ICAO ENVIRONMENT

UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE (UNFCCC)

Subsidiary Body for Scientific and Technological Advice
Sixty-second session (SBSTA62)

(Bonn, Germany, 16 to 26 June 2025)

Agenda item 13 (b): Emissions from fuel used for international aviation and maritime transport

Submission by the International Civil Aviation Organization (ICAO)

1. INTRODUCTION

1.1 At the 41st Session of the ICAO Assembly in October 2022, Member States adopted Assembly Resolution A41-21 [1] with agreement on the long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050.

1.2 Recognizing that cleaner energies are expected to have the largest contribution to aviation CO_2 emissions reductions, the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) held in Dubai, United Arab Emirates in November 2023 adopted an ICAO Global Framework for SAF, LCAF and Other Aviation Cleaner Energies[2] to facilitate the global scale up in the development, production and deployment of aviation cleaner energies. To support the achievement of the LTAG, ICAO and its Member States strive to achieve a collective global aspirational Vision to reduce international aviation CO_2 emissions by 5 per cent by 2030, through the use of aviation cleaner energies.

1.3 The adoption of the ICAO Global Framework, only one year following the LTAG agreement, sent a clear signal to the international community that the international aviation sector is firmly committed to moving forward on a path toward its decarbonization. The Global Framework also provides clarity, consistency and predictability to governments, public and private investors, industry and fuel producers to support and unlock the full potential of the aviation sector's energy transition globally.

1.4 ICAO continues to make progress on implementation support and financing aviation decarbonization measures, including through the ICAO State Action Plan (SAP) initiative, ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme, operationalization of ICAO Finvest Hub. As of June 2025, 150 States, representing more than 99% of global international air traffic, have submitted their State Action Plans to ICAO. The SAP initiative enables ICAO Member States to establish a long-term strategy on climate change for the international aviation sector, involving all interested parties at national level, to collectively advance international aviation decarbonization.

[1] A summary listing of reservations to provisions in Resolutions A41-21 and A41-22 is available at: https://www.icao.int/Meetings/a41/Documents/a41_res_sum_en.pdf.
[2] China, Iraq, Russian Federation and Saudi Arabia expressed their reservations to certain aspects of the Global Framework.

1.5 The ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme also continues to expand involving 109 States and 138 partner organizations as of June 2025. The series of ACT-SAF raining sessions as well as ACT-SAF studies also continue to progress to support the development and deployment of SAFs.

1.6 Access to financial resources is particularly crucial for the deployment of SAF and other cleaner energies for aviation, as the scaling-up of fuels in support of the LTAG would require cumulative investments of around USD 3,2 billion by 2050. In this regard, ICAO and its Member States continue to express clear concerns regarding proposals to use international aviation as a potential source for the mobilization of revenue for climate finance to other sectors, which may adversely affect aviation's decarbonization efforts and the global benefits resulting from air transport connectivity and economic growth, particularly in developing countries.

1.7 The continued and robust implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is on-track. The total number of States participating in CORSIA has increased steadily to 129 States as of 2025. The CORSIA Buddy Partnerships currently involves more than 130 supporting States and requesting States to ensure the timely and robust CORSIA implementation. Every year since 2019, almost 100% coverage of annual CO_2 emissions have been reported from States to the CORSIA Central Registry, through the CORSIA CO_2 emissions Monitoring, Reporting and Verification (MRV) system. ICAO also continues to advance work to ensure that eligible sustainable aviation fuels and carbon credits meet the ICAO sustainability and integrity criteria.

1.8 The 42nd Session of the ICAO Assembly, scheduled for 23 September to 3 October 2025, is expected to provide further ICAO policies and guidance on international aviation and climate change.

