



# ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

NACC/DCA/14 — WP/22  
25/05/26

**Fourteenth Meeting of the North American, Central American and Caribbean  
Directors of Civil Aviation (NACC/DCA/14)**  
St. George's, Antigua and Barbuda, 1 to 5 June 2026

**Agenda Item 7: Implementation of Environment Long Term Aspirational Goal (LTAG)**

**STATUS OF THE LONG TERM ASPIRATIONAL GOALS (LTAG) IMPLEMENTATION  
IN THE NAM/CAR REGIONS 2026**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This Working Paper reports the progress accomplished in the NAM/CAR Regions in implementing the Long-Term Aspirational Goal (LTAG), following up on Conclusions NACC/DCA/13/7 and NACC/DCA/13/8, as well as the actions started to support the ICAO Strategic Plan 2026–2050.

Highlights include progress in States' participation of States in the ACT SAF and ACT CORSIA programmes, the development of feasibility studies for Sustainable Aviation Fuels (SAFs), and the deployment of technical assistance activities.

However, gaps remain in updating Action Plans, issuing CORSIA Eligible Units, and mobilizing financing. In response to these needs, the strengthening of regional assistance is highlighted, including the creation of the NAM/CAR Aviation Environment and Sustainability Working Group ENV/SUS/WG, as a key mechanism to coordinate efforts, strengthen capacities and accelerate the implementation of the LTAG.

<b>Action:</b>	The suggested actions are included in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Aviation is Environmentally Sustainable</li><li>• No Country Left Behind</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Strategic Plan 2026-2050.</li><li>• Resolutions A42-21 and A42-22.</li></ul>

**1. Introduction**

1.1 Resolution A42-21 invites States to prepare or update the State action plans and submit them to ICAO as soon as practicable, and ideally completed by 30 June 2027 and subsequently every three years, so that ICAO can collect quantified information on the accomplishment of the aspirational global goals and the aspirational global vision. These action plans should include information on the range of measures that States have considered, outlining their respective national capacities and circumstances,

with quantified information on the environmental benefits they expect to gain from their implementation, as well as their specific assistance needs for implementation. This will enable ICAO to tailor capacity-building and implementation support measures, including facilitating access to finance and funding, to the State's needs.

1.2 Resolution A42-21 welcomed the progress of the ICAO Sustainable Aviation Fuels Assistance, Capacity Building and Training (ACT-SAF) Programme to facilitate the global scale-up of the development and market launch of SAF, LCAF and other cleaner aviation fuels, recognizing the importance of establishing partnerships, initiatives and international cooperation among States and relevant stakeholders, as part of the No Country Left Behind (NLCB) objective;

1.3 Resolution A42-22: Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), determines, among other relevant points, that CORSIA will be the only global market-based measure applied to international aviation CO<sub>2</sub> emissions, in order to avoid a potential patchwork of duplicate State and regional MBMs and to ensure that international aviation CO<sub>2</sub> emissions are accounted only once;

1.4 The Meeting will recall conclusion NACC/DCA/13/7 PATHWAY TO SUSTAINABLE AVIATION and conclusion NACC/DCA/13/08 CORSIA AND CLIMATE FINANCE as shown in **Appendix A**. Specific progress is detailed below.

## 2. Discussion

*Conclusion NACC/DCA/13-7 Paragraphs a), b), and c):*

2.1 The Regional Office has promoted the participation of the States in the “ACT-SAF’s SERIES,” such as the one held on April 16: “Conversion from Alcohol to Jet Fuel (AtJ): Unlocking a Key Pathway for the Deployment of Sustainable Aviation Fuels (SAFs).” The active participation of the focal points representing the States and their coordination at the national level to integrate relevant stakeholders.

2.2 Sixteen NACC Member States (68%) participate in the ICAO ACT-SAF programme on Assistance, Capacity Building, and Training in Sustainable Aviation Fuels (ACT-SAF) to facilitate the global scale-up of the development and market launch of SAFs, LCAFs, and other cleaner aviation fuels.

ACT-SAF PROGRAMME	
YES/ SI	Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Jamaica, Mexico, Saint Vincent and the Grenadines, Trinidad and Tobago.
NO/ NO	Antigua and Barbuda, Dominica, Grenada, Nicaragua, Saint Kitts and Nevis, Saint Lucia, United States.



2.3. ICAO, in coordination with Mexico and Costa Rica, has promoted and participated in the SAF working sessions to disseminate ICAO's global framework on SAF, LCAF, and other cleaner energy sources. It has also promoted the integration of different national stakeholders in the SAF value chain, encouraging the deployment of studies under the ACT-SAF programme.

