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ICAO

ENVIRONMENT

CORSIA Newsletter

March 2026



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 sustainable aviation fuels to meet the ICAO aspirational goal of carbon-neutral growth.



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 Assembly's decisions, thereby safeguarding the integrity of CORSIA as the global framework for addressing CO₂ emissions from international aviation.

For more details on what CORSIA is click [here](#)

ICAO Council approves Amendment 2 of CORSIA SARPS

Update

The ICAO Council, at its [237th Session](#) (23 March to 2 April 2026) adopted **Amendment 2 to Annex 16, Volume IV**; this amendment reflects the recommendations by the CAEP/13 Meeting (February 2025) as well as consequential amendments arising from amendments to other Annexes.

Amendment 2 to Annex 16, Volume IV covers various aspects, namely:

- Clarification on existing Standards related to the monitoring, reporting and verification of aeroplane operator annual CO₂ emissions: these amendments do not bring new MRV requirements to aeroplane operators, but rather clarify existing requirements related to the following two items:
 - a) Circumstances under which an aeroplane operator is allowed to change its Fuel Use Monitoring Method during a given three-year compliance period; and
 - b) No restriction to the use of the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) to fill data gaps in the case of CO₂ emissions from international flights not subject to offsetting requirements.
- Consequential amendment related to the initial implementation of the flight and flow – information for a collaborative environment (FF-ICE) service.

In line with the established procedures for Annex amendments, the ICAO Secretariat will distribute the adopted Amendments 2 to Annex 16, Volume IV through a State letter, following which the third edition of Annex 16, Volume IV is expected to **become applicable on 1 January 2027**.

CORSIA Eligible Emissions Units

Update

In March 2026, **ICAO received applications from 25 organizations** seeking to supply CORSIA eligible emissions units to the **2027-2029 compliance period** (part of the CORSIA second phase). The highest number of applications received to date demonstrate the strong interest from such organizations to support the implementation of CORSIA, providing a signal that the number of CORSIA Eligible Emissions Units (CEEUs) will continue to grow.

The ICAO Council's Technical Advisory Body (TAB) will undertake the assessment of these organizations throughout its 2026 assessment cycle. In addition, the TAB will also continue to analyse the **potential emissions unit supply** and initiate the assessment of the **Paris Agreement Crediting Mechanism (PACM)**.

TAB will assess all 26 programmes for their eligibility for the **2027-2029 compliance period**, and successful applicants from this cycle may also be recommended for the **2024-2026 compliance period**, boosting their potential contribution to the supply of CEEUs.

The high number of applicants reflects an expanding pipeline of emissions units, with **a growing number of ICAO-approved programmes to supply CEEUs** expected by the end of 2026, which will enhance the market confidence, the CORSIA's environmental integrity and its operational readiness. The results of

the 2026 TAB assessment cycle and its recommendations are expected for consideration by the **239th Session of the Council (Oct/Nov 2026)**.

On 27 March 2026, ICAO launched a call for public comments regarding the submissions that will undergo the TAB’s assessment in 2026. Detailed information is available on the [ICAO TAB website](#).

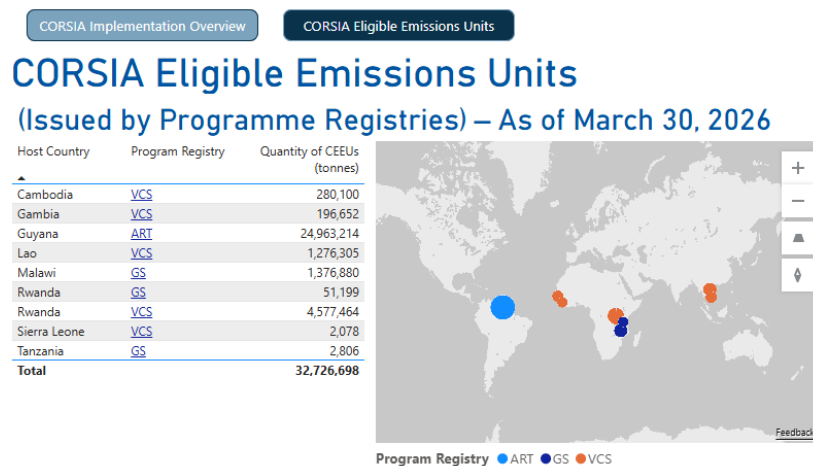
Dashboard on CORSIA Eligible Emissions Units

As announced in the February 2026 edition, the ICAO Secretariat has launched a **dedicated dashboard** on the main CORSIA website, providing up-to-date information on CORSIA Eligible Emissions Units (CEEU) issued and labelled by programmes approved by the ICAO Council. The most recent update reflects data as of 30 March 2026.

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 supporting sustainable development and ensuring no country is left behind.

Important note

The information presented in the dashboard is **sourced directly from programme-designated registries approved under CORSIA**. It is the responsibility of these programme registries, not national registries, to issue and label CEEUs, in accordance with the CORSIA Standards and Recommended Practices (SARPs) and the CORSIA Emissions Unit Eligibility.



The information presented here is the amount of CORSIA Eligible Emissions Units (CEEU) 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.

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 CORSIA Central Registry (CCR) when reporting on their aeroplane operators' emissions: whether the operator qualifies as a new entrant under the definition contained in Annex 16, Volume IV.

Where an aeroplane operator is identified as a new entrant, States are also be requested to indicate whether the new entrant operator is currently within the three-year exception period from the CORSIA offsetting requirements.

