

September 2026



Highlights

- ✓ Celebrating 10 Years of CORSIA
- ✓ Letters of Authorization (LOA) and CORSIA Eligible Emissions Units
- ✓ Update on certified CORSIA Eligible Fuel in 2025
- ✓ Status of 2025 CO₂ Emissions Reporting via the CORSIA Central Registry
- ✓ ICAO at UNFCCC COP31

Celebrating 10 Years of CORSIA

Background on CORSIA

On 6 October 2026, ICAO and the international aviation sector will mark an important milestone: the **10th anniversary of the adoption of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)**.



Adoption of CORSIA by the 39th ICAO Assembly on 6 October 2016

Adopted by the 39th Session of the ICAO Assembly in 2016, CORSIA is the first global market-based measure designed specifically to address CO₂ emissions from an industry sector. It complements other in-sector aviation emissions reduction efforts such as technological innovations, operational improvements, and aviation cleaner energies, to meet the ICAO collective global aspirational goal of carbon-neutral growth from 2020.



Over the past decade, CORSIA has evolved from a landmark ICAO Assembly decision into a key element of ICAO's efforts to advance aviation environmental protection. CORSIA's 10th anniversary provides an opportunity to reflect on the progress achieved, recognize the contributions of States and stakeholders, and look ahead to the next chapter of CORSIA implementation.

CORSIA in Numbers

99%+ coverage

of annual international aviation CO₂ emissions reported by States

Since 2019, all ICAO Member States have been implementing the CORSIA Monitoring, Reporting and Verification (MRV) system. Today, annual CO₂ emissions reporting by States and aircraft operators covers more than 99% of total annual CO₂ emissions from international flights, reflecting the robust implementation of CORSIA's MRV in line with the Standards and Recommended Practices contained in Annex 16, Volume IV.

Almost 90%

potential coverage of international aviation CO₂ emissions subject to offsetting requirements under CORSIA from 2027.

State participation in CORSIA has grown steadily, from 88 States in 2021 to 130 States in 2026 during the pilot and first phases, when routes subject to offsetting requirements are defined based on

voluntary participation. With 134 States defining these routes at the start of CORSIA's second phase in 2027, CO₂ emissions coverage under CORSIA will reach closer to 90% of international aviation emissions.

0.42 million tonnes

of CORSIA Eligible Fuels certified in 2025.

CORSIA allows aircraft operators to reduce their offsetting requirements by claiming emissions reductions from CORSIA Eligible Fuels (CEFs). Certified CEF volumes more than doubled between 2024 and 2025, from 0.18 to 0.42 million tonnes. CORSIA currently recognizes 57 feedstock types and 11 conversion processes, with CEFs certified through 4 approved Sustainability Certification Schemes (SCS), with additional SCSs potentially to be approved by the ICAO Council.

10 programmes

approved for CORSIA First Phase (2024–2026).

CORSIA Eligible Emissions Units (CEEUs) are carbon credits from those programmes approved by the ICAO Council, following recommendations from the ICAO Technical Advisory Body (TAB). 10 programmes are approved for the 2024–2026 period (CORSIA first phase); while 4 are currently approved for 2027–2029 (start of CORSIA second phase), with additional programmes potentially to be approved by the ICAO Council. Host country attestation (letters of authorization) are needed to avoid double counting and facilitate the availability of CEEUs for aeroplane operators.

16 support-providing States and 125 support-requesting States

under ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) Buddy Partnerships

Launched in July 2018, ICAO's ACT-CORSIA Programme brings together and coordinates capacity-building and assistance activities for CORSIA implementation. Its important role has been recognized by the ICAO Assembly in 2019, 2022 and 2025. To date, ACT-CORSIA training and assistance activities have provided an effective mechanism for supporting States in implementing CORSIA and have contributed significantly to its effective implementation worldwide.