2.4. The assistance programme has secured feasibility studies in the Dominican Republic and Trinidad and Tobago. This year, Costa Rica and Mexico received confirmation of the deployment of feasibility studies. Mexico celebrated its launch on 18 May 2026 with a donation from Airbus and Volaris, while Costa Rica, with support from Spain, has scheduled its national launch for June 17 and 18, 2026.

No.	State	ACT-SAF programme	Study	Sponsor	Year
1	Costa Rica	Yes	Feasibility Study	Spain/ in progress	2026
2	Dominican Republic	Yes	Feasibility Study	EU	2017
4	Mexico	Yes	Feasibility Study	Airbus/Volaris in progress	2026
5	Trinidad and Tobago	Yes	Feasibility Study	EU	2018

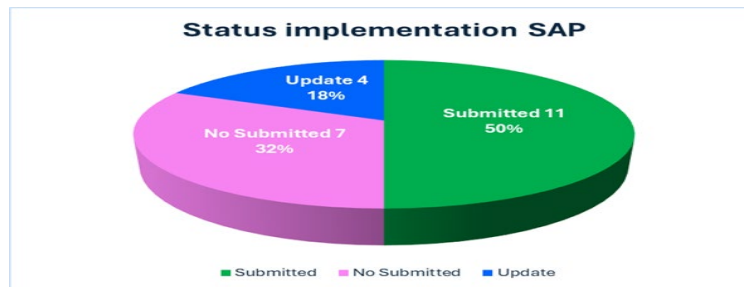
<https://www.icao.int/ACT-SAF>

2.5. In addition to the assistance provided by ICAO's ACT-SAF programme, other studies have been conducted within the framework of cooperation between Contracting States, such as the UK-funded study in Jamaica, which was recently completed in April. Similarly, COCESNA reported on the development of an applied study in Guatemala and Belize under other funding mechanisms.  
Conclusion NACC/DCA/13-7, Paragraph d):

*Conclusion NACC/DCA/13-7 Literal d):*

2.6 Of the 68% of States that have submitted their action plan, only 20% have an updated action plan to date. 80% should update their plan before June 2027, in accordance with Resolution A42-21, representing 50% of the States in the NAM/CAR Regions.

- 32% of States have not published an action plan, represented by 7 States in total (Antigua and Barbuda, Dominica, Grenada, Haiti, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines).
- 50% of the States must update their action plan, represented by 11 States: Bahamas (2022), Barbados (2019), Belize (2013), Cuba (2015), El Salvador (2020), Guatemala (2013), Honduras (2013), Jamaica (2012), Mexico (2018), Nicaragua (2013) and Trinidad and Tobago (2015).



2.7 With the adoption of ICAO’s LTAG and the ICAO Global Framework for SAF, LCAF, and other cleaner energy sources, State Action Plans for CO<sub>2</sub> emissions reduction have become a vital instrument for demonstrating concrete actions toward the decarbonization of International Civil Aviation. They also serve as a strategic tool for:

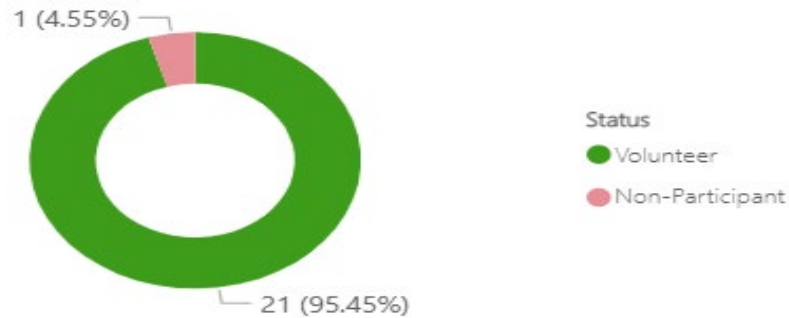
- Monitoring progress toward carbon neutrality by 2050.
- Overseeing collective progress toward the short-term goal of a 5% reduction in CO<sub>2</sub> emissions by 2030 through the use of cleaner energy sources in aviation.
- Accessing assistance through ICAO’s ACT-SAF programme.
- Accessing financing for decarbonization projects through ICAO’s FINVEST platform (Finvest Hub).

The ICAO Global Framework is based on four interdependent pillars: policies and planning, regulatory frameworks, implementation support and financing; elements that, together, allow for the equitable and global scaling up of SAF, LCAF and other cleaner energy in aviation.

