

# Regional Perspectives on Progress from ICAO Regional Officers towards the Long-Term Global Aspirational Goal (LTAG)

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## Environmental Protection Activities in ICAO's Regional Offices: Progress and Outlook

ICAO continues to make significant advancements in promoting environmental sustainability within the international aviation sector. As part of its commitment, ICAO's Regional Offices play a crucial role in implementing environmental initiatives and supporting Member States in meeting ICAO's ambitious environment and climate goals. This section focuses on the efforts and achievements of all of ICAO's Regional Offices in advancing ICAO's environmental objectives. Through a range of activities, including enhancing regional development of State Action Plans, assisting States with their involvement in the ACT-SAF Programme, and supporting States with the implementation of CORSIA, the Regional Offices are actively driving progress toward reducing aviation's carbon footprint and ensuring a sustainable future for international aviation. This report highlights the key initiatives, challenges faced, and the future outlook for continued success in the region.

## Asia and Pacific (APAC) Regional Office

### *Introduction*

The ICAO Asia and Pacific (APAC) Regional Office is committed to promoting the environmental sustainability of international civil aviation across the APAC region. To achieve this objective, the APAC Regional Office has identified five key tasks that are essential for driving meaningful progress:

- Implementation Support for ICAO Standards: Assisting States in implementing the requirements of ICAO Annex 16 – Environmental Protection - Volume IV – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and other Environment guidance materials, with a particular focus on addressing the development and update of State Action Plans (SAPs) to reduce CO<sub>2</sub> emissions and fulfilling the requirements of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).
- Stakeholder Engagement: Facilitating cooperation between Member States and international and regional organizations through external conferences, seminars, and meetings, amongst others.

- **Monitoring Progress:** Tracking implementation progress, identifying common challenges, and addressing support needs of Member States.
- **Promote Research and Awareness:** Promoting the dissemination of knowledge on climate change impacts on aviation and increasing awareness across the APAC region.

### ***Sustainable Aviation Fuels (SAF)***

In the area of SAF, the APAC Regional Office is actively engaged in supporting the advancement of ICAO's Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) Programme. The Regional Office's activities include facilitating the implementation of ACT-SAF, organising environment-focused events in the region, participating in relevant regional and international forums, and promoting collaboration on ICAO's environmental policies. The APAC Regional Office also coordinates the registration of additional States and organizations that have expressed their intention in participating in the ACT-SAF Programme. In this regard, between January 2023 and May 2025, the APAC Regional Office has organized a number of internal events to further promote SAF initiative and the ACT-SAF Programme.

As part of its efforts to support States in implementing ICAO's environmental objectives, the APAC Regional Office has organized regional environmental seminars as described below:

- **2023 APAC Environmental Regional Seminar** – This seminar focused on encouraging stronger commitment among States in working towards achieving the outcomes of the 41st ICAO Assembly. The event focused on the implementation of the Long-Term Global Aspirational Goal (LTAG), including providing updates on the ACT-SAF Programme and financing for aviation cleaner energy initiatives.
- **2024 APAC Regional Seminar on Environment** – This seminar was aimed at raising awareness and facilitating the exchange of views on the implementation of the LTAG and the Global Framework on SAF, Lower Carbon Aviation Fuels (LCAF) and other aviation cleaner energies. The discussions during the seminar addressed recent developments in aviation cleaner energy policies, State Action Plans, the role of CORSIA

eligible fuels, implementation challenges, updates on the ACT-SAF Programme, as well as financing mechanisms.

In addition, between January 2022 and May 2025, the APAC Regional Office has actively promoted the ACT-SAF Programme by participating in various international and regional events, in collaboration with international organizations such as IATA, ACI and organisations in the AFI Region; regulatory authorities including the FAA and ASEAN; and industry stakeholders such as Honeywell, Airbus, and Mitsui.

Looking ahead, the 2025 APAC Environment Regional Seminar will aim to strengthen compliance with the CORSIA offsetting requirements, foster regional collaboration on SAF, LCAF, and other aviation cleaner energies, and continue to support the ACT-SAF Programme.

