



C-DEC 235/10
3/07/25

COUNCIL — 235TH SESSION

TENTH MEETING

(COUNCIL CHAMBER, FRIDAY, 27 JUNE 2025 AT 1000 AND 1430 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

Review of the Report of the Thirteenth Meeting of the Committee on Aviation Environmental Protection (CAEP/13)

1. The Council considered this item on the basis of C-WP/15725, which presented the results of the thirteenth meeting of the Committee on Aviation Environmental Protection (CAEP/13) that took place virtually from 17 to 28 February 2025. The Council also had for consideration oral reports thereon from the Air Navigation Commission (ANC) (Revision No. 1) and the Climate and Environment Committee (CEC), respectively.
2. Following consideration, the Council:
 - a) commended the CAEP for the significant technical work undertaken during the last triennium, and highlighted the importance of its future work programme leading to CAEP/14, including in particular, the implementation of the LTAG Monitoring and Reporting (LMR) methodology, consideration of non-CO₂ aviation emissions' impacts, and the CORSIA periodic review;
 - b) approved the proposed actions by the Council/CEC/ANC to implement the recommendations of the CAEP/13 Meeting, as indicated in the Appendix of C-WP/15725, it being understood that the proposed "weighted average approach" (WAA) to obtain default Indirect Land Use Change (ILUC) values for multi-cropping should be considered as a bridge solution and interim in nature, as highlighted in the CAEP/13 report, pending the outcome of the future work of CAEP to develop a permanent methodology over the course of its CAEP/14 cycle;
 - c) noted that the ANC had conducted a preliminary review of Recommendations 6/1, 9/1, 9/4 and 11/1 relating to proposals for the amendment of Annex 16 — *Environmental Protection*, Volume IV – *Carbon Offsetting and Reduction Scheme for International Aviation* (CORSIA), Volume II – *Aircraft Engine Emissions*, Volume III – *Aeroplane CO₂ Emissions* and Volume I – *Aircraft Noise*, respectively;
 - d) further noted that the ANC had agreed that the proposed amendments to Annex 16 should be referred to ICAO Member States and international organizations for comment, with the exception of the new provisions introducing the Variable Noise Reduction System (VNRS) as contained in Annex 16, Volume I, Chapter 15, pending further coordination between the CAEP and the relevant ANC Panels regarding

potential safety implications, and, in this connection, requested that the CAEP, with the support of the Secretariat, review the VNRS concept in the current edition of the *Environmental Technical Manual, Volume I - Procedures for the Noise Certification of Aircraft Third Edition* (Doc 9501), with a view to amending the guidance pertaining to VNRS, in coordination with the relevant ANC Panels, in advance of the applicability of the said provisions in Annex 16, Volume I;

- e) approved the amendments to the following three ICAO documents related to CORSIA eligible fuels for publication, as described in Section 4.2 of C-WP/15725;
 - i. ICAO document *CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes (SCS)* (Recommendation 7/1 refers);
 - ii. ICAO document *CORSIA Methodologies for Calculating Actual Life Cycle Emissions Values* (Recommendation 7/3 refers); and
 - iii. ICAO document *CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels* (Recommendation 7/4 refers).
- f) approved the CAEP/14 work programme, as presented in the CAEP/13 Report on Agenda Item 14, Appendix B (CAEP/13 Report, Recommendation 14/1 refers); and
- g) agreed that the CAEP/13 Report should be issued as an ICAO document.

Draft Assembly working paper – *Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality*

3. The Council considered this item on the basis of C-WP/15726, which presented a draft Assembly working paper containing proposed revisions to Assembly Resolution A41 – 20: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality* in light of developments since the last Assembly. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

4. Following consideration, the Council:

- a) took note of the information presented in C-WP/15726, as well as the associated oral report by the CEC thereon; and
- b) approved the draft Assembly working paper attached to C-WP/15726, subject to the amendments of the CEC being incorporated, including the updates presented orally to the Council by the CEC Chairperson and the Secretariat, as well as the additional modifications agreed by the Council over the course of its consideration of this item also being reflected, as appended to the present C-DEC, for subsequent submission to the 42nd Session of the Assembly.