Priorities Ahead

Scaling Up CORSIA Eligible Fuels

Building on recent progress, the focus now is on **scaling up the development and deployment of CEFs**. Priorities include increasing the number of ICAO-approved SCS in all regions, accelerating the certification of qualifying Sustainable Aviation Fuel (SAF) and lower carbon aviation fuels (LCAF) in line with CORSIA sustainability requirements, and advancing the development and approval of life cycle values for new fuel sources and pathways. These efforts will help expand the options available to aeroplane operators to reduce their emissions and CORSIA offsetting requirements.

Increasing CORSIA Eligible Emissions Units availability

For CEEUs, a key priority is **accelerating host country attestation (letters of authorization)** to help facilitate the availability of CEEUs for aeroplane operators. Host country attestation is essential to ensure

avoidance of double-counting between the host country's mitigation goals, including its Nationally Determined Contributions (NDC) under the Paris Agreement, and CORSIA. Further authorizations and increased market supply will be important to meet demand as CORSIA implementation progresses.

Note: Host country attestation is also known as 'host country authorization' under Article 6 of the Paris Agreement. The terms "agree to account for" and "written attestation" have the same meaning as "authorize" and "the authorization" in Article 6, paragraph 2.

Safeguarding a globally harmonized approach

The 42nd Session of the ICAO Assembly (2025) reaffirmed **CORSIA as the only global market-based measure (MBM) applicable to CO₂ emissions from international aviation**. The Assembly further called upon ICAO and its Member States to express concerns regarding the emergence of duplicative MBMs, including [aviation-related taxes and levies](#), particularly where such measures are intended to mobilize climate finance for sectors beyond international aviation.



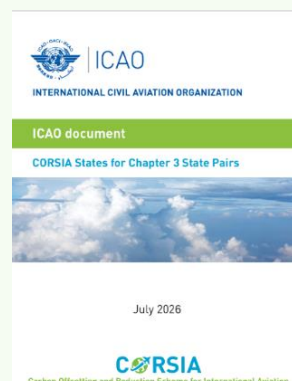
Find out more about CORSIA [here](#).

Looking ahead, continued alignment with ICAO Assembly decisions will be essential to safeguard the integrity of CORSIA and maintain a globally harmonized approach to addressing CO₂ emissions from international aviation. This includes avoiding duplicative measures and supporting the consistent implementation of CORSIA as the globally-harmonized framework for addressing CO₂ emissions from international aviation, in accordance with ICAO Assembly Resolutions [A42-21](#) and [A42-22](#).

CORSIA Participating States

The [ICAO Assembly](#) has strongly encouraged more States to participate in CORSIA, to enhance the environmental integrity of the scheme and to increase the number of routes subject to offsetting requirements under CORSIA.

The ICAO document [CORSIA States for Chapter 3 State Pairs](#) is updated annually to reflect the list of States that define State pairs subject to offsetting requirements in CORSIA each year from 2021. **The latest edition, applicable from 1 January 2027, was published on ICAO's website in July 2026.**



In accordance with the relevant provisions in Assembly Resolution A42-22 and in [Annex 16, Volume IV](#), this edition of the ICAO document includes States that have an individual share of international aviation activities in revenue tonne kilometers (RTKs) in year 2018 above 0.5 per cent of total RTKs, or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs (with the exception of Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs)), as well as States that volunteer to participate in CORSIA.



CORSIA Eligible Emissions Units (CEEs)

In early September 2026, the ICAO Council's TAB met to finalize its assessment of applicant organizations and prepare recommendations regarding their eligibility to supply CEEUs in the 2027-2029 compliance period. The ICAO Council will be considering these recommendations at its upcoming session in November 2026. Stay tuned for more updates in the next issue of the CORSIA newsletter!

Dashboard on CEEUs

The [ICAO dashboard on the CORSIA website](#) continues to provide up-to-date information on CEEUs issued and labelled by programmes approved by the ICAO Council.

