



Outcomes from the 42nd Session of the ICAO Assembly (A42)

Editorial note:

The *2025 ICAO Environmental Report* was originally published in June 2025, prior to the convening of the 42nd Session of the ICAO Assembly, held from 23 September to 3 October 2025. Accordingly, any references to the Assembly contained in the original Report (introductory section and Chapters 1 to 16) were written in anticipation of that event. This new Chapter reflects the outcomes and resolutions adopted during the Assembly, thereby supplementing the Report's content with the latest decisions of ICAO's Member States.

Overview of key environmental outcomes from the 42nd Session of the ICAO Assembly

By ICAO Secretariat

Introduction

This update to the *2025 ICAO Environmental Report*¹ provides a dedicated overview of the key outcomes and decisions related to environmental protection arising from the 42nd Session of the ICAO Assembly held from 23 September to 3 October 2025. It highlights the discussions, resolutions, and new directions endorsed by ICAO Member States on climate change, aviation cleaner energies, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), aircraft noise and emissions, and other environmental priorities.

The 42nd ICAO Assembly served as a clear testament of the progress and concrete actions undertaken by ICAO in advancing its environmental agenda. With a record 192 out of ICAO's 193 Member States in attendance, involving over 3,000 delegates, the Assembly outcomes demonstrate the strong commitment and unity of ICAO Member States behind ICAO's leadership on international aviation and environmental protection. This provided ICAO with a clear and reinforced mandate to continue with the implementation of its environmental protection objectives and agenda.



FIGURE 1: 42nd Session of the ICAO Assembly.

¹ <https://www.icao.int/environmental-protection/envrep2025>

By capturing the Assembly outcomes, this supplement Chapter serves as an essential bridge between ICAO's achievements and progress during the last triennium – as highlighted in the first edition of the 2025 Environmental Report – and the reaffirmed commitments and guidance from the 42nd ICAO Assembly for the next triennium. It underscores the continuity of ICAO's environmental work and the strengthened support expressed by ICAO Member States for the Organization's leadership on environmental programmes and initiatives, charting a clear path forward.



FIGURE 2: ICAO Secretariat's Environment Section.

Overview of the adopted ICAO Assembly Resolutions on environmental matters

The 42nd Session of the ICAO Assembly considered the proposals presented by Member States and international organizations on environmental matters, and adopted the following Resolutions:

- **Resolution A42-20:** Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality².
- **Resolution A42-21:** Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change³.
- **Resolution A42-22:** Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)⁴.

2 https://www.icao.int/sites/default/files/environmental-protection/Assembly42/Resolution-A42-20_General-provisions-noise-and-LAQ.pdf

3 https://www.icao.int/sites/default/files/environmental-protection/Assembly42/Resolution-A42-21_Climate-change.pdf

4 https://www.icao.int/sites/default/files/environmental-protection/Assembly42/Resolution-A42-22_CORSIA.pdf

The Assembly Resolutions reflect important updates on ICAO's progress of work over the last triennium, particularly: the implementation of the collective long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050⁵ adopted by the 41st ICAO Assembly in 2022, the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies⁶ adopted by the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3)⁷ in 2023, the ICAO Roadmap for implementation⁸ approved by the Council in 2024.

The adopted **Resolution on Climate Change (A42-21)** provides three key messages.

Firstly, ICAO's emissions **monitoring and reporting system has advanced significantly into one of the most comprehensive and robust frameworks across any sector**, as evident from the LTAG monitoring and reporting (LMR) methodology, ICAO Tracker Tools⁹ (Figure 3) and ICAO State Action Plan¹⁰ initiative. Notably, the ICAO Tracker Tools are continuously updated on the ICAO website, provided up-to-date and transparent information on the progress made across the four building blocks of the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG, as detailed in Chapter Five of this Report.

CORSIA's Monitoring, Reporting and Verification (MRV) through ICAO's CORSIA Central Registry (CCR) is also achieving new milestones with 128 States having submitted their 2024 reports (Figure 4), covering 99% of total CO₂ emissions from international aviation, and reflecting strong compliance with ICAO's CORSIA requirements.