2. PROGRESS ON ICAO ROADMAP IMPLEMENTATION

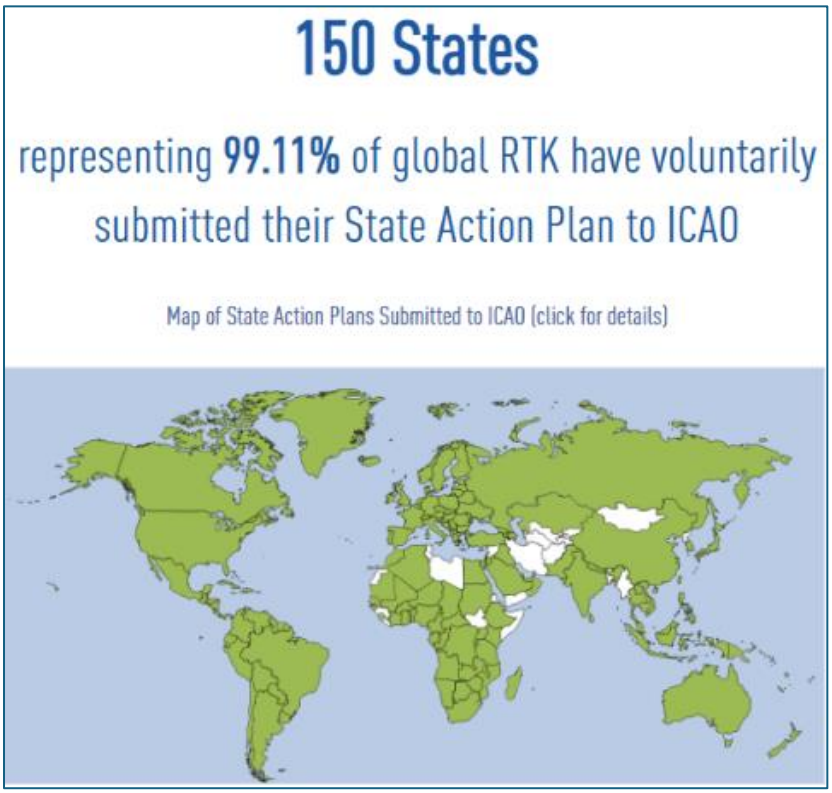
2.1 In June 2024, the Council further approved the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG. ICAO is making progress on the implementation of the ICAO Roadmap since its adoption in 2024, whilst recognizing the importance of making a balanced progress between the four interdependent Building Blocks of 1) policy and planning, 2) regulatory framework, 3) implementation support, and 4) financing.

Building Block 1 (Policy and Planning) – LTAG Monitoring and Reporting Methodology, State Action Plans, LTAG Stocktaking and Tracker Tools

2.2 The Thirteenth Meeting of the Committee on Aviation Environmental Protection (CAEP/13) in February 2025 developed the LTAG monitoring and reporting (LMR) methodology, which combines backward-looking assessments to track actual performance of international aviation, against milestones such as the global aspirational Vision established by CAAF/3, along with forward-looking

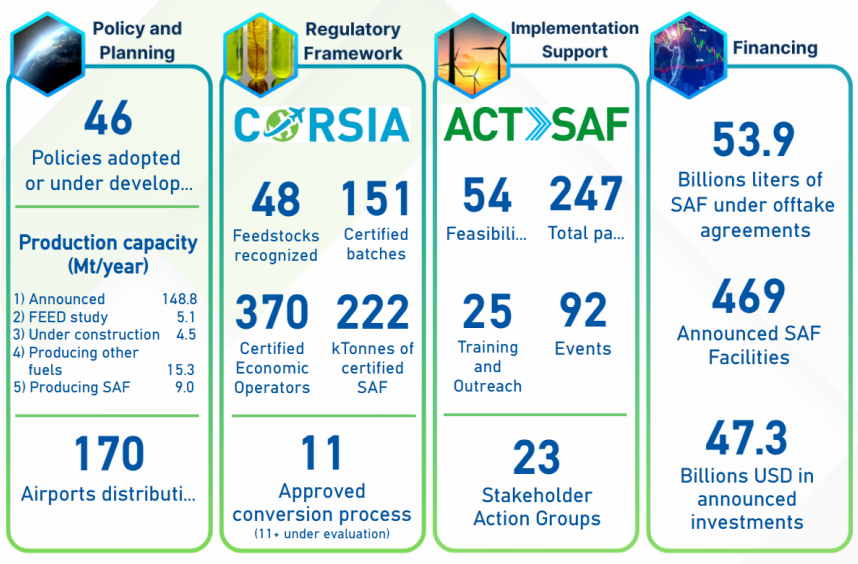
assessments to provide updated projections toward 2050. The ICAO Council has been reviewing this methodology prior to its further consideration by the 42nd Assembly.

2.3 ICAO continues its collaborative efforts with States to facilitate the development, update and submission of State Action Plans (SAPs). The ICAO SAP initiative is gaining momentum, particularly in support of the Global Framework and the LTAG. As of June 2025, 150 States have submitted their SAPs, representing more than 99 per cent of global air traffic. The fourth edition of the ICAO *Guidance on the Development of State Action Plans on CO_2 Emissions Reduction Activities: Towards LTAG Implementation* (Doc 9988) in 2024 provides clear guidance on how States can incorporate aviation cleaner energies and other innovations in their SAPs and facilitates States' reporting on the expected results from the implementation of selected measures, while outlining respective policies, actions and roadmaps in the SAPs. In 2024, ICAO also updated Guidance on policy measures for SAF development and deployment.



2.4 Furthermore, ICAO has been undertaking annual LTAG stocktaking, including the 2025 LTAG stocktaking as part of the ICAO Aviation Climate Week scheduled for 2 to 4 June 2025, covering all aspects on the monitoring of progress for aviation CO_2 emissions reduction measures, including the progress on implementation support and financing.