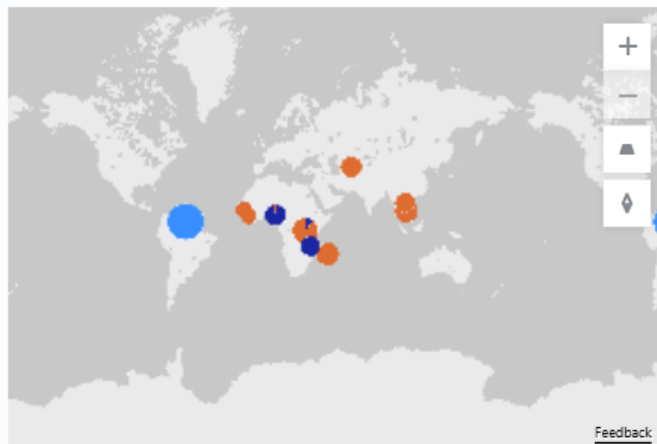
The dashboard offers insights into the progress of CEEU issuance and is intended to support aeroplane operators in identifying emissions units that are eligible for compliance under CORSIA. Notably, **a growing share of issued CEEUs originates from emissions reduction projects located in and hosted by developing countries**, underscoring CORSIA's contribution to sustainable development and ensuring no country is left behind.

CORSIA Eligible Emissions Units

[click for more CEEUs information](#)

(Issued by Programme Registries) – As of Sep 29, 2026

Host Country	Program Registry	Quantity of CEEUs (tonnes)
Cambodia	VCS	3,369,411
Gambia	VCS	196,652
Guyana	ART	24,963,214
Lao	VCS	1,276,305
Madagascar	VCS	2,822,091
Malawi	GS	1,524,196
Nigeria	GS	1,624,017
Nigeria	VCS	40,188
Rwanda	GS	622,891
Rwanda	VCS	5,530,081
Sierra Leone	VCS	2,078
Tanzania, United Republic of	GS	180,867
Tanzania, United	VCS	142,504
Total		43,862,578



Program Registry ● ART ● GS ● VCS

The information presented here is the amount of [CORSIA Eligible Emissions Units \(CEEUs\)](#) that have been issued by those emissions unit programmes approved by the ICAO Council to supply CEEUs for the CORSIA first phase (2024 – 2026 compliance period), extracted directly from public websites of the programmes' registries.

The quantities refer to units **verified, issued and labelled as CORSIA eligible by the programmes**, which may be used to comply with CORSIA offsetting requirements. The labelled units meet CORSIA criteria on avoidance of double claiming (e.g. Letter of Authorization by the host country). Some of the units may have already been cancelled in the programmes' registries. The quantity of CEEUs does not include any forecasted/in the pipeline units linked to a published Letter of Authorization by the host country. Aeroplane Operators should contact the programmes directly for information on the market availability of those CEEUs.

Note: Currently, Verra data is not being updated in this dashboard due to temporary changes in Verra's public registry reports



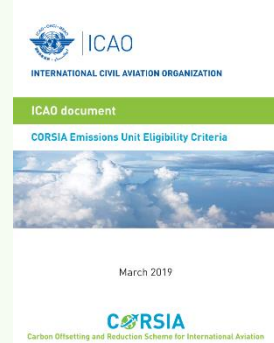
The information presented in this dashboard is **sourced directly from programme-designated registries approved under CORSIA**. It is the responsibility of these programmes' registries, listed in the ICAO document *CORSIA Eligible Emissions Units* as approved by the ICAO Council, to issue and label CEEUs in accordance with the CORSIA Standards and Recommended Practices (SARPs) and the CORSIA Emissions Unit Eligibility Criteria.

More information on CEEUs can be found on the [ICAO CORSIA CEEUs website](#).

Host Country Attestation (Letters of Authorization) and CEEUs

Demand for CEEUs in the global carbon markets has increased in the last two years as aeroplane operators prepare to meet their offsetting requirements for CORSIA first phase, ahead of the CEEU cancellation deadline on 31 January 2028.

The ICAO Council approves CEEUs based on the TAB recommendations resulting from the assessment of programmes against the CORSIA Eligibility Emissions Unit Criteria (EUC). The application of CORSIA EUC ensures that the units for CORSIA meet robust environmental and social integrity standards and are not subject to double counting or double claiming. To date, the ICAO Council has approved 10 programmes to supply CEEUs for the first phase (2024-2026 compliance period), representing a potential pool of approximately between **700 million to 1 billion eligible units** for mitigation years 2021-2026.



