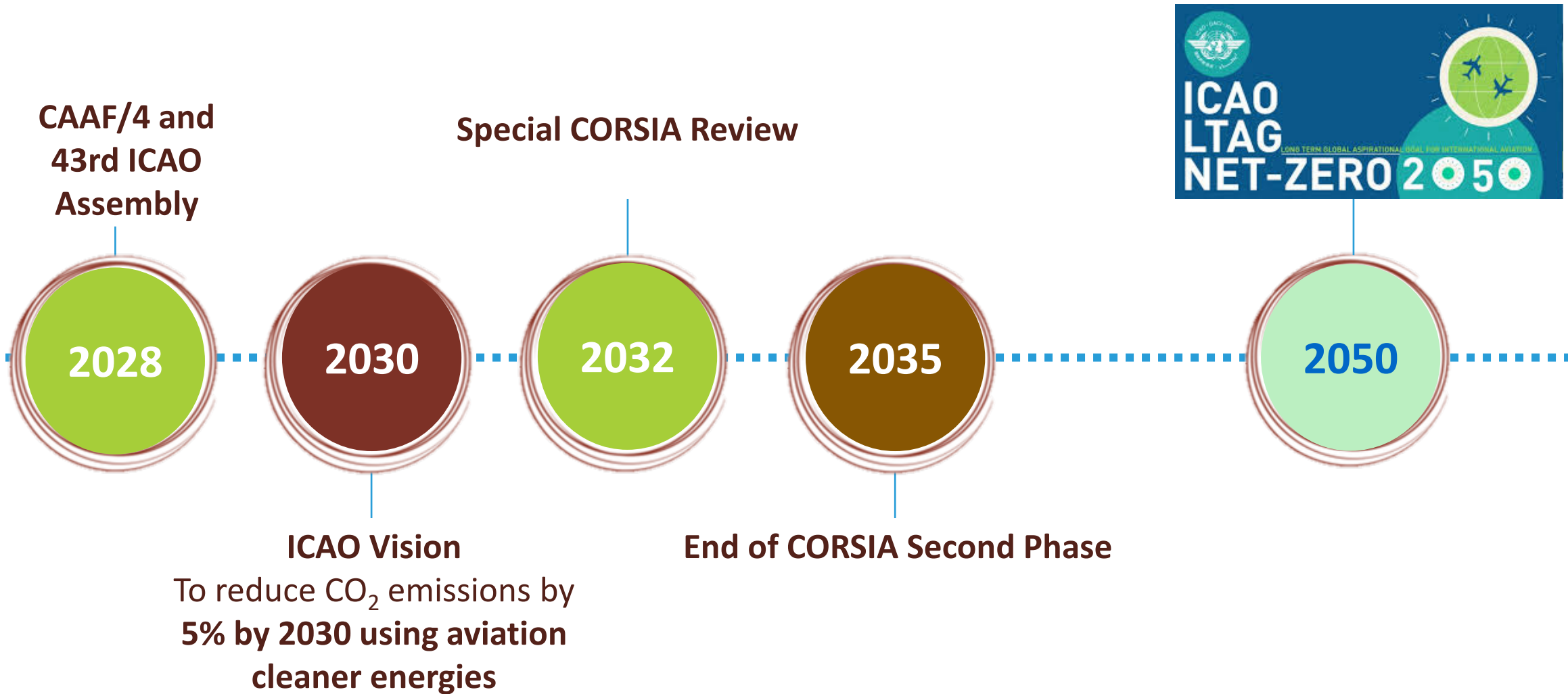
ICAO Global Framework – Collective global aspirational Vision: to **reduce CO₂ emissions by 5% by 2030** using aviation cleaner energies.

International Aviation Goals and Achievements

Carbon neutral growth from 2020



International Aviation – Next Milestones



International Aviation and Climate Change



The **International Civil Aviation Organization (ICAO)** is a **specialized UN agency** that sets global standards and regulations for international civil aviation.

Emissions from **international aviation** and maritime sectors are **not included in the Nationally Determined Contributions (NDCs) under the Paris Agreement.**

These are **addressed by ICAO** and the International Maritime Organization (IMO), respectively, to complement the achievement of the Paris Agreement goals.

Emissions from **domestic aviation** can be addressed by the Parties to the UNFCCC through their NDCs, as part of their efforts to reduce greenhouse gas emissions from all domestic sources.

Long-Term Global Aspirational Goal (LTAG)