2.8 To accelerate assistance with the updating of all State Action Plans for CO<sub>2</sub> emission reduction and recognizing the evident need for more on-site support activities, the Regional Office has increased its technical assistance capacity by assigning an Environmental Implementation Support Officer. All States are invited to consider funding and deploying on-site support activities in preparation for the upcoming ICAO Assembly.

*Conclusion NACC/DCA/13-7 Paragraphs (e) and (f):*

2.9 The Region continues to demonstrate its commitment to CORSIA by maintaining 95% participation of States (21 in total) in the voluntary phase and in the first phase of CORSIA. States are urged to continue with the implementation of CORSIA and to maintain their strong political will and firm commitment.



2.10 The Regional Office has undertaken various activities to ensure compliance with the measures addressed in Resolution A42-22, including:

- Under the ACT-CORSIA Programme and with the support of Spain, a workshop on calculating CORSIA compensation was held on 12 May 2026.
- Under the ACT-CORSIA Programme and with the support of Spain and the Dominican Republic, a workshop on CORSIA fundamentals was held, covering topics such as Order of Magnitude, Demonstration of the CORSIA Central Registry (CCR), and others.
- The Regional Office monitors and tracks the CORSIA compliance data defined in Annex 16, Volume 4, (Shown in **Appendix B**).
- Active collaboration is underway with all State PoCs to ensure their access to the CCR, and assistance has been provided specifically to the new focal points in Guatemala and Haiti.

*Conclusion NACC/DCA/13-7 Paragraph g):*

2.11 The Regional Office, supported by the FINVEST HUB, conducted a webinar to address questions raised by States regarding the HUB's operation, its connection to the ACT-SAF programme, and the characteristics of projects eligible for funding mechanisms. The participation of the PoCs and the members of the SAF working groups from the States responsible for funding was noteworthy.

*Conclusion NACC/DCA/13-8 Paragraphs i), ii), and iii):*

2.12 Currently, there is no evidence of authorization letters being issued for activities that generate CORSIA-eligible emission units (CEUs). However, projects exist within programmes approved by the ICAO Council. The regional office has carried out various assistance activities in this area:

- Assistance mission to Belize to participate in a workshop on CORSIA Emission Unit Eligibility Criteria and potential projects,
- Assistance to Mexico, through the Ministry of the Environment, the Federal Civil Aviation Agency, and IATA, which has included participation in three workshops on CORSIA-eligible units. These meetings aim to foster dialogue between industry, the private sector, and authorities regarding the release of eligible carbon credit under CORSIA.
- Assistance to Costa Rica: Providing templates and support for authorization letters for CORSIA-eligible emission units.

2.13 The Meeting takes note of the CORSIA 2025 Periodic Review and the CAEP update on the emission unit price estimates for CORSIA Phase One, which estimated the average price would range between \$10 and \$40 USD per tCO<sub>2</sub>. (Ref: A42-WP/28; EX/15; 04/08/25 appendix Technical Assessment in Support of the CORSIA 2025 Periodic Review, page 4).

2.14 In addition to the assistance activities and in accordance with IP/07, the establishment of the NAM/CAR Working Group on Aviation Environment and Sustainability (ENV/SUS/WG) was proposed. States are invited to continue participating in the monthly events and in the first meeting of the group to be held at the Regional Office in September 2026, also to consult the Terms of Reference (ToR), communicated by letter to States ref. E.OSG-NACC1198.

**3. Suggested Actions:**

3.1 Within the framework of Conclusions NACC/DCA/13/7 and NACC/DCA/13/8 (see Appendix B), in accordance with previous discussions and the results achieved, the meeting is invited to consider the following draft conclusion:

<b>DRAFT CONCLUSION</b> <b>NACC/DCA/15/XX</b>	<b>IMPLEMENTATION OF ICAO ENVIRONMENT LONG TERM ASPIRATIONAL GOAL (LTAG)</b>
<p><b>That:</b></p> <p>That the NACC States, supported by the ENV/SUS/WG, accelerate the transition of international civil aviation to cleaner energy sources and achieve the goal of net-zero carbon emissions by 2050, strengthening the integrity and effectiveness of CORSIA, and clearly and substantially express their concern regarding the use of international aviation as a source of climate finance for other sectors, through the following actions:</p> <ul style="list-style-type: none"> <li>a) implement the four pillars of the ICAO Global Framework on SAF, LCAF, and other cleaner aviation energy;</li> <li>b) join and continue participating in the ICAO ACT-SAF programme to promote the expansion of SAF within and outside the NAM/CAR Regions, through close coordination with ICAO;</li> <li>c) submit and update quantified State action plans to ICAO by 1 June 2027;</li> <li>d) ensure compliance with the deadlines of Annex 16, Volume IV;</li> <li>e) actively participate in the ICAO ACT CORSIA programme;</li> <li>f) promote the mobilization of public and private financing and investment for aviation decarbonization projects;</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input type="checkbox"/> Inter-regional</li> <li><input checked="" type="checkbox"/> Economics</li> <li><input checked="" type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Technical/Operational</li> </ul>

