

June 2026



Background on CORSIA

The **Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)** is the first global market-based scheme that applies to a sector. It complements other aviation in-sector emissions reduction efforts such as technological innovations, operational improvements and aviation cleaner energies to meet the ICAO aspirational goal of carbon-neutral growth.



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



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.

Notwithstanding the adoption and robust implementation of CORSIA by ICAO Member States, certain international organizations and entities continue to advance proposals for aviation emissions taxes or levies. These initiatives, often aimed at mobilizing climate and development finance or serving other policy objectives, are not aligned with the collective decisions of the ICAO Assembly, as reflected in Assembly Resolutions [A42-21](#) and [A42-22](#).

In this context, stakeholders are **strongly encouraged to align their actions and policy approaches with the ICAO Assembly's decisions**, thereby safeguarding the integrity of CORSIA as the global framework for addressing CO₂ emissions from international aviation.

Highlights

- ✓ **Updates on the ICAO-IATA-IETA side event at the June Climate Meetings**
- ✓ **Approval of the fourth CORSIA Sustainability Certification Schemes (SCS)**
- ✓ **2026 CORSIA Implementation deadlines**
- ✓ **Updates on ACT-CORSIA Buddy Partnerships activities**

CORSIA Participating States

The [ICAO Assembly](#) has strongly encouraged more States to voluntarily participate in CORSIA, to enhance the environmental integrity of the scheme.

The number of volunteer States has steadily increased from an initial 88 States (2021) to 130 States (2026). The second phase of CORSIA will start in 2027, through to 2035.

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 will be 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 those States that have an individual share of international aviation activities in 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.

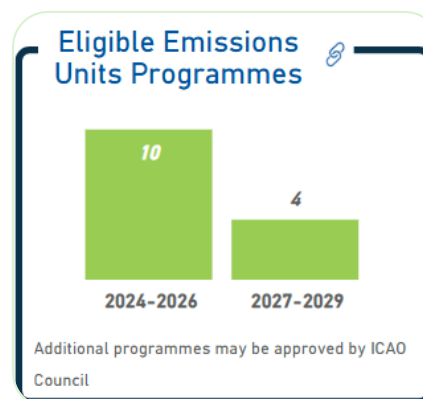
In line with the above, the number of States included in this edition of the ICAO document is forecasted to be 134.

CORSIA Eligible Emissions Units (CEEs)

List of approved programmes

Following the ICAO Council's approval of two additional programmes in early 2026, the total number of programmes eligible to supply CEEUs for the CORSIA First Phase (**2024 – 2026 compliance period**) has increased to **ten**, as follows:

- American Carbon Registry
- Architecture for REDD+ Transactions
- BioCarbon Fund for Sustainable Forest Landscapes **(NEW)**
- Climate Action Reserve
- Forest Carbon Partnership Facility **(NEW)**
- Global Carbon Council
- Gold Standard
- Isometric
- Premium Thailand Voluntary Emission Reduction Program
- Verified Carbon Standard



Aeroplane operators seeking to purchase CEEUs to meet their CORSIA offsetting requirements are recommended to check the ICAO document "CORSIA Eligible Emissions Units". **Only units generated by the approved eligible programmes and issued and labelled under the associated programme registry(ies), are eligible for CORSIA.**

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

UNFCCC June Climate Meetings (SB64)

Update

ICAO participated as an observer in the UNFCCC June Climate Meetings held in Bonn, Germany, from 8 to 18 June 2026. On 9 June, ICAO co-organized a side event on CORSIA in collaboration with the International Air Transport Association (IATA) and the International Emissions Trading Association (IETA).

During the event, ICAO provided updates on the implementation status of CORSIA and its implementation elements, and highlighted key decisions from the 42nd ICAO Assembly (2025). Presentations and discussions also explored the interlinkages between CORSIA and Article 6 of the Paris Agreement, drawing on perspectives from States, industry stakeholders, and carbon market participants. Particular attention was given to the eligibility of CORSIA units and the authorization of carbon units for use under CORSIA.