2.5 The evolution on various SAF-related indicators is reflected in the updates to the ICAO Cleaner Energy Tracker Tools. Over the last three years, the Tracker Tools have registered significant increase in the number of SAF policies adopted or under development, airports distributing SAF, approved SAF conversion processes, feedstocks recognized and batches of SAF certified under CORSIA, SAF volumes under offtake agreements, announced SAF production facilities, and latest news on SAF developments. The layout of the ICAO Tracker Tools has been updated to align with the four Building Blocks of the Global Framework.



Building Block 2 (Regulatory Framework) – CORSIA Framework for SAF and LCAF, and Fuel Accounting System

2.6 The Global Framework clearly recognized that the sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions used for CORSIA eligible fuels should be used as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation. It also requested the acceleration of sustainability certification in line with the CORSIA requirements, as well as the analysis and approval of life cycle values for new fuel sources and pathways.

2.7 In this regard, ICAO CAEP has made progress on several amendments to CORSIA regulatory frameworks as reflected in the ICAO Cleaner Energy Tracker Tools above. An "ACT-SAF Accelerator" project was also launched by ICAO to accelerate the analysis and approval of life cycle values for new fuel sources and pathways.

2.8 As requested by the Global Framework, CAEP will also undertake a study of fuel accounting systems for international aviation currently used in the open market, with a view to identifying any possible ICAO role and any necessary update of ICAO regulatory frameworks and systems, which should leverage, to the extent possible, existing methodologies and procedures under CORSIA, and this work will also support the LMR above.

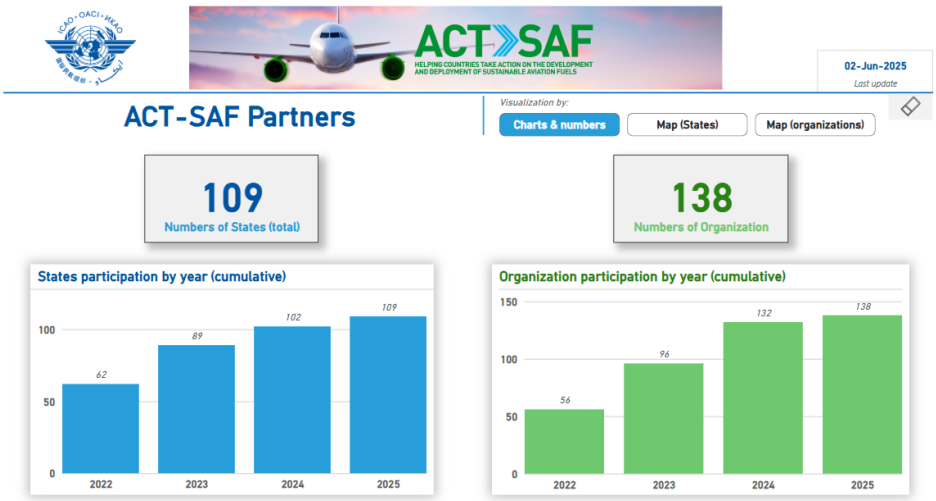
Building Block 3 (Implementation Support) – ACT-SAF programme

2.9 The achievement of the LTAG requires a robust, targeted and tailored capacity-building and implementation support programme. ICAO, industry, academia and other relevant stakeholders are working together to deliver such a programme, taking into account different circumstances of States and regions, and in line with the ICAO *No Country Left Behind* initiative.

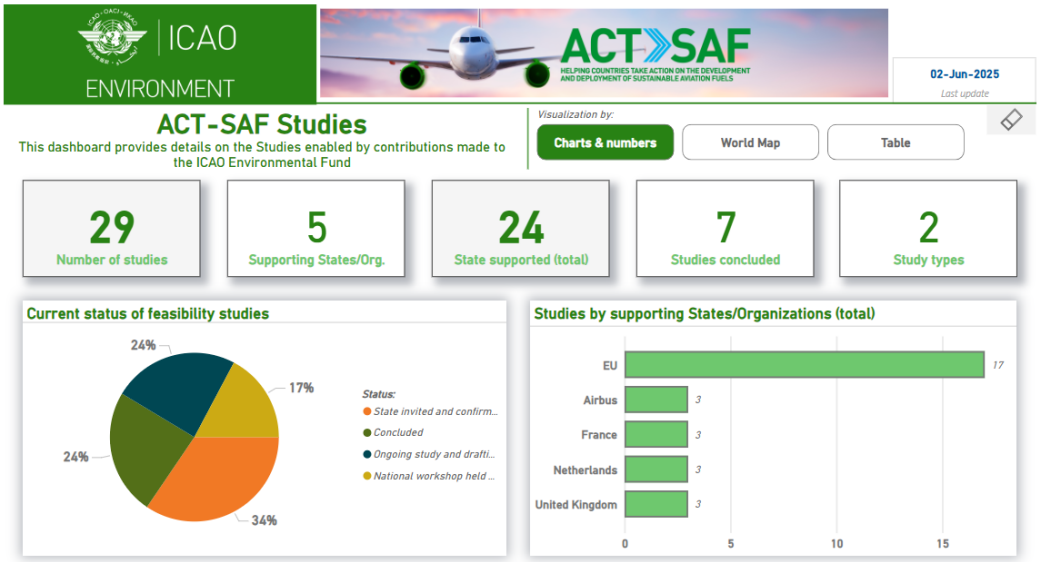
2.10 The ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme was launched in June 2022 to provide tailored support for States in various stages of SAF development and deployment, facilitate partnerships and cooperation on SAF initiatives under ICAO coordination, and to serve to facilitate knowledge sharing and recognition of initiatives worldwide. The ACT-SAF series of training sessions deliver comprehensive online training to partners on an array of important SAF-related