<ul style="list-style-type: none"> <li>g) expedite and issue letters of authorization for activities that generate CORSIA-eligible emission units, using the UNFCCC voluntary template, and ensure environmental integrity and avoid double counting;</li> <li>h) collaborate with relevant authorities to ensure effective harmonization between the eligibility criteria for CORSIA emission units and the provisions of Article 6 of the Paris Agreement;</li> <li>i) express clear concern to the relevant United Nations bodies and international organizations regarding the use of international aviation as a source of revenue mobilization for climate change financing, and inform ICAO of any related developments in their State or region;</li> <li>j) actively participate in the monthly meetings of the ENV/SUS/WG Environment and Sustainability Working Group.</li> </ul>	
<p><b>Why:</b></p> <p>To show States' commitment to the effective implementation of LTAG and CORSIA, strengthen compliance with the ICAO Global Framework and contribute to climate finance, in order to accelerate the transition to environmentally sustainable aviation.</p>	
<p><b>When:</b> By NACC/DCA/15</p>	<p><b>State:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Invalidated / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> OACI <input type="checkbox"/> Others:</p>	

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**APPENDIX A  
NACC/DCA/13 CONCLUSIONS 7 AND 8**

<b>CONCLUSION</b>	
<b>NACC/DCA/13/07</b>	<b>PATHWAY TO SUSTAINABLE AVIATION</b>
<p><b>What:</b></p> <p>That, to support the aviation industry's transition to cleaner energy sources and to achieve the Net-Zero Carbon Emissions by 2050 goal, and by the NACC/DCA/14 meeting, the NACC States:</p> <ul style="list-style-type: none"> <li>a) support, and continue to actively contribute to the implementation of the LTAG and ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies;</li> <li>b) put in place national regulations in line with and harmonized with the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies;</li> <li>c) join and continue supporting the ICAO ACT-SAF programme to promote the scaling-up of SAF within and outside the NAM/CAR Regions, through close coordination with ICAO;</li> <li>d) submit and update quantified State Action Plans to ICAO, encompassing innovations in aviation technologies and cleaner energies, outlining respective policies, actions, and roadmaps, including long-term projections, and ensuring the use of the best available data as supported by ICAO guidance and tools to the NACC/DCA/14;</li> <li>e) encourage additional States to notify the ICAO Secretariat of their decision to voluntarily participate in CORSIA prior to the 42nd Session of the ICAO Assembly;</li> <li>f) renew their support for the implementation of CORSIA, by ensuring continuous compliance with Annex 16-Volume IV deadlines, and active participation in the ICAO ACT-CORSIA programme; and</li> <li>g) actively promote the mobilization of public and private financing and investment for aviation decarbonization projects and support the ICAO "Finvest Hub" initiative to achieve the LTAG.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input checked="" type="checkbox"/> Economic</li> <li><input checked="" type="checkbox"/> Environmental</li> <li><input type="checkbox"/> Operational/Technical</li> </ul>
<p><b>Why:</b></p> <p>To demonstrate States' commitment to the LTAG and the ICAO Global Framework and contribute to the goal of achieving net-zero carbon emissions for international aviation by 2050.</p>	
<p><b>When:</b> By the NACC/DCA/14</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

<b>CONCLUSION</b>	
<b>NACC/DCA/13/08</b>	<b>CORSIA AND CLIMATE FINANCE</b>
<p><b>What:</b></p> <p>That, the NACC States take decisive actions by the NACC/DCA/14 to support the integrity and effectiveness of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) while also expressing a clear concern on the use of international aviation as a source for climate finance for other sectors, by</p> <ol style="list-style-type: none"> <li>i. expediting and issuing Letters of Authorization for activities that generate CORSIA-eligible emissions units, utilizing the UNFCCC voluntary template for host country authorization to ensure environmental integrity and avoid double-counting;</li> <li>ii. engaging with relevant authorities to ensure effective alignment between the CORSIA emissions unit eligibility criteria and the provisions of Article 6 of the Paris Agreement; and</li> <li>iii. expressing clear concern at relevant UN bodies and international organizations regarding the use of international aviation as a source for mobilizing revenue for climate finance, and to inform ICAO of any related developments within their State or region.</li> </ol>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>To demonstrate States' commitment and support to the CORSIA and contribute to climate finance.</p>	
<p><b>When:</b> By the NACC/DCA/14</p>	<p><b>Status</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

