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May 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 CO<sub>2</sub> 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 CO<sub>2</sub> emissions from international aviation.

An **ICAO State Letter (Reference: ENV 1/1 – 26/43)**, dated 5 May 2026, was issued to provide further information related to CORSIA Implementation.

## Amendment 2 of CORSIA Standards and Recommended Practices (SARPs)

The ICAO Council, at its [237<sup>th</sup> Session](#) (23 March to 2 April 2026) adopted **Amendment 2 to Annex 16, Volume IV**, covering various aspects, namely:

- Clarification on existing Standards related to the monitoring, reporting and verification (MRV) of aeroplane operator annual CO<sub>2</sub> 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 CO<sub>2</sub> Estimation and Reporting Tool (CERT) to fill data gaps in the case of CO<sub>2</sub> 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.

ICAO has distributed the adopted Amendment 2 to Annex 16, Volume IV through a **State letter (Reference: AN 1/17.14 – 26/38)**, dated 29 April 2026. The third edition of Annex 16, Volume IV is expected to **become applicable on 1 January 2027**.

## CORSIA Eligible Emissions Units (CEEs)

### Latest developments

Following the ICAO Council's approval of two additional programmes in April 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](#).

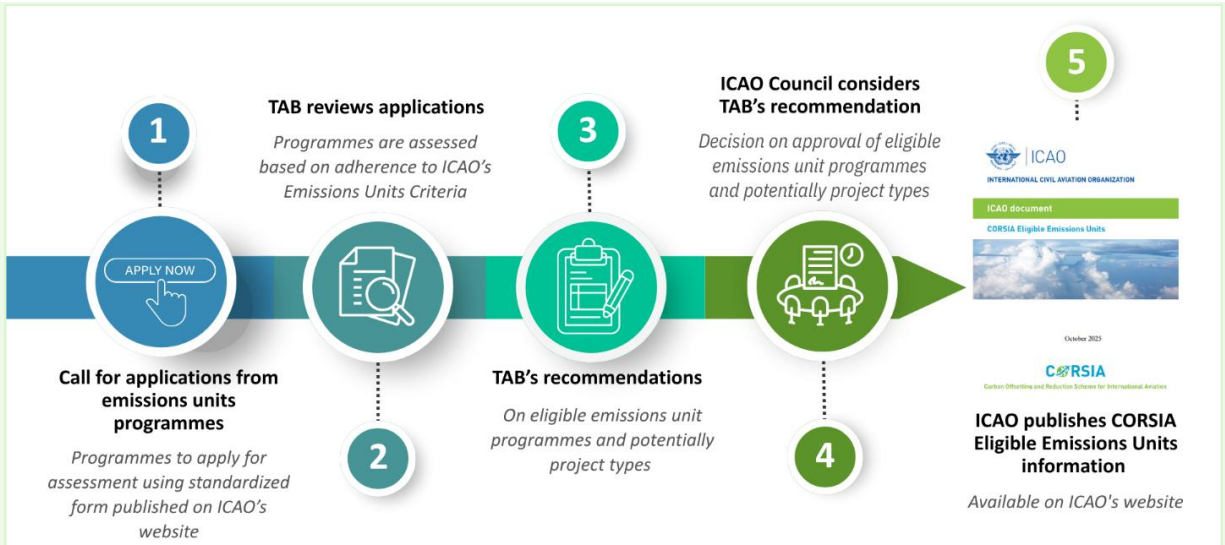
During the ICAO Aviation Climate Week 2026, on 4 June 2026, there will be a dedicated session to explore the main achievements and challenges related to CEEUs. More information about the Aviation Climate Week 2026 can be found in the section below.

### 2026 TAB assessment cycle

ICAO received applications from **25 organizations** seeking to supply CEEUs to the **2027-2029 compliance period** (part of the CORSIA second phase). TAB initiates the assessment of the **Paris Agreement Crediting Mechanism (PACM)**. Successful applicants from this cycle may also be recommended for the **2024-2026 compliance period**, boosting their potential contribution to the supply of CEEUs. TAB will also continue to analyze the **potential emissions unit supply**.

The results of the 2026 TAB assessment cycle and its recommendations are expected for consideration by the **239th Session of the ICAO Council (October/November 2026)**. Detailed information is available on the [ICAO TAB website](#).