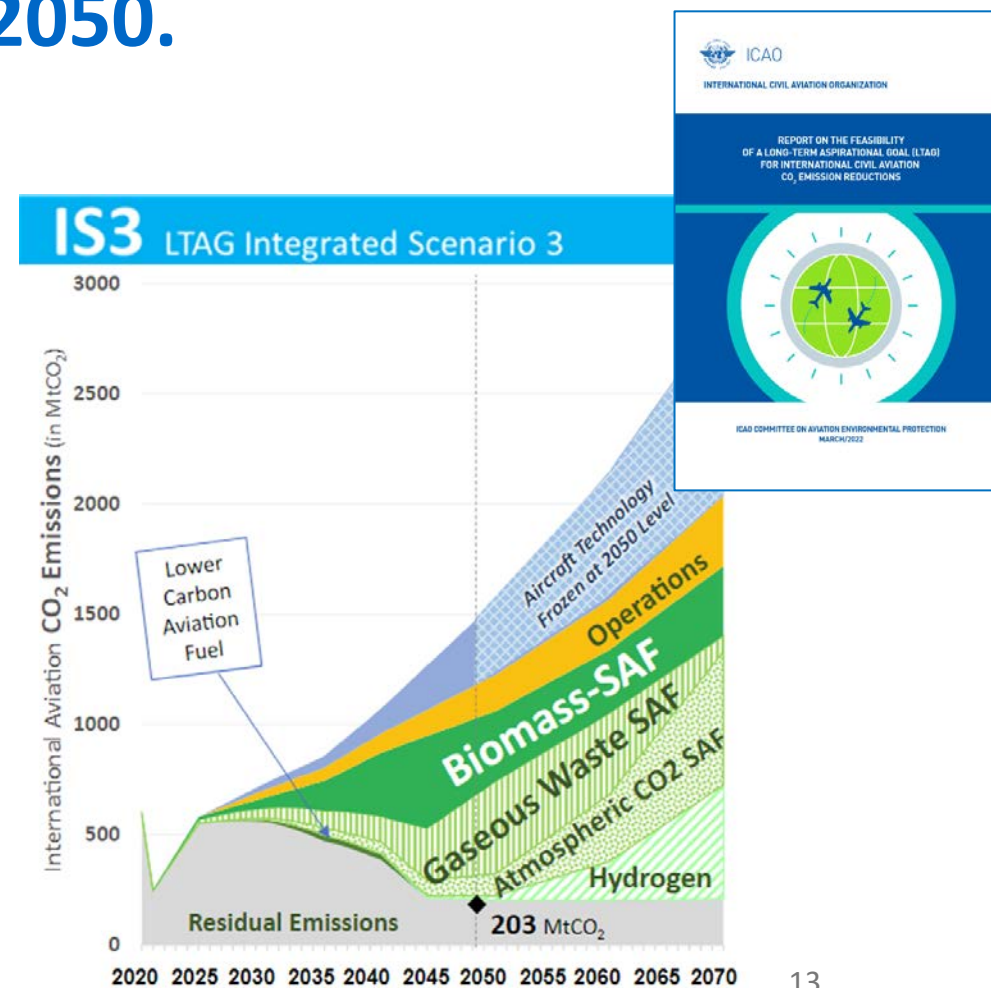


A collective long-term global aspirational goal of **net-zero carbon emissions from international aviation by 2050.**

Emissions in 2050 would be reduced by 87% from the baseline scenario (through in-sector measures)


- 21% from aircraft technologies, 11% from operations and **55% from fuels.**

Drop-in fuels have the largest impact driving the overall reductions by 2050....but requires **significant costs and investments.**