<i>Timeline</i>	<i>Activity</i>
31 October 2023	The State shall obtain and use the Sector’s Growth Factor (SGF) for 2022 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” that is available on the ICAO CORSIA website in accordance with Part II, Chapter 3, 3.2.1.
30 November 2023	The State shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in the State in accordance with Part II, Chapter 1, 1.3.7.  The State shall calculate and inform aeroplane operators of offsetting requirements for 2022 in accordance with Part II, Chapter 3, 3.2, and based on a chosen formula in accordance with Part II, Chapter 3, 3.1.
31 December 2023	<b>Recommendation.</b> — <i>The State should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and the State to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.</i>

*Note 1.* — *The time for verification of the aeroplane operator’s Emissions Report is shorter during the 2021-2023 period than the 2019-2020 period.*

*Note 2.*— *During the 2021-2023 period, States may determine the basis of the aeroplane operator offsetting requirements in accordance with Part II, Chapter 3, 3.2.1.*

### 2.3 2024-2026 period

During the period of 2024-2026, aeroplane operators and States shall comply with the requirements according to the following timeline, where applicable:

**Table A1-3. Details of compliance timeline for 2024-2026 period**

<i>Timeline</i>	<i>Activity</i>
1 January 2024 to 31 December 2024	The aeroplane operator shall monitor, in accordance with Part II, Chapter 2, 2.2, CO <sub>2</sub> emissions for 2024 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.
1 January 2024 to 30 April 2024	The aeroplane operator shall compile 2023 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.  <b>Recommendation.</b> — <i>The aeroplane operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.</i>

<i>Timeline</i>	<i>Activity</i>
30 April 2024	The aeroplane operator and the verification body shall both independently submit, upon authorization by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2023 to the State in accordance with Part II, Chapter 2, 2.4.1.4.
1 May 2024 to 31 July 2024	The State shall conduct an order of magnitude check of the verified Emissions Report for 2023 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.
30 June 2024	The State shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2025 in accordance with Part II, Chapter 3, 3.1.3.
31 July 2024	The State shall submit required information regarding CO <sub>2</sub> emissions for 2023 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.
1 August 2024	The State shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2025 compliance year in accordance with Part II, Chapter 3, 3.1.1.
31 October 2024	The State shall obtain and use the Sector’s Growth Factor (SGF) for 2023 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.1.
30 November 2024	<p>The State shall calculate and inform aeroplane operators of offsetting requirements for 2023 in accordance with Part II, Chapter 3, 3.2, and based on a chosen formula in accordance with Part II, Chapter 3, 3.1.</p> <p>The State shall calculate and inform aeroplane operators of their total final offsetting requirements for the 2021 to 2023 period in accordance with Part II, Chapter 3, 3.4.4.</p> <p>The State shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in the State in accordance with Part II, Chapter 1, 1.3.7.</p>
31 December 2024	<p><b>Recommendation.</b>— <i>The State should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and the State to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.</i></p>

