



C-DEC 237/7
8/4/26

COUNCIL — 237TH SESSION

SEVENTH MEETING

(COUNCIL CHAMBER, WEDNESDAY, 1 APRIL 2026, AT 1000 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

Correspondence addressed to the President of the Council from the Vice Minister of Roads and Urban Development and President of the Civil Aviation Authority of the Islamic Republic of Iran

1. Further to the decision taken by the Council at the Second meeting of the current Session to include a supplementary item on its work programme pursuant to a request by the Islamic Republic of Iran under Article 54 n) of the Chicago Convention (C-DEC 237/2, refers), the Council agreed to defer consideration of this item to its 238th Session. To this end, the Council further agreed to include a Working Paper entitled *Illegal Attacks by the United States of America and Israel Endangering International Civil Aviation in the Middle East Region* (C-WP/15824), submitted by the Islamic Republic of Iran, in its work programme for the 238th Session. The Council noted that the Islamic Republic of Iran had expressed no objections to the deferral of its request during its consultations with the President of the Council.

Results of the Committee on Aviation Environmental Protection (CAEP) Steering Group meeting

2. The Council considered this item on the basis of C-WP/15811, which reported on the results of the 2025 Committee on Aviation Environmental Protection (CAEP) Steering Group meeting (SG2025), held in Singapore from 1 to 5 December 2025. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

3. Following consideration, the Council:

- a) approved the CAEP recommendation on the updated *ICAO Guidance on Policy Measures for Sustainable Aviation Fuels (SAF) Development and Deployment*, as described in paragraph 2.1 of C-WP/15811, and as published on the Council Secure Portal; and
- b) also approved the updated CAEP/14 work programme, as described in paragraph 9 of C-WP/15811, and as published on the Council Secure Portal, including the means to accelerate the timeline for CAEP's consideration of recommendations on life cycle emissions values for new fuel sources and pathways.

Update on the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG

4. The Council considered this item on the basis of C-WP/15810, which presented an updated ICAO Roadmap for the implementation of CAAF/3 outcomes and the long-term aspirational goal (LTAG), including the planned actions, roles and responsibilities, timeframe and required resources, leading to the convening of CAAF/4 no later than 2028 and the subsequent ordinary Session of the ICAO Assembly. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

5. Following consideration, the Council:

- a) approved the updated ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG, including the planned actions, roles and responsibilities, timeframe and required resources, leading to the convening of CAAF/4, and the subsequent ordinary Session of the ICAO Assembly, on the understanding that the Council would continue to be kept abreast of further updates to the Roadmap and its implementation;
- b) reiterated the need to further accelerate, including through the technical contribution of CAEP, the analysis and approval of life cycle values for new fuel sources and pathways and their sustainability certification in all regions, while also reaffirming the importance of providing capacity-building and implementation support through the ICAO ACT-SAF programme, and facilitating access to sustainable project financing, including through the ICAO Finvest Hub;
- c) requested the Secretariat to provide more information on the preparatory process leading to the convening of CAAF/4 no later than 2028, taking into account the progress made in that regard, including expected inputs from CAEP, as part of its next update on the ICAO Roadmap implementation, for consideration by the Council during its 238th Session;
- d) welcomed the successful coordination between the relevant ICAO Bureaus and Regional Offices in support of the ACT-SAF programme, under the “One ICAO” approach, and encouraged the Secretariat to continue to expand on this approach across all ICAO environment-related programmes and initiatives, moving forward; and
- e) further welcomed the proposed structure of the ACT-LTAG programme as a means to support progress across all elements of the ICAO basket of measures to reduce aviation CO₂ emissions, through the development and update of State Action Plans and guidance materials, to voluntarily contribute to the LTAG and deliver tailored support to Member States, and in that regard noted that the programme’s effectiveness shall be measured through a results-based approach and quantified State Action Plans, which in turn will support forward-looking assessments of the LTAG monitoring and reporting (LMR) methodology implementation, as well as facilitate access to financing for the implementation of measures identified in State Action Plans.

Environmental protection – Recent developments in ICAO and other United Nations bodies and international organizations

6. The Council considered this item on the basis of C-WP/15812, which presented an update on recent developments related to ICAO’s cooperation with other United Nations (UN) bodies and international organizations, including the outcome of the 30th Conference of the Parties (COP 30) to the United Nations Framework Convention on Climate Change (UNFCCC). The paper also reported on the latest developments in climate finance and aviation taxation, as well as ICAO’s outreach activities for 2026.