### ***State Action Plans (SAP) on CO<sub>2</sub> Emissions Reduction***

With respect to the implementation and advancement of State Action Plans, the APAC Regional Office undertakes a range of activities to support Member States in aligning with ICAO's environmental objectives. This includes maintaining regular engagement with designated State Focal Points to facilitate continuous implementation support. The Regional Office also organizes and delivers technical assistance activities, including tailored support for Pacific Small Island Developing States (PSIDS), supporting the development and submission of their State Action Plans and the incorporation of relevant mitigation measures to support the implementation of the LTAG.

In addition, the APAC Regional Office supports States in incorporating quantified data into their SAPs, highlighting their individual contributions toward the achievement of ICAO's global aspirational goals. These efforts are further complemented by APAC's participation in and support of various environmental events held in the region, as well as representation in relevant regional and international forums to promote further collaboration on ICAO's environmental policies and objectives. In this regard, below are some notable events:

- **2022 Webinar on the State Action Plan Initiative for CO<sub>2</sub> Emissions Reduction:** This event aimed at sharing updates on new ICAO activities related to SAPs, highlighting the outcomes of the 2022 ICAO Stocktaking and the High-Level Meeting on the Feasibility of a Long-Term Aspirational Goal for International Aviation CO<sub>2</sub> Emissions Reductions (HLM-LTAG).
- **2023 Workshop for Pacific Small Island Developing States (PSIDS) on State Action Plans (SAPs) for CO<sub>2</sub> Emissions Reduction in International Aviation:** The primary objective of this workshop was to provide PSIDS with direct support in preparing and submitting their SAPs to ICAO, while also raising awareness on ICAO's updated environmental protection initiatives.
- **2025 Webinars on the State Action Plan Initiative for CO<sub>2</sub> Emissions Reduction:** These webinars will focus on emphasizing the importance of the SAP initiative in achieving the LTAG and will provide valuable insights into SAP implementation progress across the APAC region.

As of the latest update, 24 of the 39 APAC States have submitted their State Action Plans to ICAO, while 15 States have yet to submit their Action Plans. In this regard, the primary mitigation measures selected by APAC States include advancements in aircraft technology, operational improvements, the adoption of SAF, cleaner energy solutions, and market-based measures. Notably, operational improvements have emerged as the most widely utilized mitigation measure, with 23 APAC States incorporating these measures.

Moreover, the APAC Regional Office has also facilitated the SAP Buddy Programme, whereby Indonesia, as a supporting State, has provided assistance to Timor-Leste, a receiving State, in the development of its State Action Plan. The outcome of this initiative is to encourage greater commitment among APAC States to develop and update their SAPs, with a focus on incorporating quantified data and relevant mitigation measures.

Looking ahead, the upcoming SAP events for 2025 will include a workshop tailored to South Asia and Pacific Small Island Developing States (PSIDS). The primary objective of this workshop will be to provide technical assistance in the preparation, updating, and submission of State Action

Plans to ICAO, while also fostering regional collaborations and capacity-building to advance aviation environmental protection initiatives across these regions.

### CORSIA

Regarding CORSIA, the APAC Regional Office undertakes several activities to ensure continuous engagement and support for its implementation across the region. These activities include regular communication with State Focal Points to maintain engagement in CORSIA implementation, organizing and conducting assistance activities to help APAC States align with ICAO's global aspirational goals, and providing targeted information and support to encourage States that have not yet done so to notify ICAO of their intention to participate in the CORSIA offsetting requirements.

Furthermore, the APAC Regional Office actively participates in relevant events to represent and promote collaborations on ICAO's environmental protection initiatives, including CORSIA. The APAC Regional Office also supports environmental protection events organized by ICAO HQ within the APAC region, monitors States' implementation of CORSIA-related requirements, and coordinates the delivery of ICAO assistance to ensure the fulfilment of the requirements under ICAO Annex 16 – Volume IV.