Basket of CO₂ emissions reduction measures



 Aviation Cleaner Energies:
up to **55%**

 Aircraft Technologies:
up to **21%**

Operational Improvements:
up to **11%** 

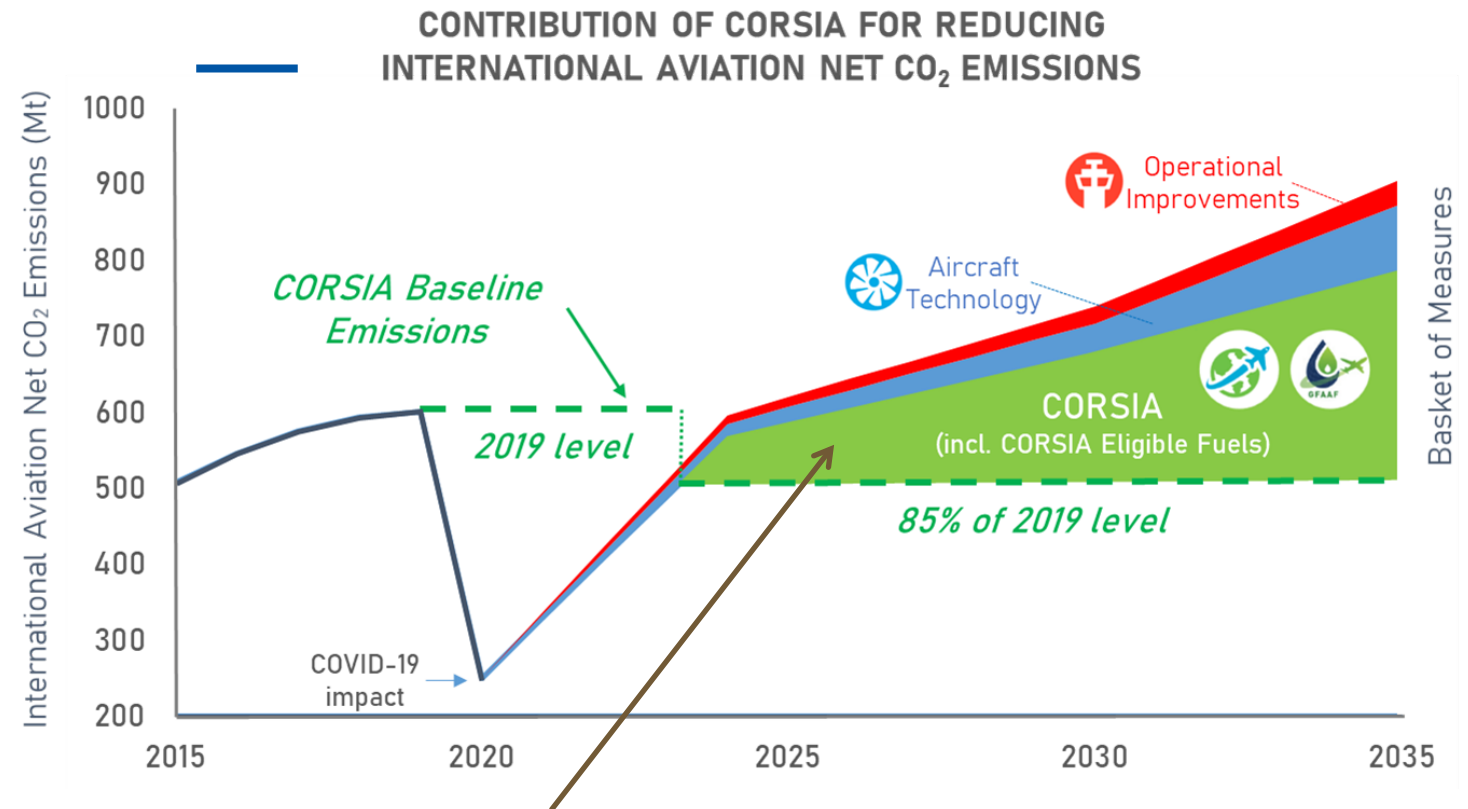
Remaining CO₂
CORSIA 

The first global market-based measure for any industry sector

CORSIA complements the other three elements in the ICAO basket of measures:

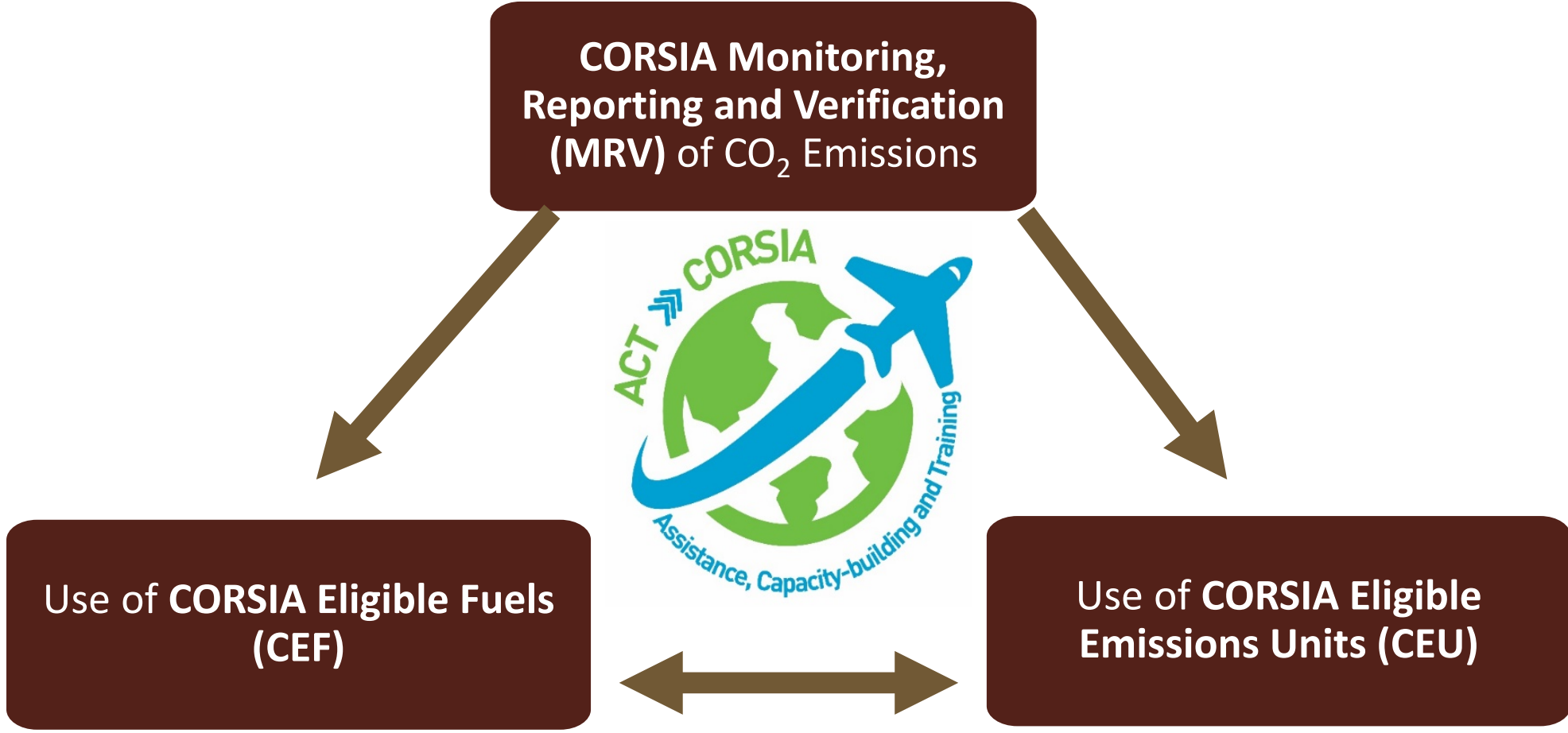
- technological innovations
- operational improvements
- sustainable aviation fuels

Objective: Achieve ICAO’s global aspirational goal of carbon neutral growth from 2020 (CNG 2020)