However, there is an important distinction between the eligibility of emissions units and their actual availability in the market. Based on information currently reported in the registries of approved programmes, approximately 44 million emissions units are currently labelled¹ as CORSIA eligible for the first phase. While this volume continues to grow, the gap between the potential supply of eligible units and those currently available highlights the need to accelerate the availability of CEEUs in international carbon markets as operators approach their first-phase offsetting requirements.

The main challenge identified for the availability of units is obtaining a **Host Country Attestation**, a requirement under CORSIA EUC that provides a key safeguard against the double counting of units.

What is a Host Country Attestation (Letter of Authorization)?

As per the ICAO CORSIA EUC and the specific criterion “**only counted once towards a mitigation obligation**”, the programmes that seek to become eligible for CORSIA must have in place measures to avoid:

- double issuance, which occurs if more than one unit is issued for the same emissions reduction);
- double use, which occurs when the same issued unit is used twice. For example, if a unit is duplicated in registries; and
- double claiming, which occurs if the same emissions unit is counted twice by both the buyer and the seller. I.e., counted towards the climate mitigation effort of both an airline and the host country of the emissions reduction activity.

To prevent double claiming, eligible programmes should demonstrate that host countries of emissions reduction activities agree to account for any emission units issued as a result of those activities, thereby ensuring that no double claiming occurs between the airline and the host country. The host country attestation (Letter of Authorization) is a key step to prevent double claiming of units used in CORSIA, in particular for units generated from 2021 onward.

The ICAO criterion “**only counted once towards a mitigation obligation**” and its guidelines for interpretation (*host country attestation*) clarify that through the attestation, the host country confirms that any CEEUs used by aeroplane operators will not be counted towards a country’s NDC under the Paris Agreement and that proper accounting methods will be applied and reported accordingly.

¹ Labelled units are units issued in the registries of approved programmes that have been confirmed as meeting the requirements for avoiding double counting, including having a Letter of Authorization, as well as any other relevant requirements.

Host country attestations (Letter of Authorization) should be obtained and made publicly available before emissions units are used for CORSIA and such attestation should meet the applicable requirements under the Article 6 of Paris Agreement. To ensure this, **host countries may use a [voluntary standardized template](#) published by the UNFCCC Secretariat to authorize CEEUs.**

While the ICAO Council, TAB and the approved CORSIA programmes are responsible for ensuring the integrity of CEEUs, host country attestations (issuance of the required letter of authorization) rests with the host countries where the underlying greenhouse gas mitigation activities take place.

ICAO therefore encourages States to provide host country attestations (Letter of Authorization) in a timely manner. Doing so will help to accelerate the availability of CEEUs and ensure aeroplane operators have sufficient access to units to meet their offsetting requirements for the CORSIA first phase.

CORSIA Eligible Fuels (CEFs)