Additionally, the APAC Regional Office supports and monitors the progress of the ACT-CORSIA Buddy Partnerships, facilitating the delivery of ICAO support to these partnerships, and ensuring the inclusion of new States in the ACT-CORSIA Programme to receive the necessary capacity-building assistance. Between January 2022 and May 2025, the APAC Regional Office has organized several internal events related to the CORSIA Initiative, including:

- **2022 Webinar on CORSIA:** This event focused on sharing updates regarding the CORSIA Monitoring, Reporting, and Verification (MRV) System, the CORSIA Central Registry (CCR), and the offsetting requirements.
- **2025 Webinar on CORSIA Implementation (7 May 2025):** The objective of this event is to provide updates on key implementation elements, including the 2025 MRV requirements, and to discuss the status of CORSIA implementation within the APAC region.

The APAC Regional Office has actively encouraged States within the region to voluntarily participate in the CORSIA and ACT-CORSIA Programmes, reaching out to those States that have not yet joined. In 2024, APAC further disseminated information on CORSIA at various workshops, including those organized by international organizations such as the African Civil Aviation Commission (AFCAC) and the Association of Southeast Asian Nations (ASEAN), as well as aviation authorities like the European Union Aviation Safety Agency (EASA).

As of now, 25 out of 39 APAC States have voluntarily joined CORSIA, and 31 out of 39 APAC States have participated in ACT-CORSIA. The role of the APAC Regional Office is to assist with the increase of the number of APAC States engaged in CORSIA and ACT-CORSIA, in addition to ensuring their compliance with CORSIA requirements and constantly updating States with ICAO's environmental policies and objectives related to CORSIA.

Looking ahead, an upcoming event in 2025 will include a workshop on CORSIA, alongside continued support for the ACT-CORSIA Buddy Partnership. For instance, Singapore will be providing ACT-CORSIA training to its partner States, including Cook Islands, Kiribati, Marshall Islands, Palau, Tonga, and Tuvalu.

### **Conclusion**

The APAC Regional Office will continue to play a role in advancing ICAO's environmental objectives across the APAC region. Through sustained collaboration and capacity-building, the APAC Regional Office will continue to support States in achieving meaningful progress. Looking ahead, the focus remains on strengthening implementation and fostering regional action toward ICAO's global environmental goals.

## **Eastern and Southern Africa (ESAF) Regional Office**

### **Introduction**

The ICAO Eastern and Southern Africa (ESAF) Regional Office, established in Nairobi, Kenya in 1983, is the youngest among the seven ICAO Regional Offices. It encompasses 24

Member States, representing 34% of the world's Landlocked Developing Countries (LLDCs) and approximately 8% of the world's Small Island Developing States (SIDS). These nations are particularly susceptible to the impacts of climate change. Recognizing the global challenge of climate change, the aviation sector has actively engaged in mitigation efforts. The ESAF Region has also experienced significant impacts from climate change. In recent years, the region has experienced significant events such as cyclones Eleanor (2024) and Garance (February 2025), which led to airport closures in Mauritius. Southern Africa endured its most severe drought during the 2023/2024 El Niño episode, leading to States like Lesotho, Malawi, Namibia, Zambia and Zimbabwe declaring national drought disasters and seeking aid. On the other hand, the East African region faced severe flooding, which disrupted airport operations. For instance, in April 2024, heavy rains and poor visibility forced flight diversions at Kenya's Jomo Kenyatta International Airport (JKA). At that time, UNICEF reported that nearly 1 million people in Kenya, Burundi, Tanzania, and Somalia were affected by these unprecedented rains. The ESAF Regional Office continues to support its Member States in implementing ICAO policies on environmental protection, aiming to enhance the environmental sustainability of civil aviation at the regional level.

### **Collaboration**

Each year, the ESAF Regional Office leverages the annual Director Generals Civil Aviation (DGCA) and the Africa-Indian Ocean Region (AFI) Aviation Week events to raise awareness and showcase work on environmental protection to both States and stakeholders. Panel discussions are carefully selected based on the latest topics in environmental matters, ensuring relevance and engagement. We have seen that these discussions have a profound impact as they promote regional collaboration on activities towards achieving our environmental aspirational goals.