Presentation materials from the side event are available on the [ICAO CORSIA website](#).

CORSIA Eligible Emissions Units (CEEs)

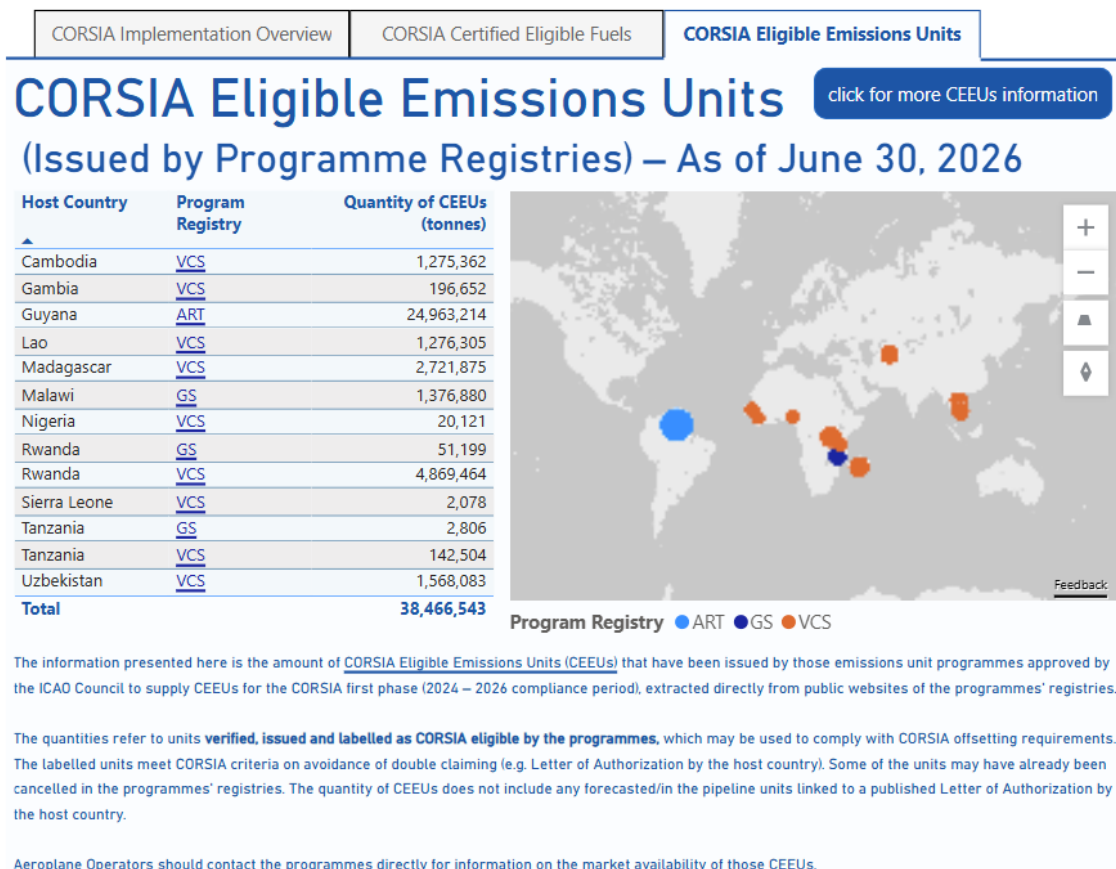


to check out ICAO's statements and submissions for the Subsidiary Body for Scientific and Technological Advice (SBSTA) sessions.

Dashboard on CEEUs

The dedicated 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 key 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.



The information presented in the 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.

CORSIA Eligible Fuels (CEFs)



As requested by the Assembly, ICAO is accelerating the analysis and approval of life cycle values for new fuel sources and pathways and their sustainability certification for CEFs.