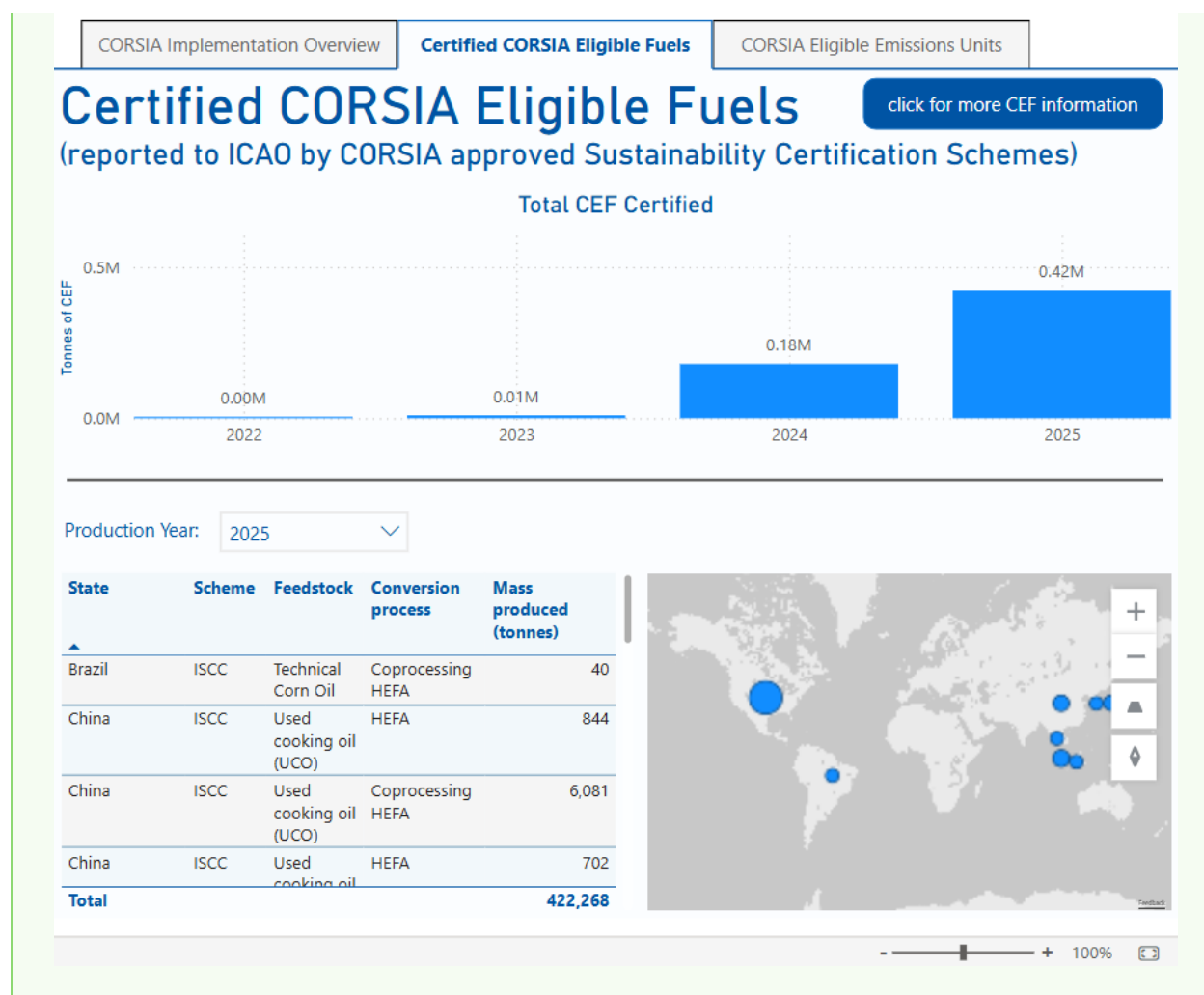
The [ICAO Cleaner Energy Tracker Tools](#) track indicators related to aviation cleaner energies and has recorded significant increases in the number of SAF policies adopted or under development, airports distributing SAF, approved SAF conversion processes, feedstocks and batches of SAF certified under CORSIA, SAF volumes under offtake agreements, and announced SAF production facilities.

Dashboard on CEFs

A [dashboard on certified CEFs](#), based on the annual report submitted to ICAO by CORSIA-approved SCSs, is available on the CORSIA website, and reflects the increasing amount of certified CEF. The dashboard has recently been updated and now reflects the total CEF in 2025.

