October 2026



Highlights

- ✓ Developments in CORSIA Eligible Emissions Units
- ✓ Developments in CORSIA Central Registry
- ✓ Developments in CORSIA Eligible Fuels
- ✓ Updates on CORSIA-related courses
- ✓ ICAO's activities at UNFCCC COP31

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_2 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.

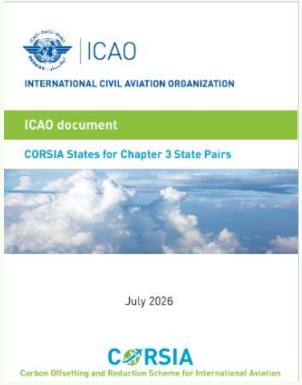
Notwithstanding the adoption and robust implementation of CORSIA by ICAO Member States, certain international organizations and entities continue to advance proposals for aviation emissions taxes or levies. Notably, despite the ICAO's efforts to engage with the **UN Committee of Experts on International Cooperation in Tax Matters** regarding its workstream on "taxation of emissions in aviation", the Committee has continued to advance this workstream, including at its Thirty-third Session held from 20 to 23 October 2026.

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_2 emissions from international aviation.

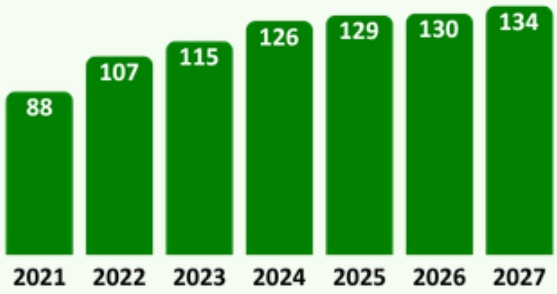
CORSIA Participating States

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.



State participation in CORSIA

CORSIA Eligible Emissions Units (CEEUs)

In early November 2026, the ICAO Council considered the Technical Advisory Body (TAB) recommendations resulting from the assessment of applicant organizations seeking eligibility to supply CORSIA Eligible Emissions Units (CEEUs) and **approved four additional emissions unit programmes as immediately eligible to supply CEEUs for the 2027-2029 compliance period**:

1. Biocarbon Fund Initiative for Sustainable Forest Landscapes (ISFL);
2. Forest Carbon Partnership Facility (FCPF);
3. Isometric; and
4. Premium Thailand Voluntary Emission Reduction Program (Premium T-VER)

With the latest round of approvals, **the total number of programmes eligible to supply CEEUs for the CORSIA Second Phase, 2027-2029 period, has increased to 8 programmes.** The updated ICAO document CORSIA Eligible Emissions Units with the list of approved eligible programmes and their respective scopes of eligibility will be available on the ICAO CORSIA website soon.

Due to the large number of applications received in 2026, TAB's assessment of 7 organizations seeking eligibility to supply CEEUs for the 2027–2029 compliance period remains ongoing. The review of the remaining programmes is expected to be completed at the next TAB meeting in early 2027, with recommendations to be submitted to the 240th Session of the Council in Spring 2027.

Paris Agreement Crediting Mechanism (PACM)

During its 2026 assessment cycle, TAB also assessed information regarding the progress of the PACM's operationalization, compatibility with the CORSIA Emissions Unit Criteria (EUC), and readiness to supply emissions units for CORSIA, while taking into account of paragraph 20 of ICAO Assembly Resolution A42-22 that states that "e*missions units generated from mechanisms established under the UNFCCC and its Kyoto Protocol and the Paris Agreement Crediting Mechanism (PACM) are eligible for use in CORSIA, provided that they align with decisions by the Council, with the technical contribution of TAB and CAEP, including on avoiding double-counting and on eligible vintage and timeframe*".

The PACM's procedures, standards, and related governance arrangements that were in place and assessed by TAB were largely consistent with the contents of the EUC, for emissions units generated under the programme for mitigation that occurred from 1 January 2021. At the time of the TAB assessment, it was also found that the PACM Registry, an essential feature to perform the functions necessary for airlines to fulfil the requirements for identifying and transparently cancelling emissions units and reporting these cancellations in line with Annex 16, Volume IV, was not yet operational.

The ICAO Council conditionally approved the PACM to supply CEEUs for the CORSIA first phase (2024–2026 compliance period) and for the second phase (2027-2029 compliance period). TAB will expeditiously review any further information regarding the PACM Registry and its operationalization and will present recommendations to Council as necessary to inform its future decisions regarding the full eligibility of emissions units issued under the PACM.