<i>Timeline</i>	<i>Activity</i>
<p>1 January 2025 to 31 December 2025</p> <p>31 January 2025 or 60 days after the State informs aeroplane operators of their total final offsetting requirements for the 2021- 2023 period, whichever date comes later</p> <p>7 February 2025</p> <p>1 December 2024 to 30 April 2025</p> <p>1 January 2025 to 30 April 2025</p>	<p>The aeroplane operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO<sub>2</sub> emissions for 2025 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.</p> <p>The aeroplane operator shall cancel emissions units for compliance during the 2021 to 2023 period in accordance with Part II, Chapter 4, 4.2.</p> <p>The aeroplane operator shall request that their cancellation of Eligible Emissions Units for the 2021-2023 period is communicated on the respective Eligible Emissions Units Programme registry (or registries) public website(s) in accordance with Part II, Chapter 4, 4.2.2 b).</p> <p>The aeroplane operator shall compile their Emissions Unit Cancellation Report covering the 2021-2023 period to be verified by a verification body, in accordance with Part II, Chapter 4, 4.4.</p> <p>The aeroplane operator shall compile 2024 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.</p> <p><b>Recommendation.</b>— <i>The aeroplane operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.</i></p>
<p>30 April 2025</p> <p>1 May 2025 to 31 July 2025</p> <p>30 June 2025</p>	<p>The aeroplane operator and the verification body shall both independently submit, upon authorization by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2024 to the State in accordance with Part II, Chapter 2, 2.4.1.4.</p> <p>The aeroplane operator and the verification body shall both independently submit, upon authorization by the aeroplane operator, the verified Emissions Unit Cancellation Report and associated Verification Report for the 2021-2023 period to the State in accordance with Part II, Chapter 4, 4.4.1.4.</p> <p>The State shall conduct an order of magnitude check of the verified Emissions Report for 2024 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.</p> <p>The State shall undertake an order of magnitude check of the verified Emissions Unit Cancellation Report for the 2021-2023 period in accordance with Part II, Chapter 4, 4.4.1.5.</p> <p>The State shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2026 in accordance with Part II, Chapter 3, 3.1.3.</p>

<i>Timeline</i>	<i>Activity</i>
31 July 2025	<p>The State shall submit required information regarding CO<sub>2</sub> emissions for 2024 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.</p> <p>The State shall report to ICAO the required information regarding emissions unit cancellation for the 2021-2023 period in accordance with Part II, Chapter 4, 4.3.2.</p>
1 August 2025	<p>The State shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2026 compliance year in accordance with Part II, Chapter 3, 3.1.1.</p>
31 October 2025	<p>The State shall obtain and use the Sector’s Growth Factor (SGF) for 2024 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.</p>
30 November 2025	<p>The State shall calculate and inform aeroplane operators of their offsetting requirements for 2024, in accordance with Part II, Chapter 3, 3.2.</p> <p>The State shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in the State in accordance with Part II, Chapter 1, 1.3.7.</p>
31 December 2025	<p><b>Recommendation.</b>— <i>The State should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and the State to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.</i></p>
1 January 2026 to 31 December 2026	<p>The aeroplane operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO<sub>2</sub> emissions for 2026 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.</p>
1 January 2026 to 30 April 2026	<p>The aeroplane operator shall compile 2025 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.</p>
30 April 2026	<p><b>Recommendation.</b>— <i>The aeroplane operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.</i></p> <p>The aeroplane operator and the verification body shall both independently submit, upon authorization by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2025 to the State in accordance with Part II, Chapter 2, 2.4.1.4.</p>

<i>Timeline</i>	<i>Activity</i>
1 May 2026 to 31 July 2026	The State shall conduct an order of magnitude check of the verified Emissions Report for 2025 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.
30 June 2026	The State shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2027 in accordance with Part II, Chapter 3, 3.1.3.
31 July 2026	The State shall submit required information regarding CO <sub>2</sub> emissions for 2025 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.
1 August 2026	The State shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2027 compliance year in accordance with Part II, Chapter 3, 3.1.1.
31 October 2026	The State shall obtain and use the Sector’s Growth Factor (SGF) for 2025 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.
30 November 2026	The State shall calculate and inform aeroplane operators of their offsetting requirements for 2025, in accordance with Part II, Chapter 3, 3.2.
31 December 2026	<p>The State shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in the State in accordance with Part II, Chapter 1, 1.3.7.</p> <p><b>Recommendation.</b>— <i>The State should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and the State to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.</i></p>

*Note.*— *If the Sector’s Growth Factor (SGF) for 2023 is not available by 31 October 2024 and States are delayed in their ability to inform operators of their total final offsetting requirements for the 2021 to 2023 period, ICAO will publish updated deadlines related to the cancellation of emissions units for compliance during the 2021 to 2023 period, including:*

- *no sooner than 90 days after the SGF for 2023 is made available for the aeroplane operator to cancel emissions units for compliance during the 2021 to 2023 period in accordance with Part II, Chapter 4, 4.2;*
- *no sooner than 180 days after the SGF for 2023 is made available for the aeroplane operator and the verification body to both submit the verified Emissions Unit Cancellation Report and associated Verification Report for the 2021-2023 period to the State in accordance with Part II, Chapter 4, 4.4.1.4; and*
- *no sooner than 270 days after the SGF for 2023 is made available for the State to report to ICAO the required information regarding emissions unit cancellation for the 2021-2023 period in accordance with Part II, Chapter 4, 4.3.2.*