This additional information to the CCR is necessary to make sure that the CORSIA Sector Growth Factor (SGF) is correctly calculated as per the provisions in Annex 16, Volume IV, paragraph 3.2.2.

To support this, two new fields have been added to the CCR as shown below. These fields will help ensure accurate and timely application of the New Entrant provisions across all participating States.

The screenshot shows a web form titled "Enter CO2 Emissions Data (in tonnes)". It includes a dropdown menu for "Aeroplane Operators *" with "AO Test 1" selected. Below this, two new fields are highlighted with a green border:

- 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

At the bottom of the form, there is a field for "Total aggregated annual CO2 emissions for all State pairs subject to Offsetting Requirements" with a question mark icon.

More detailed guidance on how to complete these new fields is available in the updated [CCR Manual](#) and the [CCR Quick Guide](#).

CORSIA Eligible Fuels

The **application period for new CORSIA Sustainability Certification Schemes (SCS)** (1 February – 15 March 2026) concluded with the application of one SCS: **Sustainable Biomass Program Ltd (SBP)**. The Sustainability Certification Schemes Evaluation Group (SCSEG), a subgroup of CAEP mandated with developing technical recommendations to the Council on the eligibility of SCSs, started its evaluation in accordance with the process described on the [ICAO website](#).

By **30 April 2026**, ICAO-approved SCSs must submit their **Annual Report for 2025** to ICAO (officeenv@icao.int) with all requested information as described in the [Reporting requirements for SCS Annual Report to ICAO document](#).

As a reminder, ICAO-approved SCSs should notify ICAO of **any changes to its System Documents** in advance, **between 15 September and 31 October annually**. Urgent changes outside this period can be evaluated upon request. Changes should be disclosed using the form available on the [ICAO website](#).

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 CORSIA implementation deadlines for States in 2026 are highlighted below**:

- **1 January to 30 April 2026**: Aeroplane operators compile 2025 CO₂ emissions data to be verified by verification bodies;
- **by 30 April 2026**: Aeroplane operators and verification bodies to submit to States the verified Emissions Reports and associated Verification Reports for 2025 CO₂ emissions;
- **by 31 July 2026**: States perform an order of magnitude check of the submitted 2025 CO₂ emissions, including any filling of data gaps in case of non-reporting by aeroplane operators, consolidate all reported CO₂ emissions data, and use the CORSIA Central Registry (CCR) to report to ICAO aggregated CO₂ emission data and, if applicable, information on CORSIA eligible fuels;
- **by 30 November 2026**: State checks the ICAO document "CORSIA Annual Growth Sector's Factor (SGF)" and uses the 2025 SGF to calculate the 2025 offsetting requirements for the aeroplane operators and consequently, the States inform the aeroplane operators of their respective 2025 offsetting requirements; and
- **by 30 November 2026**: 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*.

ICAO Aviation Climate Week (2 to 4 June 2026)

The ICAO Aviation Climate Week will take place from **2 to 4 June 2026** at ICAO Headquarters in Montréal, Canada. With the theme of "**One Global Path: Advancing Net-Zero Aviation**", the event will highlight the latest developments in all aviation environmental topics, as we move towards achieving **net-zero carbon emissions by 2050**.

ICAO invites experts and stakeholders involved in CORSIA implementation to attend the ICAO Aviation Climate Week 2026. This event will provide relevant updates on CORSIA and insights into the future of the scheme and will be a great opportunity to stay informed and contribute to the discussion.

For more information on ICAO Aviation Climate Week 2026 programme, and how to register, click [here](#)

ICAO presents UniCorner: Student Voices Shaping the Future of Sustainable Aviation

UniCorner is an interactive initiative that is **showcasing innovative student perspectives** on sustainable aviation at the ICAO Aviation Climate Week 2026. **Undergraduate students** are encouraged to submit two-minute videos proposing actionable solutions to key sustainability challenges in aviation. Through UniCorner, ICAO gains fresh, forward-looking ideas from younger generations, while students have a rare opportunity to amplify their voices, gain visibility, and actively contribute to shaping the future of aviation.

We invite you to share this opportunity across your networks — including university programmes, alumni communities, and anyone who may be interested. For more information, click [here](#).

Become a Sponsor, Exhibitor, or SkyTalks Presenter

Are you or your organization interested in sponsoring or exhibiting at the event? Or do you know someone in your network who might be? Click [here](#) for more information!

ACT-CORSIA Buddy Partnership



On **17 and 18 March 2026**, the ICAO Secretariat organized the annual “*Training of Trainers*” sessions under the **ICAO ACT-CORSIA** (Assistance, Capacity-building and Training for CORSIA) programme’s Buddy Partnerships.

This training provided information to experts from 16 support-providing States of the 2026 CORSIA MRV tasks and deadlines as well as key updates regarding updates to the CORSIA implementation elements, CORSIA eligible fuels and CORSIA eligible emissions units, with a view to facilitate their training to CORSIA focal points of 125 support-requesting States.

Since its launch in July 2018, the ICAO ACT-CORSIA Buddy Partnerships have been proven to be an extremely successful modality to provide training and assistance to support-requesting States on various aspects of CORSIA implementation. 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.**



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 Standards and Recommended Practices (SARPs) contained in Annex 16, Volume IV.

The CORSIA Verification Course has been updated to provide information on verification requirements as per the upcoming second edition of Annex 16, Volume IV, applicable from 1 January 2024. [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**
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More information on these courses will be provided in future issues of the CORSIA Newsletter and during the ICAO Aviation Climate Week 2026

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