Draft Assembly working paper – *Climate change – Adaptation and science*

5. The Council considered this item on the basis of C-WP/15728, which presented a draft Assembly working paper reporting on ICAO's work relating to international aviation and climate change since the last Assembly. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

6. Following consideration, the Council:

- a) took note of the information presented in C-WP/15728, as well as the associated oral report by the CEC thereon; and
- b) approved the draft Assembly working paper attached to C-WP/15728, subject to the amendments of the CEC being incorporated, as well as the additional modifications agreed by the Council over the course of its consideration of this item also being reflected, as appended to the present C-DEC, for subsequent submission to the 42nd Session of the Assembly.

Draft Assembly working paper – *Climate change – Global framework for SAF, LCAF and other aviation cleaner energies*

7. The Council considered this item on the basis of C-WP/15727, which presented a draft Assembly working paper reporting on the progress of ICAO's work relating to international aviation and climate change since the last Assembly, focusing on the implementation of the LTAG, and highlighting the ICAO Global Framework for SAF, LCAF and other aviation cleaner energies, and its implementation roadmap with four interdependent building blocks. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

8. Following consideration, the Council:

- a) took note of the information presented in C-WP/15727, as well as the associated oral report by the CEC thereon;
- b) approved the draft Assembly working paper attached to C-WP/15727, subject to the amendments of the CEC being incorporated, as well as the additional modifications agreed by the Council over the course of its consideration of this item also being reflected, as appended to the present C-DEC; and
- c) it being understood that the Secretariat would also need to update the information contained in the Assembly working paper and its Appendices relating to the ICAO Tracker Tools (Appendix D), the ACT-SAF programme (Appendix E) and the operationalization of the Finvest Hub (Appendix F) prior to its finalization and publication, agreed to delegate authority to the President of the Council to thereafter approve the working paper on its behalf, for subsequent submission to the 42nd Session of the Assembly.

Any other business

Farewell to a Council Representative

9. The Council bade farewell to the Representative of the Republic of Korea (Dr. Jaewan Lee).

APPENDIX

MODIFICATIONS AGREED BY THE COUNCIL TO THE ASSEMBLY WORKING PAPERS ATTACHED TO C-WP/15726, C-WP/15728 AND C-WP/15727

The following changes consolidate the amendments agreed by the Council following its consideration of the draft Assembly working papers and associated oral reports from the Climate and Environment Committee (CEC) thereon. Amendments are reflected in grey-shading/strikeout.

Draft Assembly working paper – Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality (C-WP/15726)

[...]

3. AIRCRAFT NOISE

3.1 CAEP/13 agreed to recommend the amendments to Annex 16, Volume I – Aircraft Noise, and the Environmental Technical Manual (ETM) (Doc 9501), Volume I – Procedures for the Noise Certification of Aircraft, for consideration by the Council, including the new Chapter 15 on a Landing and Take-Off (LTO) noise Standard applicable to supersonic aeroplane types (applicability date of 1 January 2029), and new definitions for supersonic aeroplanes and variable noise reduction systems (VNRS).

[...]

APPENDIX A

ICAO GLOBAL ENVIRONMENTAL TRENDS – PRESENT AND FUTURE AIRCRAFT NOISE AND EMISSIONS

[...]

1.2 As shown in Figure 2 for international aviation, for the year 2050, with the alternative fuels replacement with sustainable aviation fuels (SAF), lower carbon aviation fuels (LCAF) and other aviation cleaner energies, there is a 53% reduction in residual CO₂ emissions in addition to the reduction from technology and operations improvements. In 2070, with the alternative fuels replacement with SAF, LCAF and other aviation cleaner energies, there is a 53% reduction in residual CO₂ in addition to the reduction from technology and operations improvements. Fuels based on biomass, solid/liquid wastes, and gaseous wastes are considered as SAF, while for the latter the carbon source in the fuel feedstock comes from waste CO/CO₂.

[...]

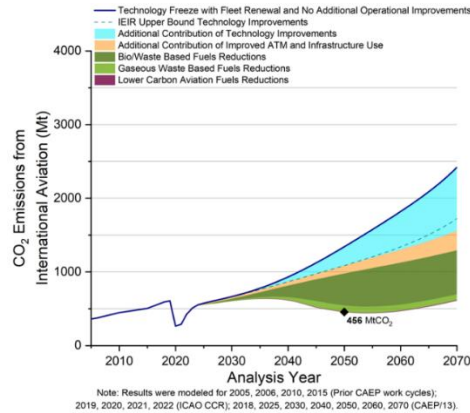


Figure 2. Combustion CO₂ Emissions from International Aviation, 2005 to 2070, Including Alternative Fuels Life Cycle Emissions Reductions from SAF, LCAF and other aviation cleaner energies.