CORSIA addresses the remaining “emissions gap” to achieve CNG2020

CORSIA Structure



CORSIA offsetting requirements (until 2035) could be met by CEF or CEU

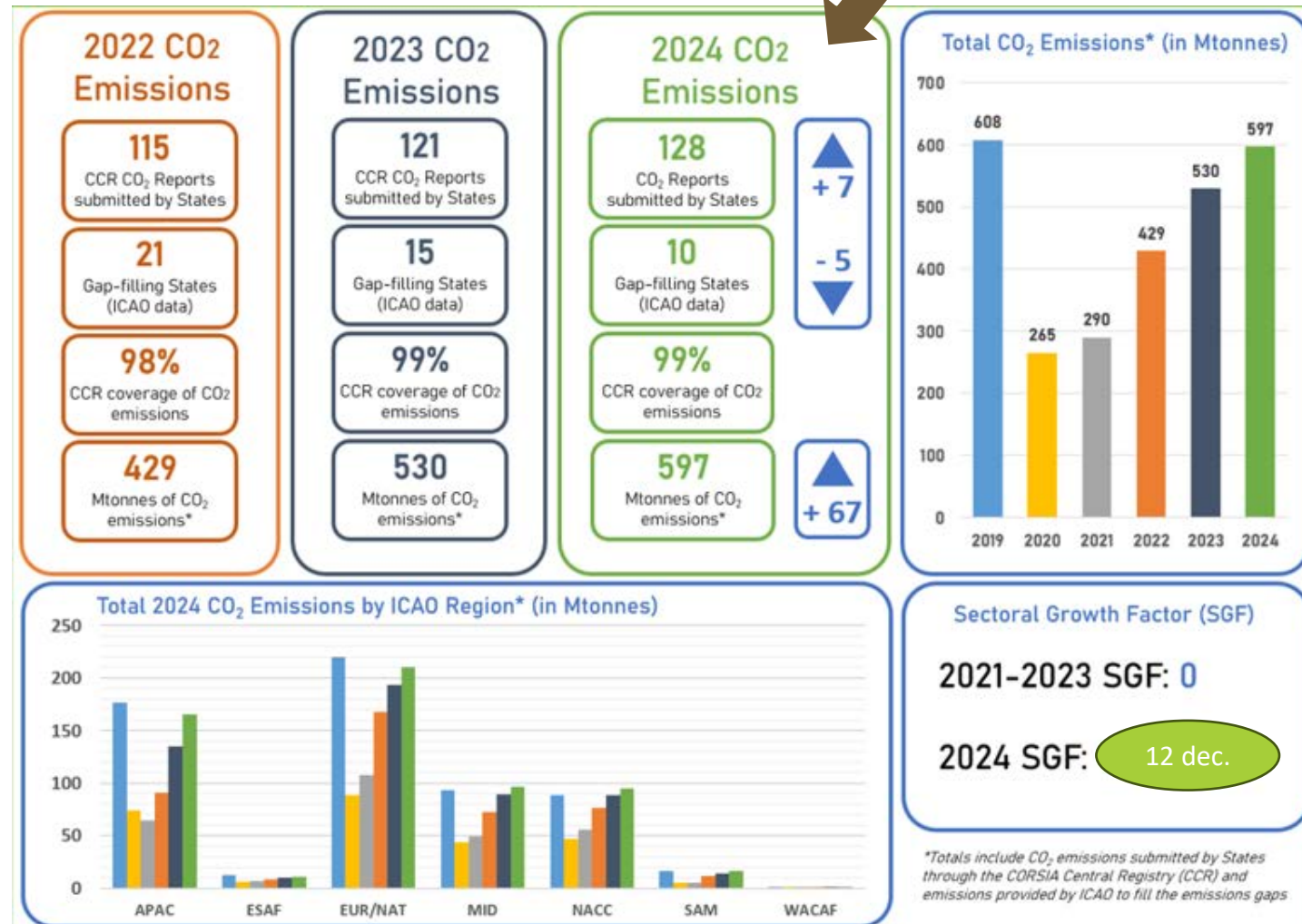
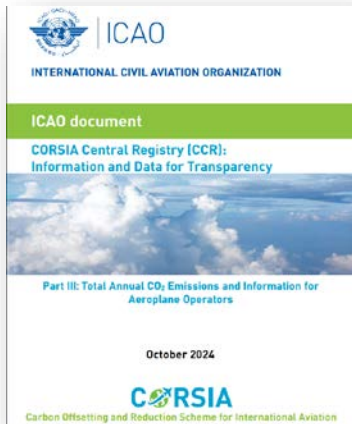
CORSIA Central Registry (CCR)



Carbon Offsetting and Reduction Scheme for International Aviation

Unprecedented number of States reported 2024 CO₂ emissions through the CCR!

99% coverage maintained



Overlapping proposals for aviation emissions-related levies/taxes to mobilize financial resources for other purposes:

- No direct correspondence to emissions reduction
- Diverts financial resources away from aviation decarbonization
- Negative impact on connectivity, socio-economic development



“only global market-based measure applying to CO₂ emissions from international aviation ...ensuring that international aviation CO₂ emissions should be accounted for only once”.

ACT-CORSIA Buddy Partnerships

Different phases with specific focus areas in order to support necessary actions by States with different timelines

Phase I (Sep 2018 – Apr 2019): 15 supporting States and 98 requesting States

- Development and approval of Emissions Monitoring Plans
- Establishment of national/regional regulatory frameworks

Phase II (May 2019 – Apr 2020): 16 supporting States and 114 requesting States

- CO2 Emissions reporting and verification

Phase III (Apr 2020 – Dec 2024): 17 supporting States and 119 requesting States

Use of the CORSIA Central Registry (CCR)

Phase III (Jan 2025 – Ongoing): 16 supporting States and 125 requesting States

- Lessons learned and improved support to MRV

The focus areas of each Phase can form the basis for checklist to assess the progress made and milestones achieved in order to determine the need for a tailored approach to training.