topics; 19 training sessions have been concluded, which are available on ICAO TV. In-person training and workshops have also been provided in a number of States, with the support of the ACT-SAF partners and in coordination with the ICAO Regional Offices.

247 States and Organizations joined the ICAO ACT-SAF Programme (as of June 2025) reflecting a steady increased in participation

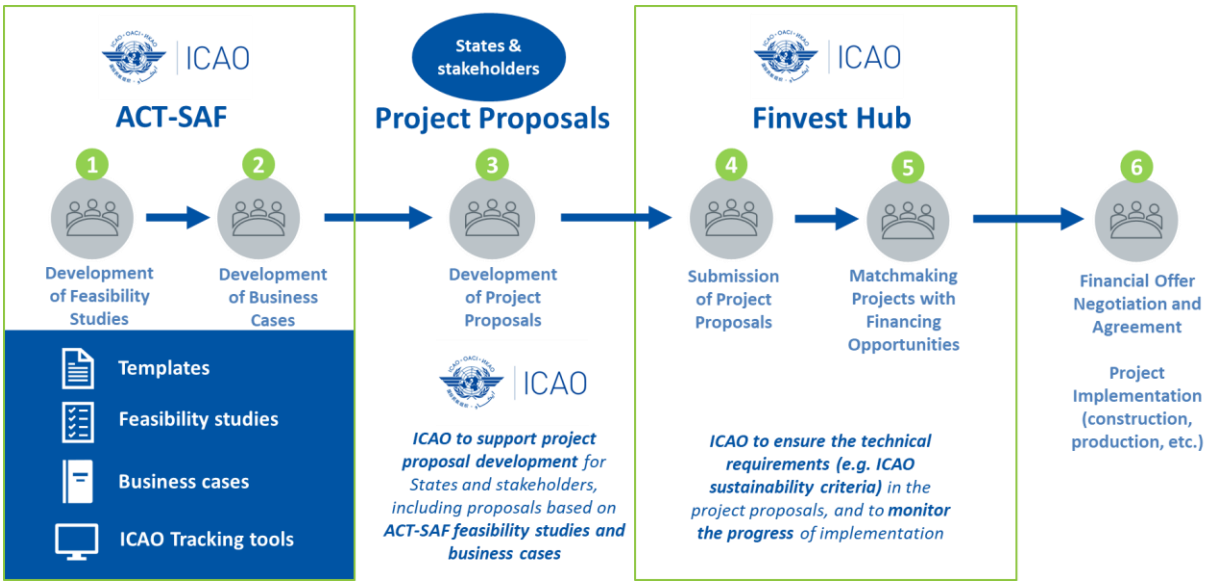


2.11 In addition to seven SAF feasibility studies already conducted until 2023 with contributions from the European Union, 22 more SAF feasibility studies and business implementation studies are currently being implemented or planned under the ACT-SAF programme, with contributions provided by France, the Netherlands, the United Kingdom, the European Union, and Airbus. Further initiatives are being planned with contributions provided by Austria, Italy, and Côte d'Ivoire. The status of these studies is detailed in a dashboard on the ACT-SAF website.



Building Block 4 (Financing) – Advocacy & Outreach and ICAO Finvest Hub

2.12 Access to financial resources is particularly crucial for the deployment of SAF, LCAF and other aviation cleaner energies, as the scaling-up of fuels in support of the LTAG, would require cumulative investments of around USD 3.2 billion by 2050 according to the ICAO LTAG Report. ICAO is enhancing engagement and establishing networks and structured dialogues between Member States, the international finance community and relevant stakeholders, including public and private financial institutions, investors and insurers, as well as the UN and other internationally-recognized funds and investment vehicles, aiming to identify and promote financing and funding opportunities and prioritization to aviation decarbonization projects, in particular for developing countries and States having particular needs.