The [ICAO Cleaner Energy Tracker Tools](#) track various 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, recognized feedstocks and batches of SAF certified under CORSIA, SAF volumes under offtake agreements, and announced SAF production facilities.



In June 2026, the ICAO Council approved Bonsucro as a CORSIA-approved **Sustainability Certification Schemes (SCS)**, bringing the total number of CORSIA-approved SCSs to four. The scope of Bonsucro's certification includes the *certification of CORSIA SAF economic operators associated with the supply chain, production, and handling of sugarcane and its derivatives and associated CORSIA SAF production using Alcohol-to-Jet (ATJ) and Synthesized Iso-Paraffins (SIP) processes.*

The ICAO document *CORSIA Approved Sustainability Certification Schemes* has been updated and published on the [ICAO CEF website](#).

During the annual **application period for new SCS** (1 February – 15 March 2026), one new application was received: **Sustainable Biomass Program Ltd (SBP)**. The Sustainability Certification Schemes Evaluation Group (SCSEG), a subgroup of ICAO Committee on Aviation Environmental Protection (CAEP) mandated to develop technical recommendations to the Council on the eligibility of SCSs, is conducting its evaluation of all pending applications in accordance with the process described on the [ICAO website](#).

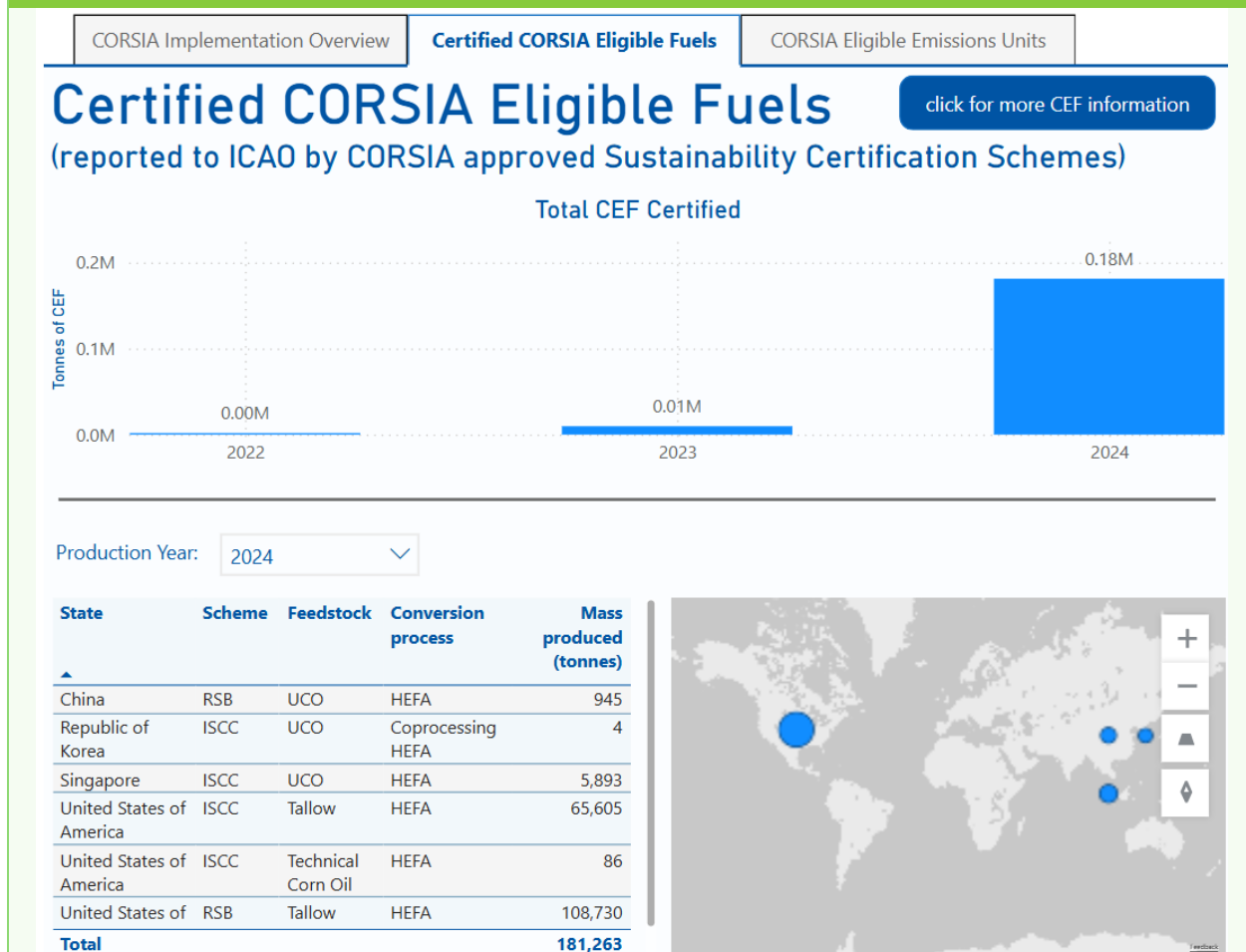
Key deadlines for SCS

By 30 April 2026	ICAO-approved SCSs submit their Annual Report for 2025 to ICAO with all requested information as described in the Reporting requirements for SCS Annual Report to ICAO document .
15 September and 31 October annually	ICAO-approved SCSs should notify ICAO of any changes to its System Documents in advance. Urgent changes outside this period can be evaluated upon request. Changes should be disclosed using the form available on the ICAO website .

Dashboard on CEFs

A [dashboard on the 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.

CORSIA Eligible Fuels (CEFs)



Reporting new entrants on CORSIA Central Registry (CCR)

Starting with the reporting of 2025 CO₂ Emissions, States are requested to provide additional information through the CCR when reporting on their aeroplane operators' emissions: whether the operator qualifies as a new entrant in its exception period under the definition contained in Annex 16, Volume IV.

To support this, two new fields have been added to the CCR. More detailed guidance on how to complete these new fields is available in the updated [CCR Manual](#) and the [CCR Quick Guide](#).