ACT >>> CORSIA Phase III Assistance, Capacity-building and Training on CORSIA

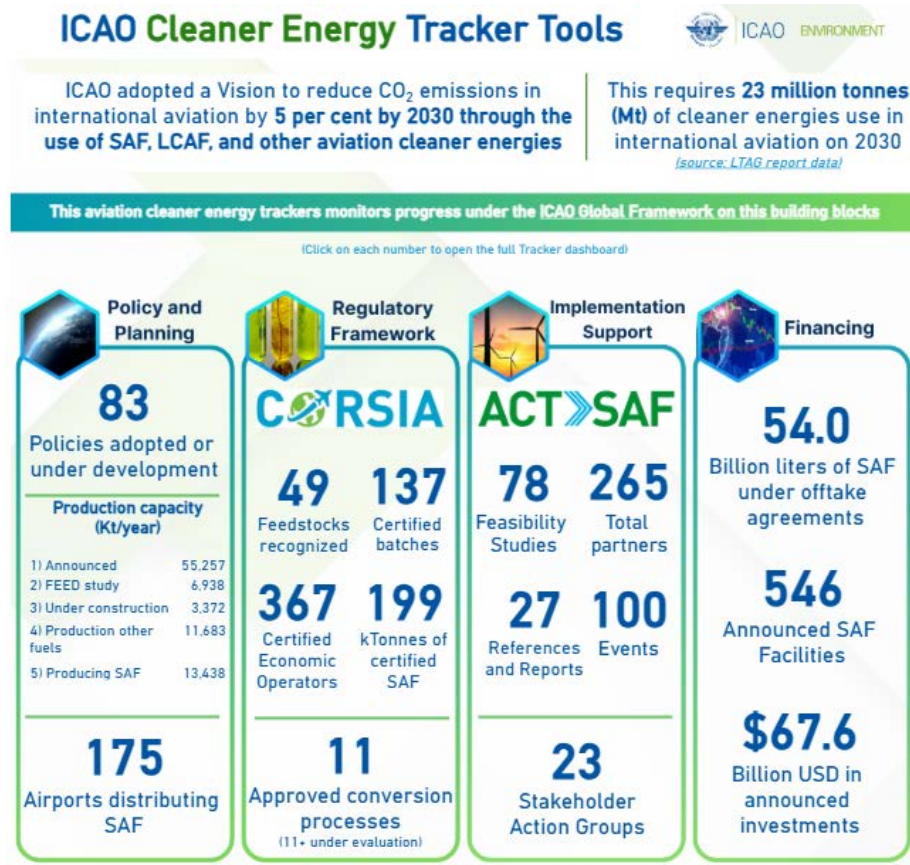


ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies



Global Framework is set out through 4 Building Blocks

- Adopted at the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) in November 2023
- **Collective Vision** to reduce **5% CO₂** by **2030** in international aviation using SAF, LCAF and other aviation cleaner energies
- Requires **~23 million tonnes (Mt)** of cleaner energies use by 2030
- ICAO is monitoring progress on these building blocks through the **ICAO Cleaner Energy Tracker**