Second, there is a **clear affirmation of ICAO's leadership in advancing aviation cleaner energies** with a globally accepted Standards (i.e. under CORSIA) for the environmental benefits assessment of SAF and LCAF, strong capacity-building efforts, as well as financing initiatives. The need for accelerated approval of new production pathways, feedstocks, and sustainability certification under a globally harmonized ICAO-led approach was also emphasized. A good example of accelerating implementation for SAF is new feedstocks expected to be approved by end-2025 under the CORSIA eligibility framework. CAAF/4 will also be convened by 2028 to update the aviation sector's cleaner energy ambitions.

Finally, Resolution A42-21 **underscores the sector's dedication to broadening its environmental action beyond emissions reduction, advancing work on climate adaptation and resilience, non-CO₂ effects, and circular economy practices**. Climate adaptation and infrastructure resilience were a major concern for States, and ICAO will assist in identifying vulnerabilities, assessing risks, and developing aviation adaptation plans by States suited to their national circumstances.

5 <https://www.icao.int/environmental-protection/Pages/LTAG.aspx>

6 https://www.icao.int/sites/default/files/sp-files/environmental-protection/GFAAF/Documents/ICAO-Global-Framework-on-Aviation-Cleaner-Energies_24Nov2023.pdf

7 <https://www.icao.int/Meetings/CAAF3/Pages/default.aspx>

8 https://www.icao.int/sites/default/files/Meetings/a42/Documents/WP/wp_025_en.pdf

9 <https://www.icao.int/SAF>

10 <https://www.icao.int/environmental-protection/state-action-plans-and-assistance>

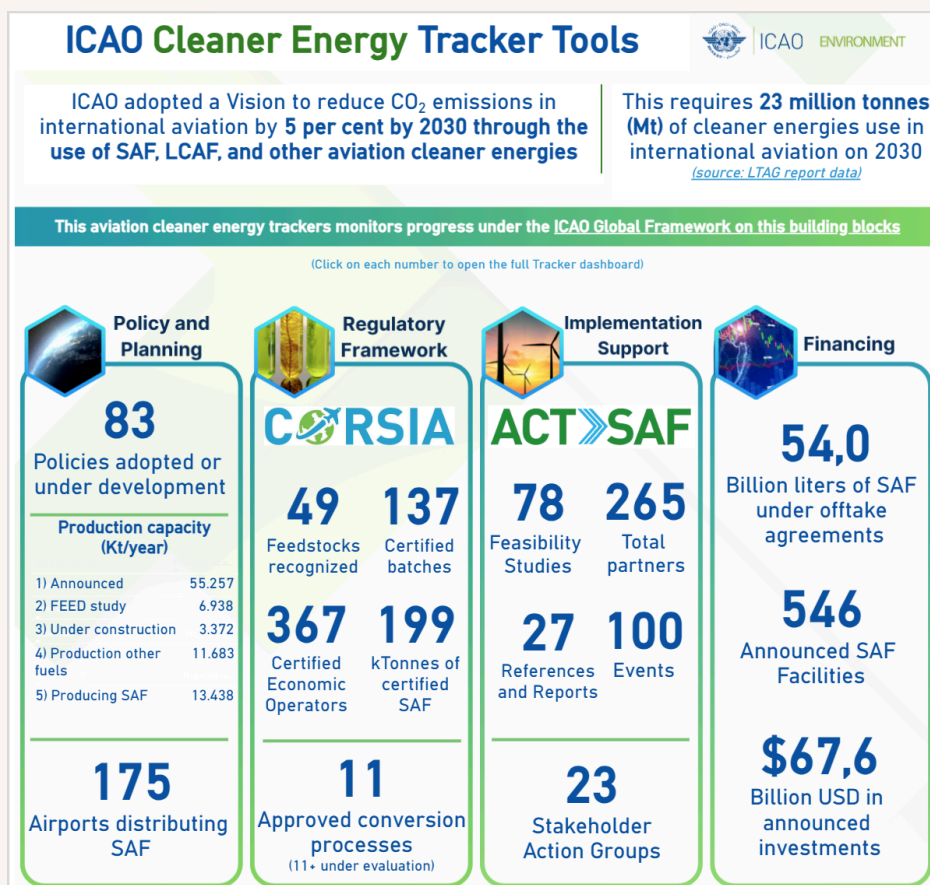


FIGURE 3: ICAO Cleaner Energies Tracker.