In the last triennium, the ESAF Region established new collaborations with the two Regional Safety Oversight Organisations (RSOOs) in the region—the East African Civil Aviation Safety and Security Oversight Agency (CASSOA) and the Southern African Civil Aviation Safety Organization (SASO), which have traditionally focused on safety. Since 2022, joint activities have been conducted where RSOOs have invited their Partner States, and ICAO has facilitated

the training of Focal Points. For RSOO SASO, this has become an annual event held around October each year. Additionally, the Region has worked with the African Union Commission (AUC), particularly the Infrastructure and Energy Department and the African Civil Aviation Commission (AFCAC).

Regarding industry partners, annual joint activities have been conducted by the ESAF and WACAF Regional Offices with organizations such as the Africa Airlines Association (AFRAA), the International Air Transport Association (IATA) Africa & Middle East, Airports Council International (ACI) Africa, the International Sustainability and Carbon Certification (ISCC), EASA on SAF and the Roundtable on Sustainable Biomaterials (RSB). These efforts ensure that States and industry are not left behind in the journey towards enhanced environmental sustainability of civil aviation at the regional level. Topics for these sessions have included the implementation of CORSIA, SAF, the development and update of State Action Plans SAP, and innovations in environmental practices.

The ESAF and WACAF Regions also created new relationships with other UN Agencies like the United Nations Economic Commission for Africa (UNECA). As the continent's Economic Commission, UNECA and ICAO leverage their expertise to support the implementation of the Agenda 2030 and Africa's Agenda 2063. For instance, in 2024, ICAO and the UNECA hosted a virtual side event during the 10<sup>th</sup> Session of the Africa Regional Forum on Sustainable Development (ARFSD10) under SDG13 on Climate Change. During this event, ICAO has emphasized CORSIA as the globally recognized Market-Based Measure (MBM) standard for international aviation. In 2024, the ESAF Office delivered a presentation on SAF and its role in ICAO's global environmental aspirational goals at the World Food Programme's (WFP) 3rd Humanitarian Aviation Environmental Summit (HAES) in Nairobi, Kenya.

In 2025, the ESAF Office also coordinated with the East African Community's (EAC) RSOO CASSOA and jointly participated in the UNECA's 11<sup>th</sup> Session of the Africa Regional Forum on Sustainable Development (ARFSD11) under SDG17 on Partnerships for the Goals. Moreover, the ESAF Office also participated in the UNECA 6<sup>th</sup> Africa Climate Talks which build up to the 2<sup>nd</sup> Africa Climate Talks to be conducted later in 2025. The ESAF Region's Member

States are at the forefront of African climate initiatives, with Kenya hosting the inaugural Africa Climate Week in 2023 and Ethiopia set to host the second event in 2025.

### ***Implementation Support***

With respect to implementation support, several activities were also conducted by the ESAF Regional Office. In this regard, the ESAF Office collaborates closely with the WACAF Regional Office to organize workshops, seminars, and meetings. Following the adoption of the LTAG in 2022, both Regional Offices have made significant efforts to enhance the capacity of their Member States to contribute to the achievement of LTAG.

### ***CORSIA***

Over the past three years, ESAF States have actively embraced the role of CORSIA in achieving the Carbon Neutral Goal (CNG) for international aviation. The number of States voluntarily joining CORSIA has increased, surpassing the region's triennial target, with many participating in the ACT-CORSIA Buddy Partnerships. Additionally, in line with Resolution A41-22, which encourages the purchase of Emissions Units benefiting developing States, the Region has conducted activities with Civil Aviation Authorities (CAAs) and national environmental agencies. These activities focused on policies regarding CORSIA Eligible Emissions Units and provided an overview of the application and approval process for potential programs. Notably, some projects from the region, such as the Kenyan BURN Project under the Gold Standard Programme, are part of the approved programs under CORSIA.

However, the development of CORSIA regulations is progressing slowly, as indicated by the limited number of States that have completed the Annex 16 Volume IV Compliance Checklists (CCs) on the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework.