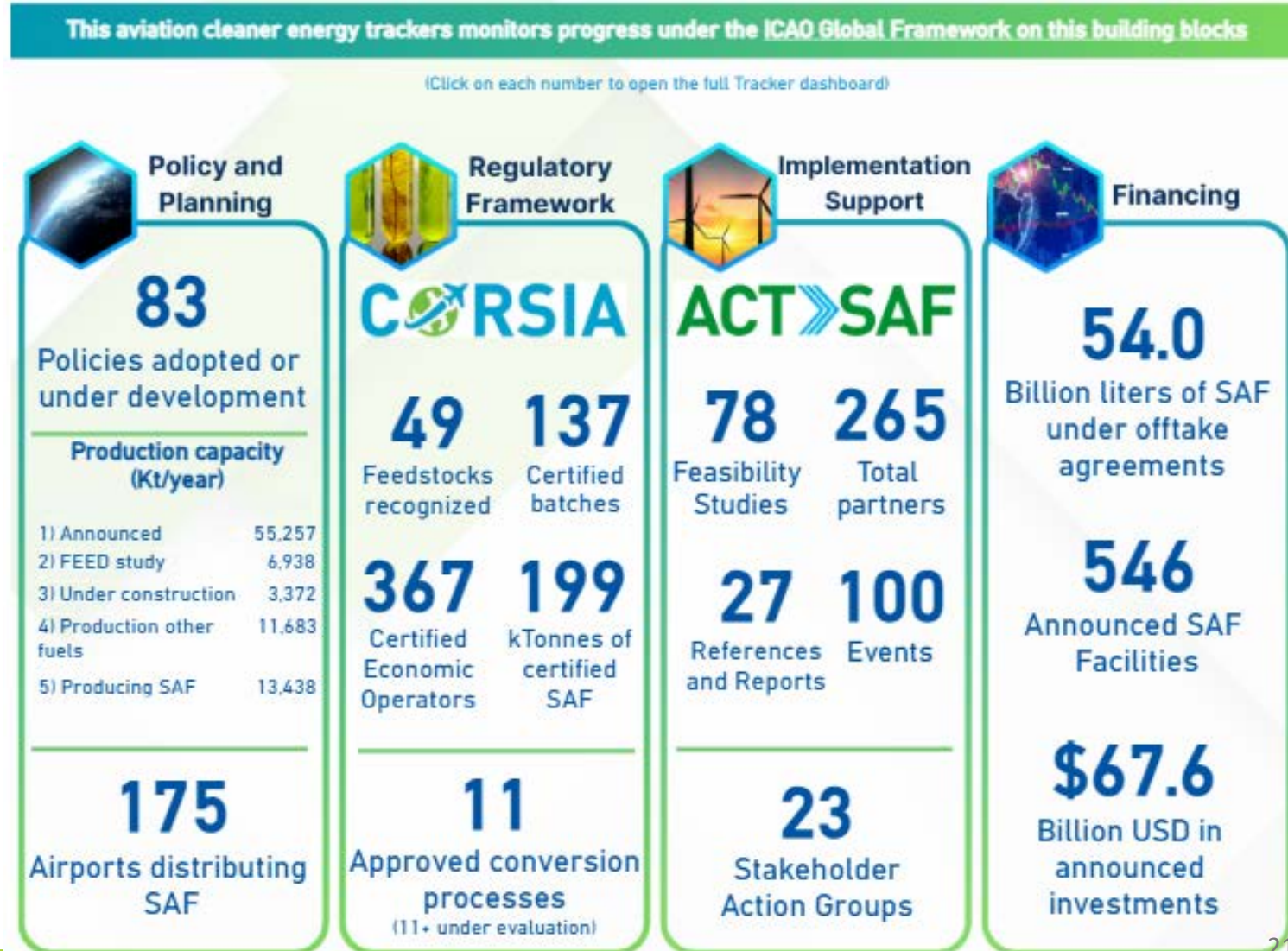


ICAO Cleaner Energies Tracker Tools

ICAO adopted a Vision to reduce CO₂ emissions in international aviation by **5 per cent by 2030** through the use of SAF, LCAF, and other aviation cleaner energies

This requires **23 million tonnes (Mt)** of cleaner energies use in international aviation on 2030
(source: LTAG report data)

ICAO's Cleaner Energy Tracker Tools provides up-to-date information on indicators across the four building blocks



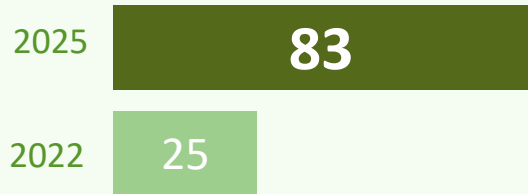
Progress in Aviation Cleaner Energies

four Building Blocks of ICAO Roadmap

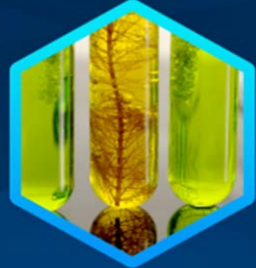
Policy and Planning



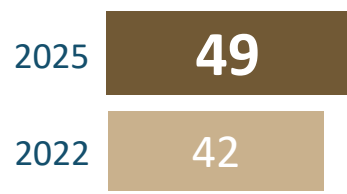
Increase in **SAF policies**



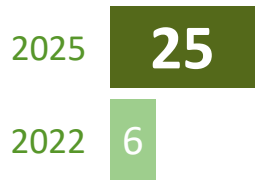
Regulatory Framework



- Increase in approved **feedstocks**



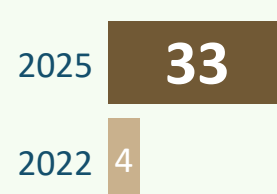
- Increase **CORSIA certified refineries**



Implementation Support



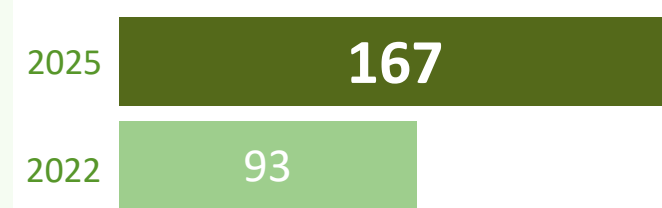
Increase in **SAF studies**: 11 delivered, 22 underway