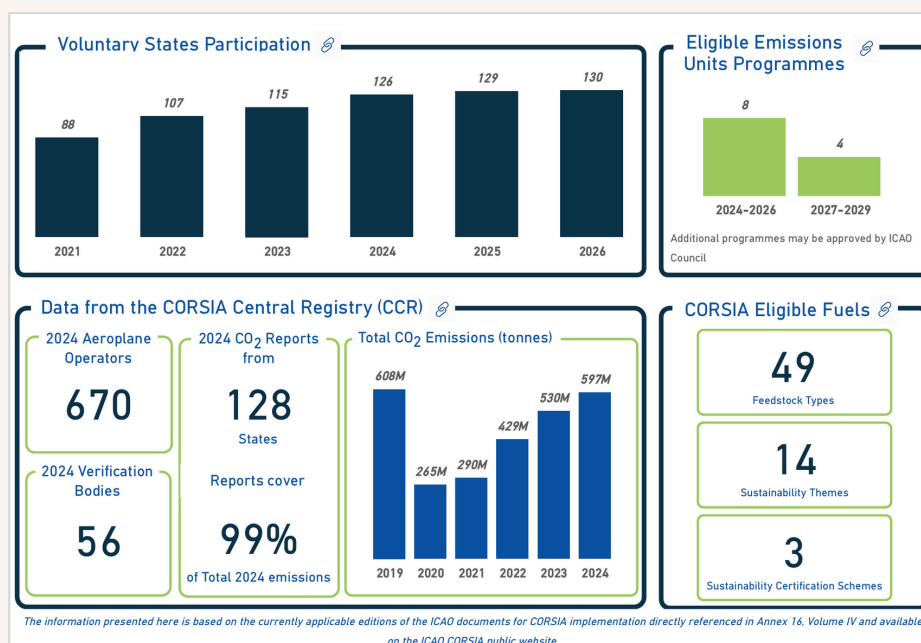


FIGURE 4: ICAO's CORSIA tracker, including the CCR data.

The **Resolution on A42-22 on CORSIA** sends a clear signal on the strong support of ICAO Member States for **CORSIA as the only global market-based measure applying to CO₂ emissions from international aviation**, recognizing its effective implementation reflected in the increasing volunteer States and effective capacity-building. While offsetting requirements was not required previously due to the COVID-19 pandemic's impact on the level of activity, resulting in the sector's total emissions being unprecedentedly low, CORSIA is now entering a new and more demanding phase as international aviation emissions reaches the CORSIA baseline.

Access to CORSIA eligible emissions units (CEUs) is essential for CORSIA's implementation as reiterated by the ICAO Assembly. Following the 42nd ICAO Assembly, the 2025 Technical Advisory Body (TAB) assessment and consideration of its technical recommendations by the ICAO Council in October 2025 has resulted in two additional emissions unit programmes (eight programmes in total) being approved as eligible to supply CEUs for the CORSIA first phase (2024-2026 compliance period).

In addition, four emissions unit programmes which were already eligible for the CORSIA first phase are approved regarding their eligibility in the 2027-2029 compliance period of the CORSIA second phase. These developments will help enhance the supply of CEUs. Governments hosting activities that generate CEUs are also encouraged to issue the Letters of Authorization which may facilitate the access and availability of CEUs to aeroplane operators.

ICAO will continue its close collaboration with the UNFCCC, States, and stakeholders to support CORSIA implementation while maintaining high environmental standards and integrity.

The outcomes under **Resolution A42-20** (noise and local air quality) reflect the progress made by ICAO since the 41st ICAO Assembly on aircraft noise and local air quality emissions, the development of Standards and Recommended Practices (SARPs) and guidance, and on collaboration with other United Nations bodies and international organizations. It reaffirms ICAO's continued commitment to addressing environmental challenges, underscoring a holistic approach towards aviation environmental protection. Further information, documentation and outreach materials related to the environmental agenda of the 42nd ICAO Assembly is available on the ICAO webpage¹¹.