The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

7. Following consideration, the Council:

- a) noting the information provided in C-WP/15812, recognized the importance of ICAO's continued leadership on international aviation and climate change, and in that connection, underlined the need for ICAO to strengthen and extend its outreach efforts, including to potential entities beyond aviation authorities and stakeholders; and
- b) requested that ICAO and its Member States continue to actively pursue efforts to convey strong concerns regarding proposals identifying the aviation sector as a potential source for levies and taxes to mobilize climate finance for other sectors, in line with the views expressed at the Assembly on this subject, including during ICAO Aviation Climate Week 2026 and the Seventh Worldwide Air Transport Conference (AT- Conf/7).

Update on the work on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

8. The Council considered this item on the basis of C-WP/15813, which presented an update on the work undertaken on the implementation of CORSIA since last considered by the Council during the 236th Session. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

9. Following consideration, the Council:

- a) noted the information contained in paragraph 1 of C-WP/15813 regarding the updates to the CORSIA implementation framework, as well as the ongoing activities under the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme, as described in paragraph 5 of C-WP/15813;
- b) welcomed the ongoing efforts of CAEP and the CAEP Sustainability Certification Schemes Evaluation Group (SCSEG) related to CORSIA Sustainability Certification Scheme (SCS), and in that connection, noted that the SCSEG was presently assessing the eligibility of an additional SCS, and that any recommendation resulting from this assessment would be presented to the Council for consideration once available, and potentially during the 238th Session;
- c) reaffirmed the role of CORSIA as the “only global market-based measure applying to CO₂ emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional market-based measures, thus ensuring that international aviation CO₂ emissions should be accounted for only once” (Assembly Resolution A42-22, operative clause 18, refers);
- d) emphasized the critical importance of maintaining the globally harmonized approach under CORSIA and its ICAO implementation framework, for the monitoring, reporting and verification of CO₂ emissions as well as the sustainability criteria and eligibility criteria to ensure the quality of CORSIA eligible fuels and CORSIA eligible emissions units respectively; and
- e) recalling that CORSIA's second phase would start in 2027, highlighted the importance of continued participation of States in CORSIA, as well as the value of cooperation and dialogue among States to further increase the number of participating States in CORSIA, thereby enhancing the effectiveness and integrity of the scheme; and

- f) requested the Secretariat to communicate the foregoing to States, international and regional organizations, other stakeholders, and the public, through appropriate means, including by way of a State letter.

Recommendations by the Technical Advisory Body (TAB) on CORSIA eligible emission units

10. The Council considered this item on the basis of C-WP/15814, which presented the TAB recommendations resulting from its assessment of material changes submitted by emissions unit programmes regarding their eligibility in the 2024-2026 and 2027-2029 CORSIA compliance periods. The paper also provided updated information on the TAB's unit supply analysis; Article 6 of the Paris Agreement and the Paris Agreement Crediting Mechanism; TAB leadership roles; and the next steps of TAB's assessment work in 2026. The Council also had for consideration an oral report thereon from the Climate and Environment Committee (CEC).

11. Following consideration, the Council:

- a) accepted the TAB recommendations resulting from its assessment of material changes submitted by emissions unit programmes regarding their eligibility in the 2024-2026 and 2027-2029 compliance periods of the CORSIA, as contained in paragraph 2 and Appendix B (TAB Report, Section 3) of C-WP/15814, and in that connection, approved the corresponding updates to the ICAO document *CORSIA Eligible Emissions Units*, as reflected in Appendix A of C-WP/15814;
- b) noted the information related to Article 6 of the Paris Agreement, including the updated progress on the operationalization of the Paris Agreement Crediting Mechanism (PACM), as contained in paragraph 4 and Appendix B (TAB Report, Section 5) of C-WP/15814, and that TAB will report the progress on its assessment of PACM to the Council during the 239th Session;
- c) further noted the updated TAB leadership roles, as well as the next steps of TAB's assessment work in 2026, as described in paragraphs 5 and 6 of C-WP/15814, respectively; and
- d) reiterated the importance for ICAO to continue its outreach activities in relation to host country attestations (letters of authorization), in order to facilitate access to and availability of CORSIA eligible emissions units to aeroplane operators.

Farewell to Deputy Director, Environment (DD/ENV)

12. The Council bade a warm farewell to the Deputy Director, Environment (DD/ENV), Ms. Jane Hupe.

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