Financing



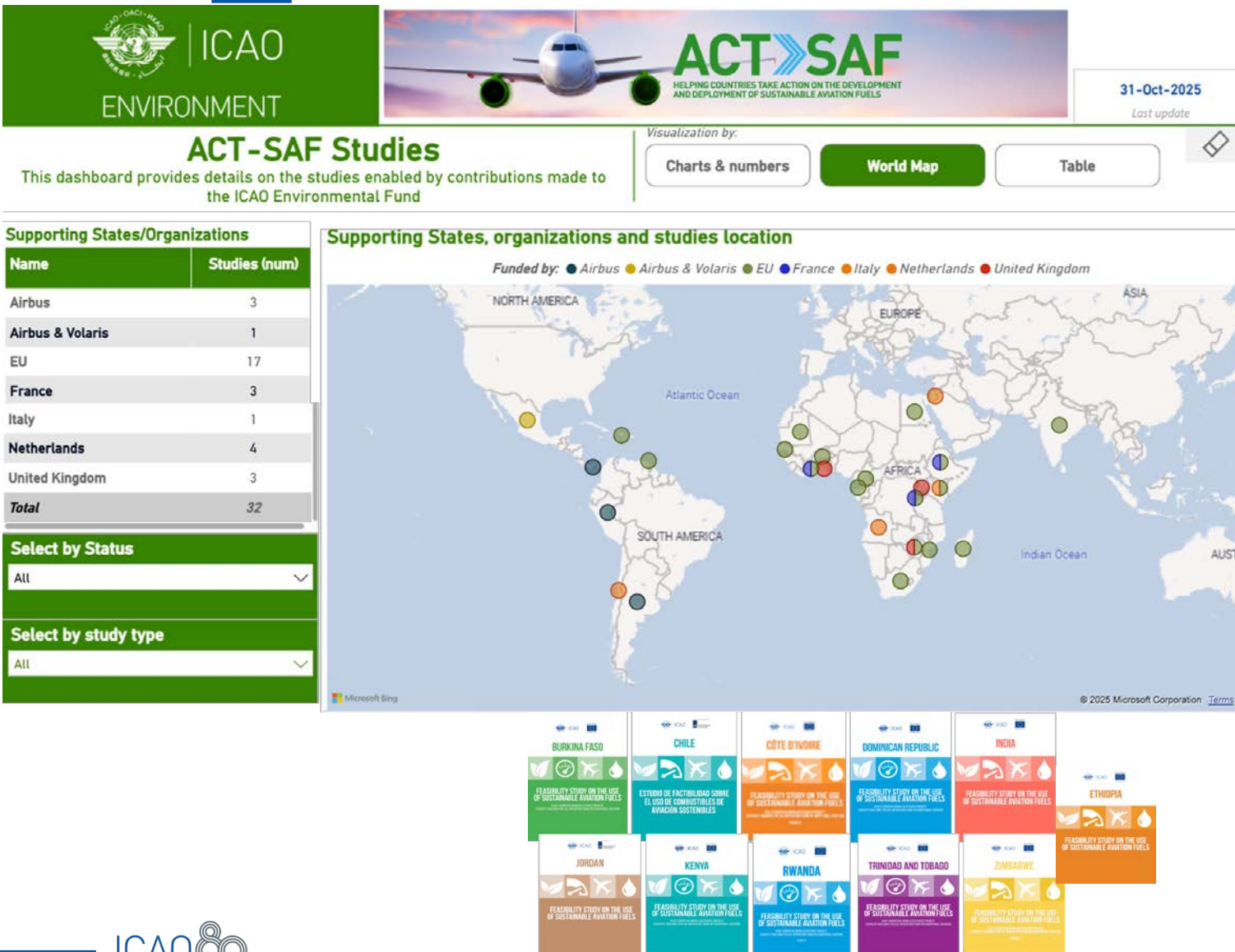
- Increase in airlines **offtake agreements**



- Launch of **Finvest Hub**



ICAO ACT-SAF Programme



>280 ACT-SAF partners

20 training sessions concluded

33 SAF feasibility studies now

50 studies by 2028

ICAO Finvest Hub

Connect States and project developers with climate finance opportunities

Launch of the **Finvest@ETAF** portal by ICAO and IRENA in September 2025





Key Adaptation Areas

1. Infrastructure

- Protecting runways, terminals, and support systems from floods, storms, and sea-level rise.

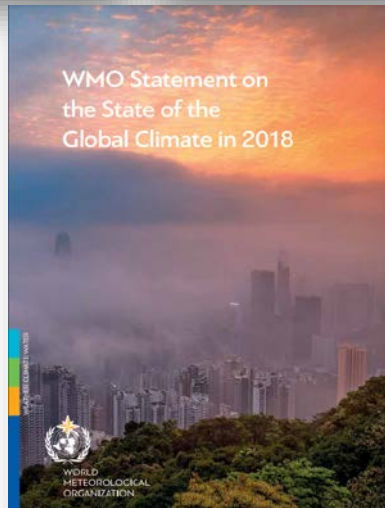
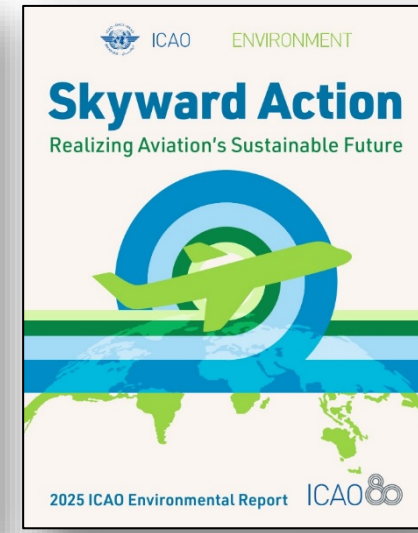
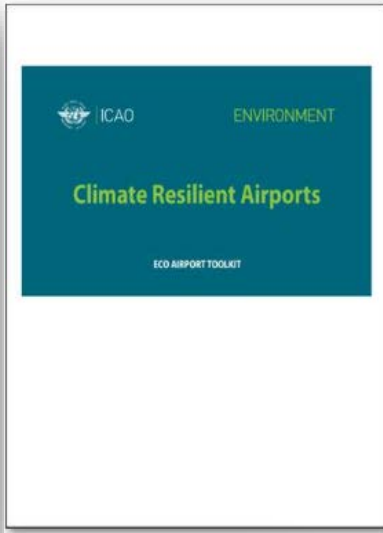
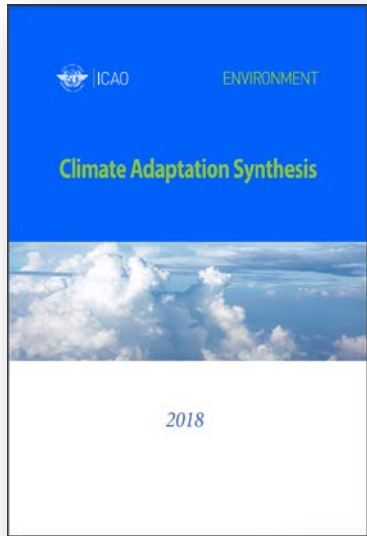
2. Operations

- Enhancing weather forecasting, flight planning, and emergency response systems.