Illustrative relationship between ICAO ACT-SAF and ICAO Finvest Hub

2.13 As requested by the ICAO Assembly and the CAAF/3 Global Framework, ICAO has been preparing for the launch of the "Finvest Hub", a platform designed to facilitate access to climate finance and to connect States and project developers with funding opportunities. One example of partnership towards the operationalization of the Finvest Hub is the Memorandum of Cooperation signed between ICAO and the International Renewable Energy Agency (IRENA) in October 2024 to explore partnership arrangements to facilitate the identification of financial resources for scaling up SAF, LCAF and other aviation cleaner energy solutions, while ensuring the observance of ICAO technical criteria and requirements (e.g. sustainability criteria for SAF and LCAF). ICAO looks to explore partnerships of this nature with other suitable players from governments, financial institutions, and the private sector.

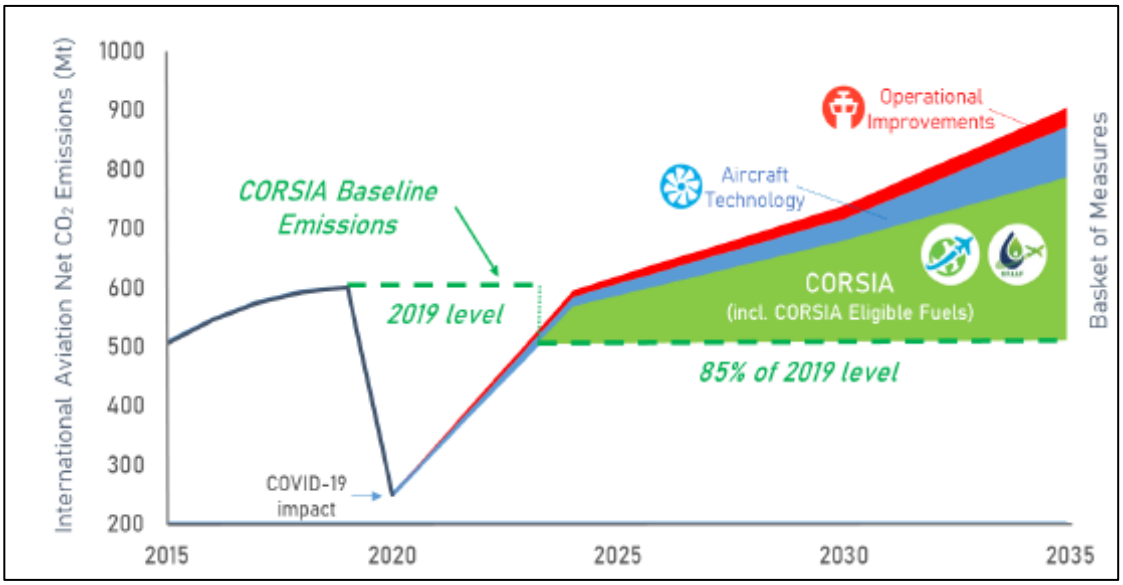
2.14 The ICAO Council is also considering the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges, including through the consideration of a study conducted by a third-party consultancy. The report of the ICAO Council in this regard is expected for the 42nd ICAO Assembly.

3. CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)

3.1 Prior to the agreement on the LTAG in 2022, a concrete mechanism, in the form of CORSIA, had already been in place to achieve the ICAO's medium-term global aspirational goal of 2020 carbon neutral growth for international aviation.

3.2 The 39th Session of the ICAO Assembly in 2016 agreed on CORSIA as the "*only global market-based measure applying to CO_2 emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional Market-Based Measures (MBMs), thus ensuring that international aviation CO_2 emissions should be accounted for only once*". CORSIA is the first global market-based measure adopted by any industry sector to address CO_2 emissions from international activity. It was designed to complement the basket of mitigation measures to reduce CO_2 emissions from international aviation, including aircraft technologies, operational improvements and sustainable fuels.

Contribution of CORSIA towards reducing international aviation net CO_2 emissions (with adjusted CORSIA baseline emissions)



3.3 The 41st Session of the ICAO Assembly in 2022 adopted Resolution A41-22 on CORSIA, containing the adjustments to the CORSIA design features recommended by the ICAO Council following the 2022 CORSIA periodic review, namely:

- CORSIA baseline: using 2019 emissions for the pilot phase (2021 – 2023), and using 85 per cent of 2019 emissions after the pilot phase (2024 – 2035);
- Calculation of CORSIA offsetting requirements: changing the percentage use of the sectoral and individual operator's growth factors as 100 per cent sectoral and 0 per cent individual (for the 2021 – 2032 period), and 85 per cent sectoral and 15 per cent individual (for the 2033 – 2035 period); and
- New entrant threshold: change of reference emissions from 2020 to 2019.