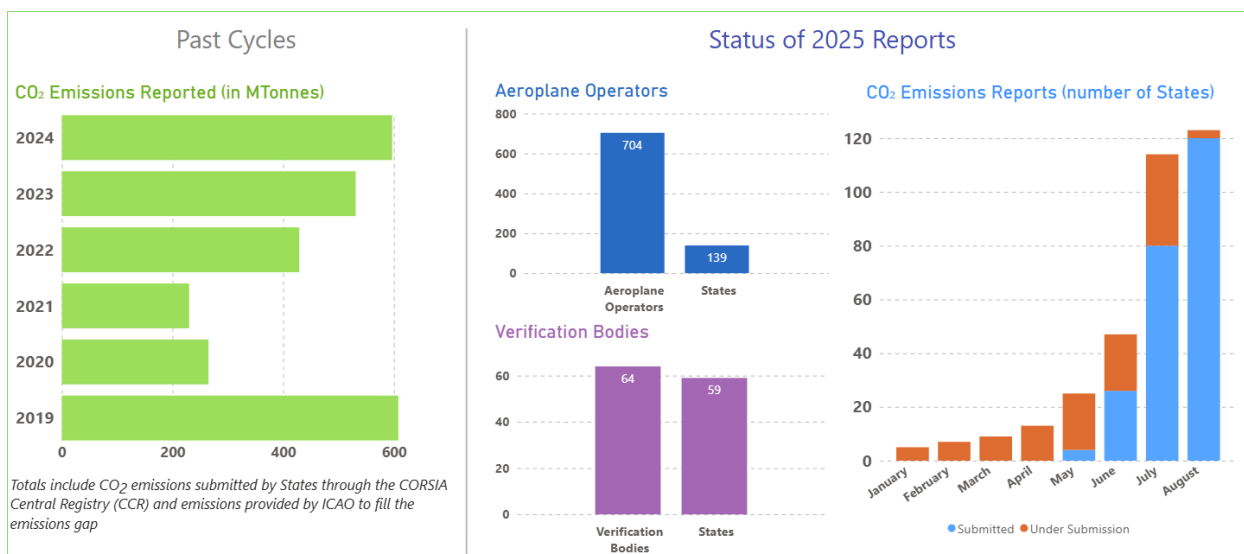
The certified CEF expanded significantly in 2025, with **certified volumes reaching 422 kt of SAF (0.42 Mt), more than double the 179 kt of SAF (0.18 Mt) certified in 2024, resulting in approximately 1.1 million tonnes of CO₂ emissions reductions.** This growth was underpinned by an increase in the number of certified fuel producers, from 7 in 2024 to 16 in 2025 across 8 States, using feedstocks such as technical corn oil, used cooking oil, and animal fats.

Production of CORSIA co-processed SAF also rose significantly, from 4 tonnes to more than 6 kilo tonnes. On the certification of economic operators, almost 800 entities across the SAF supply chain were certified under CORSIA in 2025 across 42 States, which reflects increasingly broad geographic representation.



CO₂ Emissions Reporting via the CORSIA Central Registry

As of September 2026, **122 States** had reported their **2025 international aviation CO₂ emissions** through the **CORSIA Central Registry (CCR)**.



In accordance with [Annex 16, Volume IV](#), Part II, Chapter 2, 2.3.2, States are required to submit CO₂ emissions data for the year 2025. **The deadline for submitting this information using the CCR was 31 July 2026** (see Table A1-3, Appendix 1 to Annex 16, Volume IV). States should have submitted their list of aeroplane operators through the CCR by 30 November in 2025, and this list can be updated, if necessary, before reporting 2025 CO₂ emissions.

To ensure the timely publication of the 2025 Sector's Growth Factor (SGF), it is essential that States accurately submit their 2025 CO₂ emissions to ICAO, in accordance with the timeline in Annex 16, Volume IV, Appendix 1. Given the deadline for the publication of the ICAO CORSIA documents, the ICAO Secretariat has started the gap-filling process for States that have not reported their CO₂ emissions through the CCR by the deadline.

All CCR-related information is available on the [CCR website](#), including a quick guide on reporting CO₂ Emissions (*guide E*) and the CCR User Manual (*Chapter 6*).

2026 CORSIA Implementation deadlines

The key 2026 CORSIA implementation deadlines for States are highlighted below:

Date	Action
By 31 July 2026	- States shall conduct an order of magnitude check of the verified Emissions Report for 2025, including any filling in of data gaps in case of non-reporting by aeroplane operators. - States shall submit required information regarding CO₂ emissions for 2025 to ICAO
1 August 2026	States shall obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2027 compliance year.