¹¹ <https://www.icao.int/environmental-protection/42nd-session-icao-assembly-environment>

A series of ten Skytalks presentations was also delivered at the Assembly and available online¹², covering the topics of: progress of aviation sustainability, aviation cleaner energies, LTAG monitoring and reporting, ICAO's Assistance, Capacity-building and Training for SAF (ACT-SAF) programme, CORSIA implementation including the CORSIA Central Registry and CORSIA Eligible Credits, State Action Plans, ICAO Environmental Tools, and the ICAO Finvest Hub.



FIGURE 5: A42 Skytalks on Aviation Environmental Protection.

Highlights on Climate change (Resolution A42-21):

- The approved **LTAG monitoring and reporting (LMR) methodology** will be implemented to assess progress on aviation CO₂ emissions reduction measures toward the LTAG, which is supported by annual **ICAO Stocktaking, Tracker Tools** and **States Action Plans**. The ICAO Global Framework and collective aspirational Vision to reduce international aviation CO₂ emissions by 5% by 2030 through aviation cleaner energies, will be also monitored and reviewed. The Assembly further called for the **convening of CAAF/4 no later than 2028** to update the ambition on the basis of market developments in all regions (A42-21, paragraphs 7 to 10).
- The ICAO **sustainability criteria, sustainability certification and assessment of life cycle emissions used under CORSIA**¹³ are confirmed as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies for international aviation, emphasizing the importance of facilitating their global scale up in all regions (A42-21, paragraph 34).
- States are encouraged to further engage in ICAO activities to **accelerate the analysis and approval of life cycle values for new fuel sources and pathways, and their sustainability certification**, under a globally harmonized approach. Recognizing the current absence of **Sustainability Certification Schemes (SCS) for LCAF**, the Assembly emphasized the importance of accelerating ICAO's evaluation and approval of new SCS, without excluding any particular fuel source, pathway, feedstock or technology (A42-21, paragraph 35).

¹² <https://www.icao.tv/skytalks>

¹³ <https://www.icao.int/CORSIA/corsia-eligible-fuels>

- The Assembly also highlighted the importance of a global and robust fuel accounting and reporting methodology, including ongoing ICAO **study on fuel accounting systems for international aviation** (A42-21, paragraph 17).
- The Assembly welcomed substantial achievements under the **ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme**, and requested further collaboration with States and other stakeholders, including the provision of guidance and training, **SAF feasibility and business implementation studies**, and accelerating specific SAF projects. The Assembly also requested for an **ACT-LTAG programme** to extend support to other aviation decarbonization measures, including through State Action Plans, while recognizing the importance of collaborating with regional initiatives and platforms (A42-21, paragraphs 20 to 22). On the sidelines of the 42nd ICAO Assembly, several special ceremonies were held to mark the completion of further ACT-SAF studies including: three EU-funded studies for South Africa, Ethiopia and India respectively; and two ACT-SAF feasibility studies for Chile and Jordan respectively, funded by the Netherlands.



FIGURE 6: Supporting States and Organizations under ACT-SAF.