3.4 The 2025 CORSIA periodic review is ongoing and will be completed by the 42nd Session of the ICAO Assembly. This review builds upon the 2022 CORSIA review process, with a focus on the assessment of supply, demand, price and cost impact of the CORSIA offsetting requirements.

(a) Maintenance of the CORSIA Implementation Framework

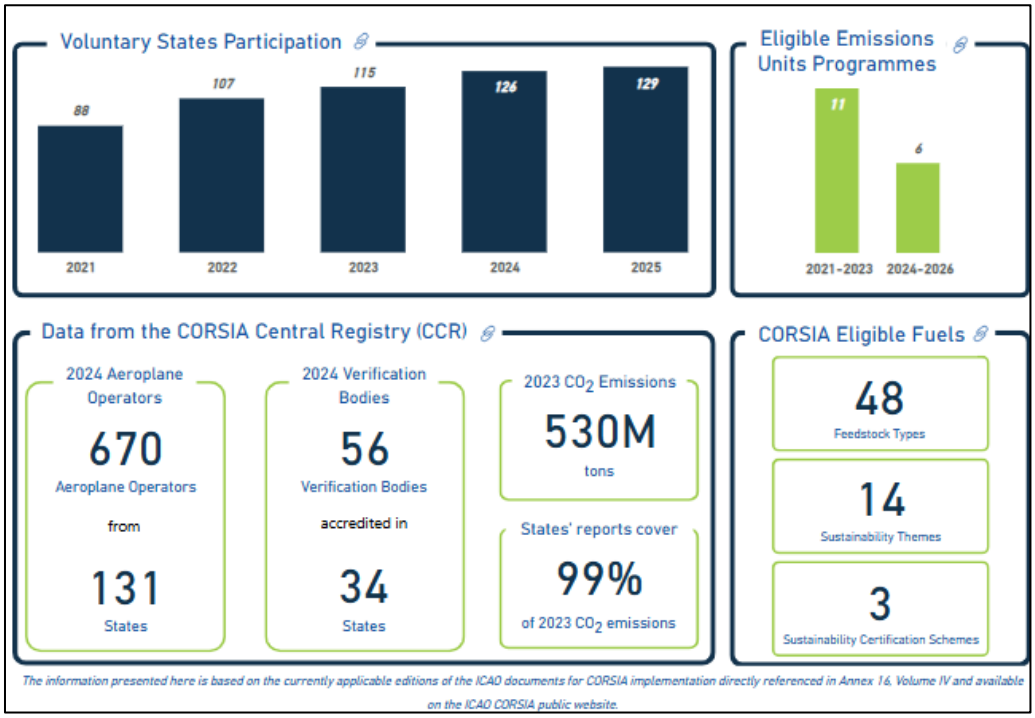
3.5 The CORSIA implementation framework consists of three components: Standards and Recommended Practices (SARPs) in Annex 16 — *Environmental Protection, Volume IV*; guidance in Doc 9501 — *Environmental Technical Manual (ETM), Volume IV*; and five CORSIA Implementation Elements: voluntary participation in CORSIA; ICAO CORSIA CO_2 Estimation and Reporting Tool (CERT); CORSIA Eligible Fuels; CORSIA Eligible Emissions Units; and CORSIA Central Registry (CCR).

- ***Annex 16, Volume IV*:** In March 2023, the Council adopted Amendment 1 to Annex 16, Volume IV, reflecting the adjustments to the CORSIA design elements in Resolution A41-22 and technical recommendations from CAEP, and it became applicable as the second edition of Annex 16, Volume IV on 1 January 2024. The ICAO Council is further considering minor amendments to clarify matters related to the Monitoring, Reporting and Verification (MRV) of CO_2, which is expected to be applicable from 1 January 2027.

- ***Doc 9501, Volume IV:*** In October 2023, ICAO published the third edition of Doc 9501, Volume IV containing technical guidance on CORSIA implementation to support stakeholders in the implementation of the second edition of Annex 16, Volume IV. The fourth edition of Doc 9501, scheduled to be published in the last quarter of 2025, will provide further guidance related to CORSIA Eligible Fuels.

(b) Progress on CORSIA Implementation Elements

Overview of CORSIA Implementation



Voluntary participation in CORSIA

3.6 The ICAO Assembly strongly encouraged all States to voluntarily participate in CORSIA's pilot phase and first phase, as more participating States will contribute to the higher environmental integrity of the scheme. 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 in a given year from 2021. The number of volunteer States has steadily increased from an initial 88 States (2021) to 129 States (2025). The number of volunteer States for 2026 will be determined by the end of June 2025.