[...]

APPENDIX C

**Resolution A42-xx
A41-20:**

Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality

[...]

APPENDIX A

General

[...]

Noting the importance of updated information on the present and future impact of aircraft noise and aircraft emissions, as provided in the ICAO global environmental trends, as well as other ICAO assessment reports, such as the ICAO *Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO₂ Emission Reduction* 2022 ICAO Long-term Aspirational Goal for International Aviation (LTAG) Report, to support decision making on environmental matters;

[...]

APPENDIX B

Development of Standards, Recommended Practices and Procedures and/or guidance material relating to the quality of the environment

[...]

Recognizing the recommendation by CAEP on new more stringent standards for aeroplane CO₂ emissions;

Recognizing the recommendation by CAEP on a new more stringent Landing and Take-Off (LTO) noise certification Standard for subsonic aircraft;

[...]

5. *Welcomes* the development by CAEP of the new, more stringent Standard for aeroplane CO₂ emissions that, once adopted, will be part of Annex 16, Volume III;

6. *Welcomes* the development by CAEP of the new, more stringent noise Standard for new subsonic aeroplane types that, once adopted, will be part of Annex 16, Volume I;

[...]

10. *Calls on* the Council to monitor closely the technological improvements that reduce the level of aircraft noise and emissions, and to update regularly the relevant Standards accordingly;

[...]

APPENDIX G

Supersonic aircraft — the problem of sonic boom

[...]

Recognizing the recommendation by CAEP on new Landing and Take-Off (LTO) noise certification Standard for supersonic aeroplanes;

[...]

Welcomes the development by CAEP of the new LTO noise certification Standard for supersonic aeroplanes that, once adopted, will be part of Annex 16, Volume I;

— — — — —

Draft Assembly working paper – *Climate change – Adaptation and science (C-WP/15728)*

[...]

EXECUTIVE SUMMARY

[...]

b) ~~request recognize the need for~~ ICAO to continue to provide a forum for enhancing the scientific understanding of aviation's climate impacts and exploring measures to address such impacts;

c) ~~request recognize the need for~~ ICAO and its Member States to promote the recognition of ICAO's efforts and achievements to decarbonize international aviation, ~~leveraging the resources of Member States to support ICAO's outreach and communication efforts,~~ and to express a clear concern regarding proposals to use international aviation as a potential source for the mobilization of revenue for climate finance to other sectors in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner, including through coordination with relevant government representatives and national delegations to relevant UN bodies and international organizations;

[...]

3. ICAO COOPERATION WITH OTHER UN BODIES AND INTERNATIONAL ORGANIZATIONS

[...]

3.3 With respect to the United Nations Framework Convention on Climate Change (UNFCCC) process, ICAO is regularly invited to report its working progress and written submissions, and has organized and participated in relevant meetings and side events during the UNFCCC conferences, with the aim to present ICAO's achievements in international aviation and climate change. ~~With respect to the United Nations Framework Convention on Climate Change (UNFCCC) process, emissions from international aviation and maritime sectors are not included in Nationally Determined Contributions (NDCs) under the UNFCCC Paris Agreement, as these are separately addressed by ICAO and the International Maritime Organization (IMO), respectively. In this regard, ICAO regularly delivers its statements and written submissions, and has organized and participated in relevant meetings and side events during the UNFCCC conferences, with the aim of enhancing the recognition of ICAO's achievements and leadership role in international aviation and climate change.~~

[...]

3.6 States and stakeholders are also encouraged to support and initiate cooperation with ICAO on outreach activities towards and during the upcoming COP30 meeting, thus ensuring ICAO's leadership in addressing emissions from international aviation. Given the challenges faced by ICAO in expanding outreach and communication efforts, including resource constraints, States and stakeholders are also encouraged to make their resources available to inform external bodies of ICAO's progress on international aviation and climate change as well as the views of the international aviation sector on key issues such as climate financing and aviation taxation.

[...]