*ICAO process for approval of CORSIA Eligible Emissions Units (CEEUs):*



## 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.



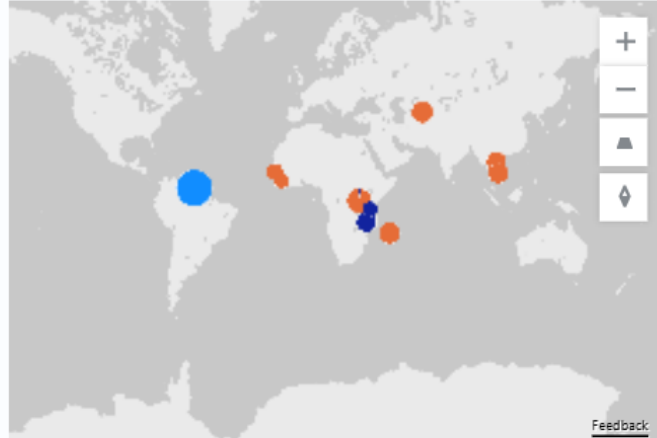
The information presented in the dashboard is **sourced directly from programme-designated registries approved under CORSIA**. It is the responsibility of these programmes' registries, listed in the ICAO document *CORSIA Eligible Emissions Units* as approved by the ICAO Council, to issue and label CEEUs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

# CORSIA Eligible Emissions Units

[click for more CEEUs information](#)

## (Issued by Programme Registries) – As of May 28, 2026

Host Country	Program Registry	Quantity of CEEUs (tonnes)
Cambodia	<a href="#">VCS</a>	1,275,362
Gambia	<a href="#">VCS</a>	196,652
Guyana	<a href="#">ART</a>	24,963,214
Lao	<a href="#">VCS</a>	1,276,305
Madagascar	<a href="#">VCS</a>	2,280,812
Malawi	<a href="#">GS</a>	1,376,880
Rwanda	<a href="#">GS</a>	51,199
Rwanda	<a href="#">VCS</a>	4,577,464
Sierra Leone	<a href="#">VCS</a>	2,078
Tanzania	<a href="#">GS</a>	2,806
Uzbekistan	<a href="#">VCS</a>	1,568,083
<b>Total</b>		<b>37,570,855</b>



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.

## 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.

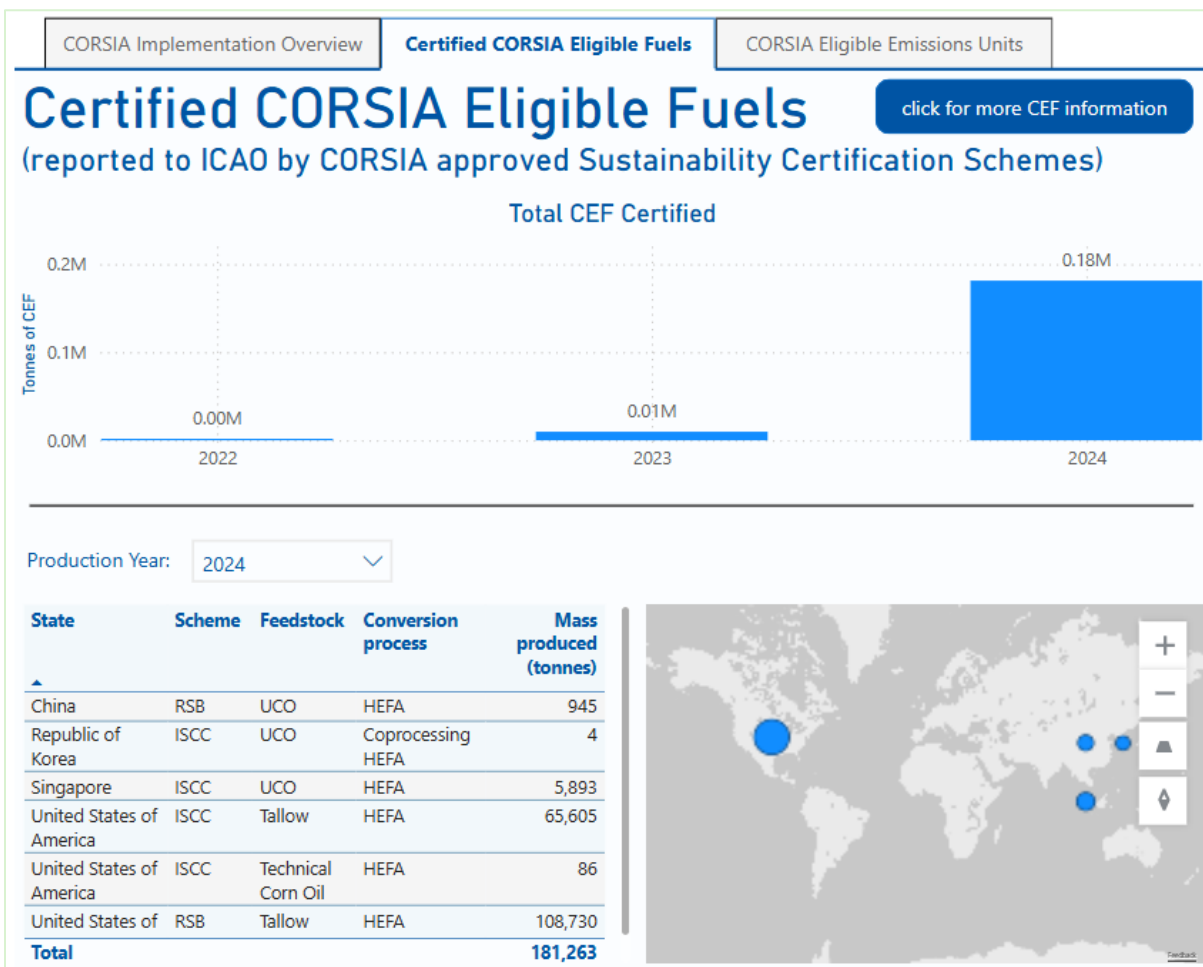
The [ICAO Cleaner Energy Tracker Tools](#) track various indicators related to aviation cleaner energies and has recorded significant increases in the number of SAF policies adopted or under development, airports distributing SAF, approved SAF conversion processes, recognized feedstocks and batches of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