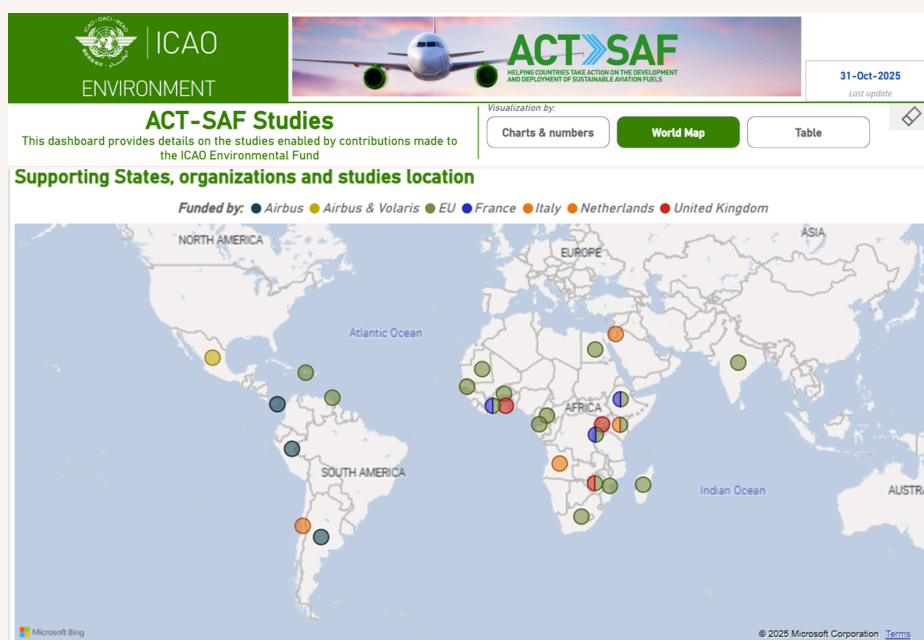


FIGURE 7: ACT-SAF Studies Tracker.



FIGURE 8: ICAO ACT-SAF study in South Africa, Ethiopia and India funded by the European Union (EU).



FIGURE 9: ICAO ACT-SAF study in Chile funded by the Netherlands.



FIGURE 10: ICAO ACT-SAF study in Jordan funded by the Netherlands.

- The Assembly further welcomed the recent launch of **ICAO Finvest Hub**, including the collaboration with the International Renewable Energy Agency (IRENA) and its Energy Transition Accelerator Financing (ETAF) platform, and requested its full operationalization to **facilitate access to funding and investment for aviation clean energy projects**. ICAO will continue to explore partnerships of this nature with other suitable partners from governments, financial institutions and the private sector to facilitate access to financing for aviation decarbonization (A42-21, paragraphs 23 and 24).
- Broad support was expressed for further ICAO action on climate change adaptation to identify the potential **impacts of climate change on aviation operations and infrastructure**, and to develop further guidance materials and assistance initiatives to facilitate the development of aviation climate change adaptation plans by States (A42-21, paragraphs 32, 33 and 36).
- Regarding **non-CO₂ aviation emissions**, ICAO was requested to continue to provide a forum for enhancing the scientific understanding of aviation's climate impacts beyond CO₂ emissions (A42-21, paragraph 26).



FIGURE 11: Launch of the Finvest@ETAF Platform¹⁴.

¹⁴ <https://www.icao.int/finvest>

Highlights on CORSIA (Resolution A42-22)

- The Assembly acknowledged the substantial progress achieved on the **robust implementation** of CORSIA in accordance with Annex 16, Volume IV to the Convention on International Civil Aviation, and welcomed the continued success of the **ICAO ACT-CORSIA programme**, with the contributions and engagement of States.