### ***Sustainable Aviation Fuels (SAF)***

ESAF States have eagerly adopted the ACT-SAF Programme, with over 50% joining within its first year. Currently, 71% of ESAF States are ACT SAF Partners. This swift uptake is partly due to proactive measures by Member States like



Ethiopia and South Africa, who explored the potential of Sustainable Aviation Fuels (SAF) before the programme's launch. Ethiopia identified potential feedstock, while South Africa used the Solaris tobacco plant for Africa's first biofuels flight in 2018. The region has conducted the highest number of Feasibility Studies under the ICAO ACT-SAF Programme, with three Business Implementation studies currently underway. Additionally, ESAF States such as Angola and Zambia have shown further commitment by independently securing funding for their own SAF feasibility studies outside of the ACT-SAF Programme. In addition to the environmental benefits of SAF, ESAF States recognize the social and economic advantages that come with its adoption.

The Regional Office actively supports the implementation of activities aligned with the four Building Blocks of ICAO's Global Framework for SAF, LCAF, and other aviation cleaner energies. Following the launch of the Global Framework, a virtual workshop was held to raise awareness among States. This initiative was further reinforced during an in-person 2024 Regional Seminar conducted in collaboration with the ICAO Environment Branch.

### **State Action Plans (SAP) on CO<sub>2</sub> Emissions Reduction**

ESAF States have made significant progress in developing their State Action Plans SAPs. All Small Island Developing States (SIDS) in the ESAF region have created initial Action Plans, demonstrating their commitment to environmental protection. Currently, assistance is being extended to Somalia, Eswatini, South Sudan, and Comoros for the development of their SAPs. Additionally, support is being provided to Uganda, Namibia, Angola, Rwanda, and South Africa as they update their SAPs. At present, only four States have successfully updated their SAPs.

Following the update of ICAO Doc 9988 "Guidance on the Development of State Action Plans on CO<sub>2</sub> Emissions Reduction Activities: Towards LTAG Implementation", extensive efforts have been made by the ESAF and WACAF Regional Offices to ensure that State Focal Points (FPs) are well-informed of the latest developments incorporated in the SAP guidance material. Among the measures outlined in the ICAO Basket of Measures, operational measures are the most popular in Africa. These measures include enhancements to Air Traffic Management (ATM) systems

and operational improvements aimed at achieving a sustainable aviation system. All SAPs submitted in the ESAF Region incorporate these operational measures.

### **Assistance Missions**

Numerous assistance missions were carried out to aid States in implementing CORSIA and developing their State Action Plans SAPs. For example, in 2023, Malawi and Somalia received guidance on formulating their SAPs, while Seychelles received support on CORSIA Implementation Elements. As a result of this assistance, Malawi successfully submitted their SAP in 2023, becoming the 17th ESAF State to do so.

### **Challenges**

Despite these successes, the ESAF region continues to face challenges such as a lack of expertise in environmental science, absence of government policies to support SAF development, and financial constraints for research and development in innovation and SAF. The regional office remains committed to prioritizing environmental protection and will continue to leverage collaboration and dedication to achieve environmental goals.

Looking ahead to the next triennium, the Regional Office is committed to promoting and encouraging States to report on activities related to the Building Blocks of the CAAF/3 Global Framework. The office will continue to support Member States and will aim to increase the number of States with established regulations on CORSIA. Additionally, efforts will be made to assist in the development and update of SAPs in alignment with the latest edition of ICAO Doc 9988. This initiative will also encompass supporting States in implementing ICAO's LTAG monitoring and reporting mechanisms.

## **Western and Central Africa (WACAF) Regional Office**

Established in 1963, the ICAO Western and Central Africa (WACAF) Regional Office was the second ICAO regional office to be established globally, and the first one in Africa. Initially, the WACAF Office served the States in both the WACAF and ESAF Regions. However, in 1983, the office

was divided to create the ESAF Office. Over the past three years, the WACAF region has faced significant climate change impacts, including rising temperatures, droughts, and sudden onset events like floods. For instance, in 2023, heavy rains and floods caused dams and rivers to overflow in Cameroon. Other severely affected countries include the Democratic Republic of Congo, the Republic of Congo, Niger, and the Central African Republic. Flooding and heavy rains can disrupt aviation operations by reducing visibility, worsening runway conditions, affecting aircraft performance, causing delays, posing safety risks, and damaging airport infrastructure.