Monitoring, Reporting and Verification (MRV) of CO_2 emissions

3.7 The robust implementation of CORSIA relies on the consistent MRV of annual CO_2 emissions by all aeroplane operators performing international flights. In accordance with the provisions in Annex 16, Volume IV, many operators are eligible to apply simplified procedures for the monitoring and reporting of CO_2 emissions through the use of the ICAO CORSIA CO_2 Estimation and Reporting Tool (CERT), for which annual updates are developed by CAEP and approved by the Council.

3.8 Based on the data reported by operators, States are required to submit annual CO_2 emissions data to ICAO through the CORSIA Central Registry (CCR), together with information such as: list of operators; verification bodies accredited in States; emissions reductions from CORSIA Eligible Fuels; and cancellation of CORSIA Eligible Emissions Units. This information serves as the basis for the CCR-related ICAO documents published in the ICAO website.

3.9 To date, States have submitted CO_2 emissions data through the CCR for the three years of CORSIA's pilot phase (i.e. 2021, 2022 and 2023). In 2024, 121 States submitted data on 2023 CO_2 emissions, with ICAO applying the data gap-filling methodology for an additional 15 States. The total 2023 CO_2 emissions were 530 Mtonnes, with CCR data representing an emissions coverage of 99.0%, reflecting the commitment of States and aeroplane operators to the successful implementation of CORSIA.

CORSIA Annual Sector's Growth Factor and offsetting requirements

3.10 Based on the information reported by States, complemented by the data gap-filling procedure, ICAO published annual editions of the ICAO document CORSIA Annual Sector's Growth Factor (SGF) containing the value of SGF for years 2021, 2022 and 2023. The trend in the reported annual CO_2 emissions shows that SGF may have a positive value from 2024 onwards, which may in turn to the generation of offsetting requirements for aeroplane operators. This places an even stronger emphasis on the importance of the continuous and robust implementation of CORSIA's MRV system, as ICAO's calculation of the annual SGF values relies on the consistent reporting of annual CO_2 emissions.

CORSIA Eligible Emissions Units (CEUs)

3.11 The eligibility of emissions units used by an aeroplane operator to meet its CORSIA offsetting requirements is determined in the ICAO document CORSIA Eligible Emissions Units, which is regularly updated and approved by the ICAO Council. The UNFCCC COP29 in November 2024 finalized the rules under Article 6 of the Paris Agreement, which is important for CORSIA as the governments hosting activities that generate CORSIA eligible emissions units as approved by the ICAO Council, now have the necessary guidelines for authorizing those units to be used under CORSIA. As such, ICAO has actively encouraged governments hosting activities that generate CEUs to issue the Letters of Authorization which may facilitate the access and availability of CEUs to aeroplane operators.

CORSIA Eligible Fuels (CEFs)

3.12 Aeroplane operator can reduce its CORSIA offsetting requirements in a given year by claiming emissions reductions from CEFs. The five ICAO documents related to CEFs have been regularly updated and approved by the ICAO Council, as follows:

- in November 2022, the ICAO Council approved the sustainability criteria for LCAF produced on or after 1 January 2024, in addition to the previously approved sustainability criteria for SAF;
- in June 2023, the Council decided that two Sustainability Certification Schemes (SCSs) previously approved for SAF certification during CORSIA's pilot phase were also approved for certification on or after 1 January 2024, with a third SCS being approved in October 2024; and
- the Council has approved regular updates to the ICAO documents *CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels* and *CORSIA Methodology for Calculating Actual Life Cycle Emissions Values*, which contain relevant information for the calculation of emissions reductions from CEFs.

(c) ICAO Assistance, Capacity-building and Assistance for CORSIA (ACT-CORSIA) programme

3.13 The ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme, launched in July 2018 as part of the *No Country Left Behind* initiative, aims to assist all States in CORSIA implementation through a "coordinated approach" under the umbrella of ICAO. In particular, the ACT-CORSIA Buddy Partnerships have been successful to provide training and assistance on various aspects of CORSIA implementation with more than 130 States participating involved.

3.14 Under the ACT-CORSIA Buddy Partnerships, experts from supporting States work together with the CORSIA focal points of support-requesting States, including on the preparation and implementation of the support-requesting States' CORSIA MRV systems. The results of the training activities have been remarkable, with 99.0% of global 2023 CO_2 emissions submitted by States through the CCR. To ensure a coordinated approach for the ACT-CORSIA programme, the ICAO Secretariat also organizes annual Training of Trainers (ToT) sessions for the experts from the supporting States.

3.15 The CORSIA Verification Course offered by ICAO's Global Aviation Training (GAT) Office provides training on the verification of 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. In 2025, three more courses on CORSIA are under development and will be available in end-2025.