31 October 2026	States shall obtain and use the SGF for 2025 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
By 30 November 2026	- States shall calculate and inform aeroplane operators of their offsetting requirements for 2025. - States to submit to ICAO, through the CCR, updates to the list of aeroplane operators that are attributed to that State, and updates to the list of verification bodies accredited in the State for CORSIA purposes.

ICAO will continue to support States through the **ACT-CORSIA programme** in the spirit of **No Country Left Behind**.

ACT-CORSIA Buddy Partnership



Since its launch in July 2018, the **ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) Buddy Partnerships** have proven to be an extremely successful modality for providing training and assistance to support-requesting States on various aspects of CORSIA implementation.

With **16 support-providing States and 125 support-requesting States** to date, the training activities have made a significant contribution to effective CORSIA implementation.

To date in 2026, the following training activities were delivered under the ACT-CORSIA Buddy Partnerships:

Supporting States	States That Received Training
Germany	Armenia, Azerbaijan, Kazakhstan, Moldova, North Macedonia, Serbia, Tajikistan, Turkmenistan, and Uzbekistan
Indonesia	Fiji, Samoa, Solomon Islands, and Vanuatu
Japan	Cambodia
Kenya	Ethiopia, Rwanda, Seychelles, and Somalia
Republic of Korea	Philippine and Viet Nam
Singapore	Tonga <i>(materials were also shared with: Palau, Kiribati, Marshall Islands, Cook Islands and Tuvalu)</i>
South Africa	Malawi, Namibia, Zambia, and Zimbabwe
Spain	Belize, Costa Rica, Cuba, El Salvador, Guatemala, and Mexico



Participants of the ACT-CORSIA session conducted by Kenya for Seychelles, 10 to 14 August 2026

Further activities and initiatives will be communicated as they become available. States are encouraged to maintain strong engagement in the ACT-CORSIA Buddy Partnerships to support effective CORSIA implementation as the scheme transitions to its second phase (2027–2035).

CORSIA Verification Course



The CORSIA Verification Course offered by ICAO's Global Aviation Training (GAT) Office provides training on how to verify CO₂ Emissions Reports that have been prepared by aeroplane operators, in accordance with the provisions of the CORSIA SARPs contained in Annex 16, Volume IV. This includes training on the verification of claims for emissions reductions from CORSIA Eligible Fuels made under CORSIA

[Click here](#)  for more information and registration.

In 2026, three additional CORSIA Training Courses will be made available through ICAO training, covering the following topics:

- **CORSIA Overview**
- **CORSIA Eligible Fuels**
- **CORSIA Eligible Emissions Units**

More information on these courses will be provided in future issues of the CORSIA newsletter.

ICAO at UNFCCC COP31

The 31st Conference of the Parties (COP31) to the United Nations Framework Convention on Climate Change (UNFCCC) will be held from 9 to 20 November 2026 in Antalya, Türkiye.

ICAO will actively participate in COP31, including through [submissions and statements](#), to inform Parties and relevant stakeholders about recent developments and achievements by ICAO and its Member States in international aviation and environmental protection.

The key topics related to aviation at COP31 will include the acceleration of sustainable aviation fuels and the clean energy transition; CORSIA and Article 6 of the Paris Agreement, in particular the issuance of Letters of Authorization for CEEUs; zero waste and the circular economy; adaptation; and matters related to climate finance.

On the opening day of COP31, ICAO will host a side event on “UN Decade of Sustainable Transport: Accelerating Sustainable Aviation Through UN System Synergies”. The side event will explore how international aviation is advancing decarbonization, including the clean energy transition and CORSIA implementation, while promoting circular economy solutions to manage environmental impacts and strengthening climate resilience through partnerships. Speakers will include representatives from ICAO, UN agencies, international organizations, and industry.

Save the date!

- Date: 9 November 2026 (Monday)
- Time: 18:30-20:00
- Venue: Side Event Room Brown, Blue Zone

ICAO invites all States and stakeholders to connect and identify opportunities for collaboration on COP31 events and initiatives. ICAO’s outreach activities at COP31, along with the relevant documentation, will be available on the dedicated ICAO COP31 webpage, which will be published soon.

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