3.10 3.11 In this regard, ICAO and its Member States should continue to express a clear concern regarding proposals to use international aviation as a potential source for levies and taxes to mobilize financial resources to other sectors, including through coordination with relevant government representatives and national delegations to relevant UN bodies and international organizations. ~~States and stakeholders are also encouraged to support and initiate cooperation with ICAO on outreach activities towards and during the upcoming COP30 meeting, thus ensuring ICAO's leadership in addressing emissions from international aviation.~~

— — — — —

Draft Assembly working paper – *Climate change – Global framework for SAF, LCAF and other aviation cleaner energies* (C-WP/15727)

[...]

EXECUTIVE SUMMARY

This paper reports on progress made by ICAO since the 41st Session of the Assembly relating to international aviation and climate change, focusing on the implementation of the long-term global aspirational goal for international aviation (LTAG). It highlights the outcomes arising from the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) held in Dubai, United Arab Emirates in November 2023, namely the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies, and the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG, with four interdependent Building Blocks: 1) policy and planning; 2) regulatory framework; 3) implementation support; and 4) financing.

[...]

c) reiterate that CORSIA sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions used for CORSIA eligible fuels, should be used as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation, in order to provide regulatory transparency, certainty, stability and assurances of environmental integrity to feedstock producers, fuels producers and financial institutions;

[...]

f) recognize the urgency and importance of scaling-up the financing to aviation decarbonization measures, and request the Council to take urgent action for implementation of ~~on~~ the near-term recommendations identified in Appendix G to enhance the existing framework and schemes on funding and financing initiatives to further support the progress towards achieving and implementing the LTAG and implementing the Global Framework on SAF, LCAF and other Aviation Cleaner energies, in particular for developing countries and States having particular needs;

g) also request the Council to set up a workstream to identify financing needs and gaps and explore ways of addressing ~~the feasibility of~~ the long-term options ~~recommendations~~ identified in Appendix G, including the feasibility aspects, and report to the 43rd Session of the ICAO Assembly ~~based on the development and maturity of such funding mechanisms and financing initiatives;~~

[...]

1. LTAG AND CAAF/3 OUTCOMES

1.1 At the 41st Session of the ICAO Assembly in October 2022, Member States adopted Assembly Resolution A41-21 with agreement on the long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050. Recognizing that cleaner energies are expected to have the largest contribution to aviation CO₂ emissions reductions, CAAF/3 held in Dubai, United Arab Emirates in November 2023 adopted an ICAO Global Framework for SAF, LCAF and Other Aviation Cleaner Energies to facilitate the global scale up in the development, production and deployment of aviation cleaner energies¹. To support the achievement of the LTAG, ICAO and its Member States strive to achieve a collective global aspirational Vision to reduce international aviation CO₂ emissions by 5 per cent by 2030, through the use of aviation cleaner energies (refer to **Appendix A** for the ICAO Global Framework²).

[...]

2. PROGRESS ON ICAO ROADMAP IMPLEMENTATION

[...]

Building Block 4 (Financing) – Advocacy & Outreach, ICAO Finvest Hub and Study to consider the establishment of a climate finance initiative or funding mechanism under ICAO

¹ CAAF/3 website: <https://www.icao.int/Meetings/CAAF3/Pages/default.aspx>

² China, Iraq, the Russian Federation and Saudi Arabia expressed their reservations to certain aspects of the Global Framework.

2.15 Access to financial resources is particularly crucial for the deployment of SAF and other cleaner energies for aviation, as the scaling-up of fuels in support of the LTAG, would require cumulative investments of around USD 3.2 trillion billion by 2050 (according to the ICAO LTAG Report).

[...]

2.17 ICAO is also promoting and encouraging States to use the ICAO sustainability criteria and requirements, which are the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies, as a globally harmonized taxonomy to prioritize and facilitate financial access to aviation cleaner energy projects (refer to Appendix F for more information on ICAO advocacy and outreach activities).

[...]

APPENDIX C

LTAG MONITORING AND REPORTING (LMR) METHODOLOGY

1. INTRODUCTION

[...]

1.3 The LMR methodology aims to assess progress on the implementation of CO₂ emissions reduction measures towards the achievement of the collective ICAO LTAG, including the past and future CO₂ emissions reductions in all elements of the basket of measures, the cost impacts of efforts to achieve the LTAG, the impact on the development of the sector, as well as the cost impacts of climate change on international aviation, regions and countries, in particular developing countries, noting that the implementation of the tiered approach of LMR methodology need more resources and information, especially the upper tiered approach for the regional level and country level assessment.

[...]

— END —