



Chart of the Week

31 October 2025

ICAO 42nd Assembly – Key environment-related outcomes

SAF, LCAF and other Aviation Cleaner Energy	Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	International Aviation Transport Taxation						
 The Assembly highlights the importance of a robust globally harmonized SAF accounting and reporting methodology  The Assembly encourages States to use the ICAO sustainability criteria, which are the accepted basis for the eligibility of aviation cleaner energies  The Assembly encourages States to rapidly scale up the production and certification of CORSIA Eligible Fuels	 The Assembly encourages more States to participate voluntarily in CORSIA to increase its environmental integrity  The Assembly reaffirms CORSIA's role as the only global market-based measure to address international aviation emissions  The Assembly recognizes the critical importance of LoAs to facilitate the availability of CORSIA Eligible Emissions Units	 The Assembly expresses a clear concern with an increasing number of initiatives to collect taxes from international aviation for the mobilization of revenue for climate finance to other sectors <tr><th colspan="3">Other Key Outcomes</th></tr> <tr><td colspan="3"> The Assembly welcomes the launch of ICAO Fininvest hub to mobilize funding on aviation decarbonization The Assembly requests the Council to establish the ACT-LTAG program. </td></tr>	Other Key Outcomes			The Assembly welcomes the launch of ICAO Fininvest hub to mobilize funding on aviation decarbonization The Assembly requests the Council to establish the ACT-LTAG program.		
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Source: IATA Sustainability and Economics, Policy & Standards

The 42nd ICAO Assembly was held in Montréal, Canada, from September 23 to October 3, 2025. On environmental matters, IATA was pleased to note that the Assembly reaffirmed the commitment of Member States to achieving net-zero carbon emissions for international aviation by 2050, underpinned by concrete actions.

The Assembly highlighted the importance of a global and robust SAF accounting and reporting methodology. In the meantime, the Assembly reiterated that the CORSIA 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 for international aviation.

Regarding CORSIA, the Assembly encouraged more States to participate in the scheme to increase its environmental integrity, and reiterated that CORSIA is the only global market-based measure (MBM) applying to international aviation, so as to avoid a possible patchwork of duplicative national or regional MBMs. The Assembly also recognized the critical importance of Letters of Authorization (LoA) to increase the supply of CORSIA Eligible Emissions Units and encouraged governments hosting carbon projects to expedite the issuance of LoAs.

Further, regarding international aviation taxation, the Assembly expressed 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, and recognized that such initiatives would represent duplicative MBMs, leading to double charging of aviation CO₂ emissions and negatively impact the implementation of CORSIA and Long-term Aspirational Goal.

Collectively, these outcomes provide a strengthened foundation for coordinated progress on international aviation's environmental agenda.

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IATA Sustainability & Economics
economics@iata.org