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

## Key deadlines for SCS

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

**Update** A **new dashboard on the certified CEFs**, based on the annual report submitted to ICAO by CORSIA-approved SCSs, is now available on the CORSIA website. This dashboard provides details on the certified CEFs and reflects the increasing amount of certified CEF over the years.



The updated *ICAO Guidance on Policy Measures for Sustainable Aviation Fuels (SAF) Development and Deployment*, is also [available on ICAO's website](#).

## Reporting new entrants on CORSIA Central Registry (CCR)

Starting with the reporting of 2025 CO<sub>2</sub> 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](#).

**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:**

1 January to 30 April 2026	Aeroplane operators compile 2025 CO <sub>2</sub> 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 CO <sub>2</sub> emissions.
By 31 July 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. 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.
By 30 November 2026	States perform an order of magnitude check of the submitted 2025 CO <sub>2</sub> emissions, including any filling of data gaps in case of non-reporting by aeroplane operators, consolidate all reported CO <sub>2</sub> emissions data, and use the CCR to report to ICAO aggregated CO <sub>2</sub> emission data and, if applicable, information on CORSIA eligible fuels. States should have submitted the list of aeroplane operators through the CCR by 30 November 2025. States can update this list, if necessary, before reporting CO <sub>2</sub> emission data to ICAO by 31 July 2026.

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.

## CORSIA Verification Course



The CORSIA Verification Course offered by ICAO's Global Aviation Training (GAT) Office provides training on how to verify CO<sub>2</sub> Emissions Reports that have been prepared by aeroplane operators, in accordance with the provisions of the CORSIA SARPs contained in Annex 16, Volume IV.

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.

[Click here !\[\]\(71ceb62b681518c82e95d615e7265d66\_img.jpg\)](#) 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 and during the ICAO Aviation Climate Week 2026.

## ICAO Aviation Climate Week

The **ICAO Aviation Climate Week** took 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 highlighted the latest developments in all aviation environmental topics, as we move towards achieving net-zero carbon emissions by 2050.

**CORSIA was a central focus on Day 3 (4 June)**, during which experts and stakeholders deliberated on:

- ✓ Robust implementation of CORSIA;
- ✓ Addressing CORSIA requirements through CORSIA Eligible Fuels and CORSIA Eligible Emissions Units; and
- ✓ Aviation taxation for environmental purposes.

Recordings of the sessions will be available on [ICAO TV](#) after the event.

[Click here !\[\]\(d3d0bc9cbc0b5499f7bfafd3278057f7\_img.jpg\)](#) for more information on ICAO Aviation Climate Week 2026.



## UNFCCC June Climate Meetings (SB64)

ICAO will participate as an observer in the UNFCCC June Climate Meetings, taking place in Bonn, Germany, from 8 to 18 June 2026. This year, ICAO, together with IATA and IETA, will organize a **side event on 9 June 2026, focusing on the implementation of CORSIA**. Details are as follows:

- ✓ Side Event: The Next Chapter: ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)
- ✓ Date: 9 June 2026 (Tuesday)
- ✓ Time: 15:00-16:15
- ✓ Venue: Meeting room "Bonn"



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

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