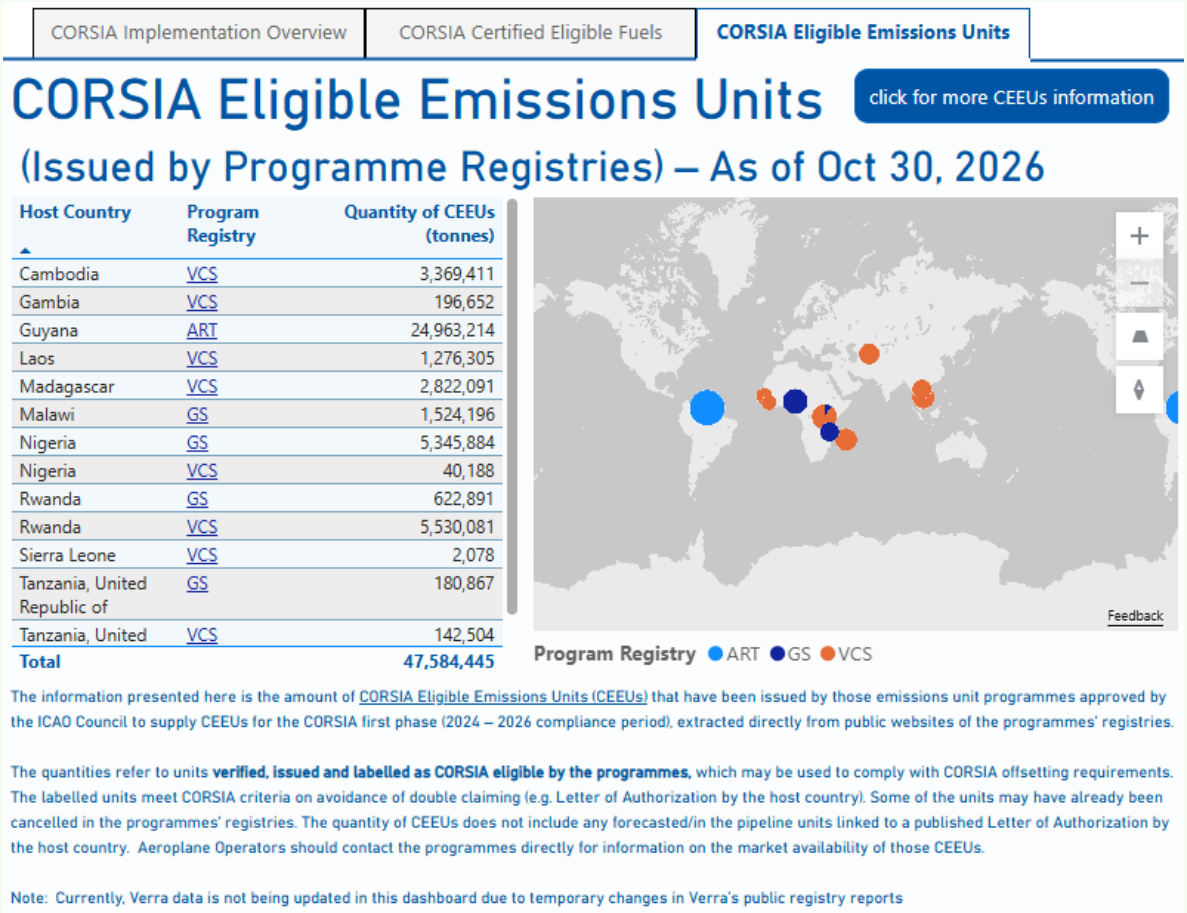
Host Country Attestation (Letters of Authorization)

ICAO continues to encourage States to provide Host Country Attestations (Letters of Authorization) in a timely manner, including through a communication addressed to ICAO Member States on 27 October 2026 (Ref: ENV 1/1-26/73). Doing so will help to accelerate the availability of CEEUs to aeroplane operators so that they have sufficient access to units to meet their offsetting requirements for the CORSIA first phase. Further information on Host Country Attestation is available in the September 2026 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.



Host Country	Program Registry	Quantity of CEEUs (tonnes)
Cambodia	VCS	3,369,411
Gambia	VCS	196,652
Guyana	ART	24,963,214
Laos	VCS	1,276,305
Madagascar	VCS	2,822,091
Malawi	GS	1,524,196
Nigeria	GS	5,345,884
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		**47,584,445**

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 website**.