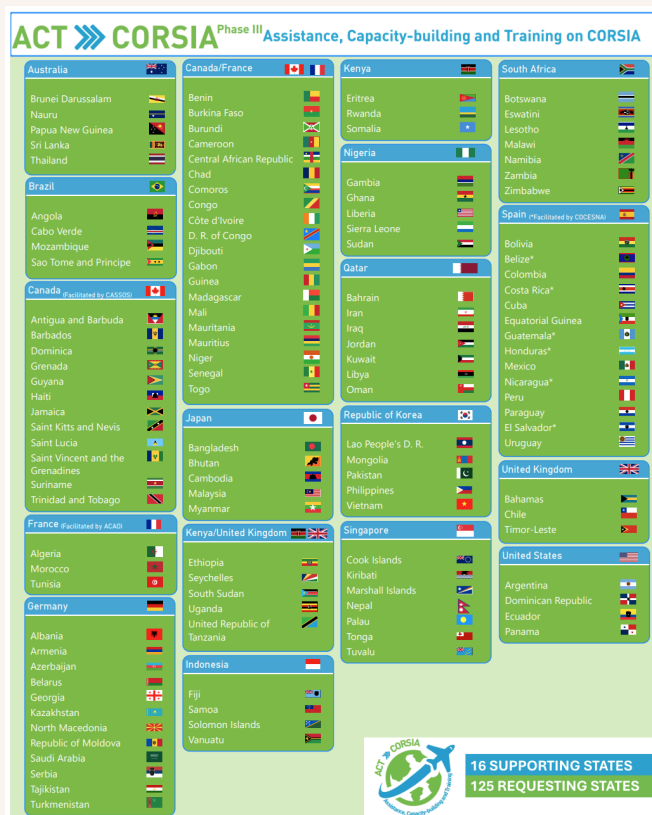


FIGURE 12: Current ACT-CORSIA participation.

- The Assembly also noted the results of the **2025 CORSIA periodic review** with a focus on the supply, demand and price of CORSIA eligible fuels and emissions units, which show the estimated cost of CORSIA implementation to be within the range provided by previous analyses, and requested for regular monitoring and assessment of the supply, demand and price.
- Recognizing the critical importance of **Letters of Authorization** to facilitate the access and availability of CORSIA eligible emissions units to aeroplane operators, the Assembly encouraged governments hosting activities that generate CORSIA eligible emissions units to expedite the issuance of such letters.
- The Assembly further encouraged more States to participate voluntarily in CORSIA to increase its environmental integrity, highlighting that ***“CORSIA is the only global market-based measure applying to CO₂ emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO₂ emissions should be accounted for only once”*** (A42-22, paragraph 18).

- In this regard, the Assembly expressed an overwhelming concern with an increasing number of initiatives to collect **taxes from international aviation for the mobilization of revenue for climate change and other purposes**, emphasizing the need for significant financial resources to achieve aviation's clean energy transition (A42-21, paragraph 19). The Assembly recognized that such initiatives would represent duplicative market-based measures, leading to double-charging for aviation CO₂ emissions, and negatively impacting the implementation of CORSIA and ultimately the LTAG.
- The Assembly welcomed the development by ICAO's Committee on Aviation Environmental Protection (CAEP) of the new, more stringent Standard for aeroplane CO₂ emissions that, once adopted, will be part of Annex 16, Volume III; (A42-20, Appendix B, paragraph 5); and the new, more stringent noise Standard for new subsonic aeroplane types that, once adopted, will be part of Annex 16, Volume I. (A42-20, Appendix B, paragraph 6).
- Recognizing the recommendation by CAEP on a new Landing and Take-Off (LTO) noise certification Standard for supersonic aeroplanes (A42-20 preamble, Appendix G), the Assembly welcomed the development by CAEP of the new LTO noise certification Standard for supersonic aeroplanes that, once adopted, will be part of Annex 16, Volume I (A42-20, Appendix B, paragraph 2).

Highlights on general provisions, noise and local air quality (Resolution A42-20):

- The Assembly welcomed the transition of the ICAO Global Coalition on Sustainable Aviation into the ICAO ACT-LTAG as a programme for stakeholders to facilitate the development of new ideas and accelerate the implementation of environmental innovative solutions, and requested the Council to encourage more stakeholders to join the ACT-LTAG once established; (A42-20, Appendix A, paragraph 11).
- On multistakeholder collaboration, the Assembly encouraged ICAO to continue to cooperate closely with international organizations and other UN bodies on the understanding of aviation impacts on the environment and on the establishment of policies to address such impacts, as well as on contributing to the UN Sustainable Development Goals (SDGs) including those related to plastic pollution and biodiversity loss (A42-20, Appendix A, paragraph 12).

Conclusion

The unity demonstrated at the 42nd ICAO Assembly has provided a clear and strong mandate for ICAO's leadership in international aviation and environmental protection, to achieve the LTAG by 2050. However, this journey towards net zero will not be easy and will require sustained commitment, substantial resources, and strengthened collaboration among States, UN and international organizations, industry, and all stakeholders. Building on the momentum from the 42nd ICAO Assembly, ICAO remains fully committed to lead the international sector to meet this challenge to build a more sustainable and resilient aviation sector.