3.16 ICAO also continues to develop and update outreach materials on CORSIA, namely: CORSIA Frequently Asked Questions (FAQs) which are updated on an annual basis; monthly issues of the CORSIA Newsletter; regular updates to Navigating CORSIA — a guide to the scheme's design and implementation, and a package of pre-recorded presentations available on the ICAO CORSIA website.

4. UNFCCC – CLIMATE FINANCE

4.1 The UNFCCC COP29 meeting adopted the new Collective Quantified Goal on Climate Finance (NCQG), an agreement that aims to triple finance to developing countries, with developed countries taking the lead, from the previous goal of USD 100 billion per year, to at least USD 300 billion per year by 2035, and also to secure the efforts of all actors to work together to scale up finance to developing countries, from public and private sources, to the amount of USD 1.3 trillion per year by 2035.

4.2 ICAO has been closely following international discussions and negotiations pertaining to climate finance. This includes proposals under consideration by other UN bodies and organizations, such as the UN Committee of Experts on International Cooperation on Tax Matters, the International Monetary Fund (IMF), and the Global Solidarity Levies Task Force, identifying the aviation and maritime sectors as potential sources for levies and taxes to mobilize climate financing in other sectors. Despite concerns raised by ICAO across various platforms, proposals related to aviation taxation continue to be under consideration by a series of non-ICAO events.

4.3 Notably, ICAO Assembly Resolution A41-21, paragraph 16, states "*while recognizing that no effort should be spared to obtain means to support the reduction and stabilization of CO_2 emissions from all sources, urges that ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner*".

4.4 The achievement of the LTAG and the implementation of the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies require adequate financial resources within the international aviation sector, for it to effectively respond to the global climate change challenge. The growing commitment of Member States, stakeholders and partners to support the ICAO ACT-SAF programme and the State Action Plan initiative, as well as the ongoing operationalization of the ICAO Finvest Hub, also demonstrate how critical such financial resources are to aviation decarbonization projects.

4.5 Introducing new taxes and levies on international aviation would not only result in a disproportionate financial burden on the sector, but also lead to a patchwork of regulations with adverse implications for its sustainable development. It is important to recall that the ICAO Assembly has agreed that "*CORSIA is the only global market-based measure applying to CO_2 emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional Market-based Measures (MBMs), thus ensuring that international aviation CO_2 emissions should be accounted for only once*".

4.6 Furthermore, these new taxes and levies on international aviation will drive-up air travel costs, which could have a particularly concerning impact on Small Island Developing States and developing countries that rely heavily on tourism and trade via air transport. This shift could undermine the economic viability of airlines and tourism-related businesses and hinder socio-economic development as well as progress towards achieving multiple Sustainable Development Goals (SDGs).

4.7 A detailed account of ICAO's extensive deliberations over market-based measures for international aviation, and the journey leading to the CORSIA agreement, is available on the ICAO CORSIA website and Uniting Aviation, providing context for the concerns outlined above.

5. LOOKING FORWARD – 42ND SESSION OF THE ICAO ASSEMBLY

5.1 The 42nd Session of the ICAO Assembly, scheduled for 23 September to 3 October 2025 at the ICAO Headquarters, Montreal, Canada, will review and update the ICAO policies in various fields, including on aviation environmental protection. The ICAO Council is in the process of preparing its proposals to the ICAO Assembly in light of the developments during the last triennium, including proposed updates to the Assembly Resolutions on climate change, aimed at accelerating aviation decarbonization such as the implementation of LTAG, transition to aviation cleaner energies, robust CORSIA implementation, aircraft noise and local air quality, as well as the cooperation with UN bodies.

5.2 The ICAO Innovation Fair will also be convened from 21 to 22 September 2025, just prior to the ICAO Assembly. The theme of the Fair will be "Global Horizons: Inclusive Innovations for Aviation", and it will facilitates dialogues between various stakeholders on aviation innovation and how it contributes towards achieving the UN Sustainable Development Goals, including on climate change.

5.3 In preparation for the ICAO Assembly, the 2025 ICAO Aviation Climate Week – Skyward Action: Realizing Aviation's Sustainable Future was held from 2 to 4 June 2025 and provided an opportunity for participants to be informed of the overall progress achieved and discuss the latest developments on all environmental topics, covering the following topics:

- 2025 ICAO LTAG Stocktaking to monitor progress towards the LTAG achievement, and the implementation of the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies;

- outcomes and recommendations from the thirteenth meeting of ICAO's Committee on Aviation Environmental Protection (CAEP/13); and

- wider environmental topics, such as CORSIA, non-CO_2 aviation emissions, green airports, climate adaptation and resilience.

5.4 Further progress in aviation decarbonization was achieved during the 2025 ICAO Aviation Climate Week, as ICAO and IRENA strengthened our bilateral collaboration to enhance financing opportunities for SAF and other aviation cleaner energy projects.

— END —