3. Aircraft Design

- Adapting to increased turbulence, higher temperatures, and changing atmospheric conditions.

Climate Change Adaptation and Resilience



Green Airports



Aviation cleaner energies at airports



Financing environmental projects



Adaptation strategies to enhance climate resilience



Fostering partnerships

Build Resilient, Sustainable Airports



ICAO

ENVIRONMENT

Skyward Action

Realizing Aviation's Sustainable Future



2025 ICAO Environmental Report



2025 ICAO Environmental Report

28

16 Chapters

1. Aviation and Environmental Outlook
2. Climate Change Mitigation (Overview)
3. Aircraft Technologies
4. Operations
5. Aviation Cleaner Energies
6. CORSIA
7. State Action Plan
8. Capacity-Building and Implementation Support
9. Climate Financing
10. Aircraft Noise
11. Local Air Quality
12. Green Airports
13. Climate Adaptation and Resilience
14. Towards a Circular Economy
15. Biodiversity
16. Multistakeholder Cooperation



Updates now available!

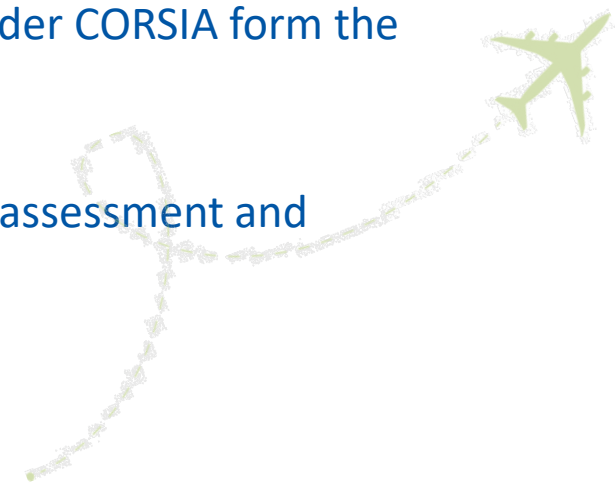


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28

Outcomes from the 2025 ICAO Assembly

- **Harmonized Regulatory Framework for SAF, LCAF and cleaner energies:** confirmed that ICAO's sustainability criteria, certification, and life cycle emissions assessment under CORSIA form the accepted basis for the eligibility of aviation cleaner energies.
- **Encouraged the Acceleration** of production pathways, feedstocks, life cycle assessment and sustainability certification to scale up aviation cleaner energies.
- **CAAF/4 by 2028** to update the aviation sector's cleaner energy ambitions.
- **Reiterated Importance of Capacity-Building and Financing** to Accelerate Aviation's Decarbonization – ICAO ACT-SAF programme and Finvest Hub.
- **Expressed Concern against Aviation Taxation** which hinders global air connectivity and aviation decarbonization efforts toward the LTAG.



42nd ICAO Assembly (2025)



1

Adopted a Comprehensive Environmental Monitoring and Reporting for Aviation



2

Harmonized Regulatory Framework for SAF, LCAF and Cleaner Energies

- Confirmed that **ICAO's sustainability criteria, certification, and life cycle emissions assessment under CORSIA form the accepted basis** for the eligibility of aviation cleaner energies.
- **Encouraged the acceleration** of production pathways, feedstocks, life cycle assessment and sustainability certification to scale up aviation cleaner energies.



42nd ICAO Assembly (2025)



3

Reiterated Importance of Capacity-Building and Financing to Accelerate Aviation's Decarbonization

- Welcomed the progress under the **ICAO ACT-SAF** and **ACT-CORSIA** Programmes.
- Requested the establishment of the **ACT-LTAG** programme to support other aviation decarbonization measures.
- Welcomed the launch of the **ICAO Fininvest Hub** and its collaboration with **IRENA's ETAF platform** to boost funding and investment in aviation clean energy projects.



4

Supported CORSIA as the Only Global Market-Based Measure (MBM) for International Aviation

- Encouraged more States to **participate voluntarily** in CORSIA to increase its environmental integrity as the only global MBM for international aviation.
- Called for Governments to issue **Letters of Authorization** to facilitate the access and availability of **CORSIA Eligible Emissions Units** to aeroplane operators.



ICAO document

CORSIA Eligible Emissions Units



October 2024



Carbon Offsetting and Reduction Scheme for International Aviation

42nd ICAO Assembly (2025)



5

Expressed Concern against Aviation Taxation

- Called for States to **refrain from aviation taxation**.
- Duplicate market-based measures, negatively impacting CORSIA implementation.
- **Hinder global air connectivity and aviation decarbonization** efforts toward the LTAG.



6

Expanded Environmental Efforts Beyond Emissions Reduction

- Continued support for **climate change adaptation**.



- To enhance the **scientific understanding of non-CO₂ aviation emissions**.

Thank You