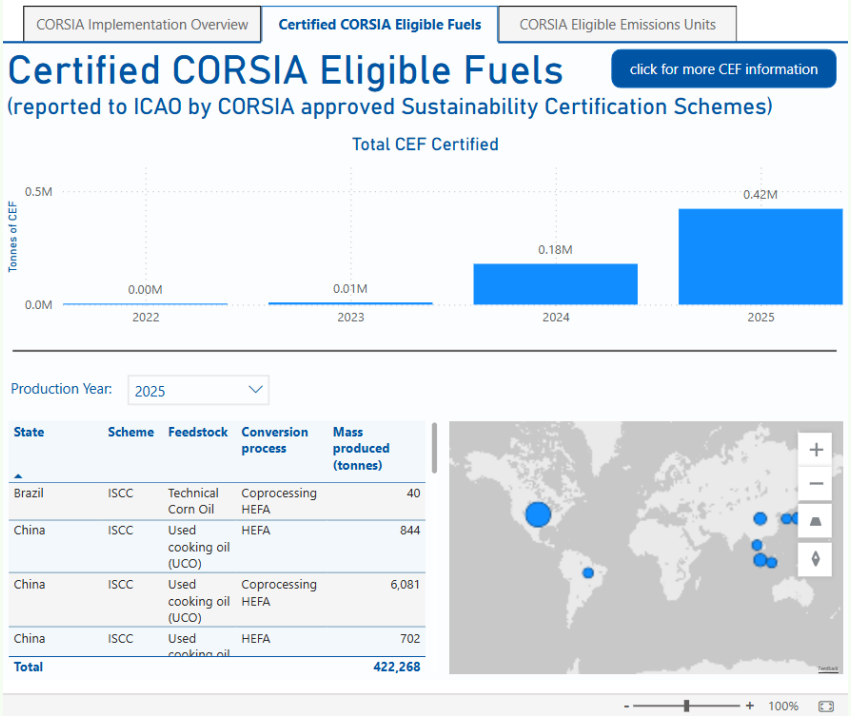
CORSIA Eligible Fuels (CEFs)

The **ICAO Cleaner Energy Tracker Tools** track indicators related to aviation cleaner energies and has recorded significant increases in the number of Sustainable Aviation Fuel (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.

In early November 2026, the ICAO Council considered the recommendations of its Committee on Aviation Environmental Protection (CAEP), and approved amendments to the ICAO document ***CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels*** to include new induced land use change (ILUC) values for palm fresh fruit bunches and jatropha, as well as supporting information on the proposed amendments to be included in the CORSIA Supporting Document ***CORSIA Eligible Fuels - Life Cycle Assessment Methodology***.

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.



CO_2 Emissions Reporting via the CORSIA Central Registry

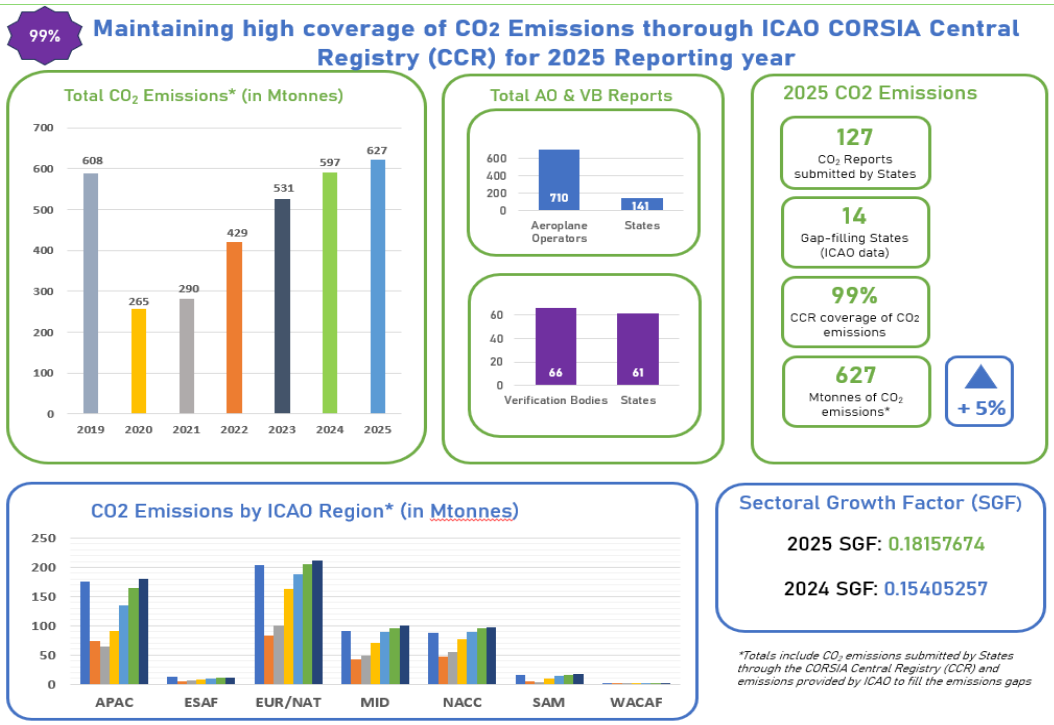
127 States had reported their 2025 international aviation CO_2 emissions through the CORSIA Central Registry (CCR). The reported 2025 CO_2 emissions totalled approximately 627 million tonnes, representing a 5% increase over 2024 levels.