Reporting new entrants on CORSIA Central Registry (CCR)

Enter CO2 Emissions Data (in tonnes)

Aeroplane Operators *

AO Test 1

New Entrant Status *

Does this aeroplane operator meet the definition of 'new entrant' as specified in Annex 16, Volume IV, Part I, Chapter 1. Definitions? ☐ ? ☐ Yes ☐ No

Exception Period Status *

Is this new entrant aeroplane operator currently within the exception period for offsetting requirements as defined in Annex 16, Volume IV, Part II, Chapter 3, 3.1.2? ☐ ? ☐ Yes ☐ No

Total aggregated annual CO2 emissions for all State pairs subject to Offsetting Requirements

?

2026 CORSIA Implementation deadlines

In accordance with **Appendix 1 to Annex 16, Volume IV**, States are required to report annual CORSIA-related information and data through the CCR.

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 Sector's Growth Factor (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.

CORSIA will continue to support all States cooperating under the **ACT-CORSIA programme** and in the spirit of **ICAO's 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 been 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 results of the training activities thus far have been remarkable, **resulting in 99% of 2024 global emissions reported by States through the CCR in 2025**. ICAO also organizes annual “Training of Trainers” sessions under the ACT-CORSIA Buddy Partnerships, ensuring the consistency of assistance provided and materials used.

In the first half of 2026, the following training activities were organized 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
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

Further activities and initiatives will be communicated and updated here as they become available. States are encouraged to maintain strong engagement in 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.

[Click here](#) 

In March 2026, the CORSIA Verification Course was updated with a new module on the verification of claims of emissions reductions from CORSIA Eligible Fuels made under CORSIA, in line with the guidance on this topic included in the fourth edition of Doc 9501 (Environmental Technical Manual), Volume IV, published in November 2025.

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.

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For queries, send an email to officeenv@icao.int



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