In accordance with Annex 16, Volume IV, the ICAO Secretariat filled the CO_2 emissions gap for 14 States that did not submit data through the CCR, and published the following ICAO documents:

- **ICAO document *CORSIA Annual Sector's Growth Factor (SGF):*** using the 2025 CO_2 emissions data and 85% of the 2019 CO_2 emissions data (CORSIA baseline), the ICAO Secretariat calculated the 2025 SGF and published the fourth edition of the ICAO document. The **2025 SGF value is 0.18157674**. Each State is to use the SGF2025 value for the purposes of calculating the 2025 CO_2 offsetting requirements for each aeroplane operator attributed to it.

- **Part III of the ICAO document *CORSIA Central Registry (CCR): Information and Data for Transparency*:** contains 2025 CO_2 emissions aggregated for each State Pair and 2025 CO_2 emissions for Aeroplane Operators. The information and data in this document are based on the submissions of 127 States through the CCR, and data provided by ICAO to fill the emissions gap for 14 States that did not submit emissions data through the CCR by the CORSIA submission deadlines.

In line with Annex 16, Volume IV, Part II, Chapter 2, section 2.6, any revised 2025 CO_2 emissions report submitted to ICAO after the publication of these documents will not alter the information on the total sectoral CO_2 emissions or the SGF corresponding to year 2025 published by ICAO.



All CCR-related information is available on the **CCR website**, including a quick guide on reporting CO_2 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 CO_2 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 madde a signficant 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 *(materials were also shared with: Palau, Kiribati, Marshall Islands, Cook Islands and Tuvalu)*
South Africa	Malawi, Namibia, Zambia, and Zimbabwe
Spain	Belize, Costa Rica, Cuba, El Salvador, Guatemala, and Mexico

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 Training Courses



This section provides information on CORSIA-related courses offered by ICAO's Global Aviation Training (GAT) Office.

The CORSIA Verification Course provides training on how to verify CO_2 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.*

Recently established CORSIA Training Courses

New



CORSIA Eligible Fuels
Click here for more information and registration



CORSIA Overview
Click here for more information and registration



CORSIA Eligible Emissions Units
Click here for more information and registration

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; climate change adaptation; and matters related to climate finance.

On the opening day of COP31 on 9 November 2026, **ICAO will host a side event on "UN Decade of Sustainable Transport: Accelerating Sustainable Aviation Through UN System Synergies".** The event will explore how international aviation is advancing decarbonization through the clean energy transition and CORSIA implementation, while enhancing climate resilience and leveraging collaboration across the UN system and the aviation sector. Speakers will include representatives from ICAO, UN agencies, international organizations, and industry stakeholders.

ICAO will also host a second side event "From Waste to Wings: Advancing Circular Economy Solutions for Sustainable Aviation" on 12 November 2026. The event will highlight practical approaches to reducing waste and improving resource efficiency across the aviation value chain. Bringing together airport operators, industry stakeholders, and experts, the discussion will showcase actions and best practices that support more sustainable aviation operations.

Save the date!

1) **ICAO side event "UN Decade of Sustainable Transport: Accelerating Sustainable Aviation Through UN System Synergies"**
   - Date: 9 November 2026 (Monday)
   - Time: 18:30-20:00
   - Venue: Side Event Room 2 – DALYAN at the Blue Zone

2) **ICAO side event "From Waste to Wings: Advancing Circular Economy Solutions for Sustainable Aviation"**
   - Date: 12 November 2026 (Thursday)
   - Time: 12:30-13:30
   - Venue: SDG Pavilion, Blue Zone

ICAO's outreach activities at COP31, along with the relevant documentation, will be available on the dedicated ICAO COP31 webpage.

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

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