The Office serves 24 accredited States across the Western and Central African region. Established to ensure a safe, secure, efficient, and environmentally sustainable civil aviation system, the WACAF Regional Office plays a pivotal role in coordinating and supporting various environmental initiatives. In this regard, the ICAO WACAF Regional Office supports the advancement of ICAO's environmental objectives across the region, providing technical support, capacity building, and strategic coordination with States and partners. Over the past triennium, key progress has been made on State Action Plans SAP development, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) implementation, and in sustainable aviation fuels (SAF) supported by enhanced partnerships and awareness activities in the WACAF region.

### ***Collaboration***

The WACAF Regional Office collaborates with numerous industry partners, and, together with the ESAF Regional Office, it has undertaken joint activities with organizations such as the Africa Airlines Association (AFRAA), IATA Africa & Middle East, ACI Africa, the International Sustainability and Carbon Certification (ISCC), and the Roundtable on Sustainable Biomaterials (RSB). The topics addressed during these sessions included the implementation of CORSIA, SAF, the development and update of SAP, and innovations in environmental protection.

Over the past year, the WACAF Regional Office has initiated new collaborations with key Regional Safety Oversight Organisations (RSOOs) such as the Economic Community of West African States (ECOWAS) and the Banjul Accord Group Aviation Safety Oversight Organisation (BAGASOO).

Many RSOOs are institutionally linked to Regional Economic Communities (RECs), which can facilitate coordinated action across States. This is particularly relevant for advancing ICAO's environmental goals, as RSOOs can help promote harmonized approaches to environmental protection and support States in implementing relevant ICAO initiatives at the regional level.

Furthermore, the ESAF and WACAF Regions have established new partnerships with other UN entities such as United Nations Economic Commission Africa (UNECA) that are active in the AFI Region and with whom potential synergies are being explored. For example, in 2024, both regions and UNECA organized a virtual event on the sidelines of the 10<sup>th</sup> Session of the Africa Regional Forum on Sustainable Development (ARFSD10) focused on SDG13, Climate Change. It was an opportunity for ICAO to highlight CORSIA as the internationally recognized Market-Based Measure MBM standard for global aviation.

### ***Implementation Support***

The WACAF Office conducts several implementation support activities including annual meetings, workshops, seminars and webinars to support Member States in implementing environmental standards and policies. Some of these activities are jointly organized in close collaboration with the ESAF Regional Office. Since the adoption of the LTAG in 2022, both Regional Offices have made significant efforts to enhance the capacity of their Member States to contribute to achieving LTAG.

### ***State Action Plans (SAP) on CO<sub>2</sub> Emissions Reduction***

The WACAF Regional Office maintains continuous engagement with States to ensure timely development and updates of State Action Plans SAPs to reduce CO<sub>2</sub> emissions from international aviation. It actively promotes the inclusion of new mitigation measures aligned with the Global Framework on SAF, LCAF, and other aviation clean energies endorsed at CAAF/3.

To date, 21 WACAF States have developed a State Action Plan on CO<sub>2</sub> emissions reduction, reflecting significant progress in this area. Only three States are yet to develop their initial State Action Plans. Among the mitigation

measures outlined in ICAO Doc 9988, operational measures are the most selected by WACAF States. These operational measures include enhancements to Air Traffic Management (ATM) systems and operational improvements aimed at achieving a sustainable aviation system. Regional partnerships continued to play a key role, through cooperations with IATA, AFRAA, and ACI Africa. In addition, SAP-related topics were also integrated into seminars and events held in Dakar in 2023 and 2024 as well as during webinars with States SAP Focal Points. Two virtual workshops were held this year to support the States Focal Points with the implementation of the updated Fourth Edition of ICAO Doc 9988. In this regard, extensive efforts have been made by ESAF and WACAF Regional Offices to ensure that Focal Points are well-trained and informed.

### **CORSIA**

With respect to CORSIA, the ACT-CORSIA Buddy Partnerships have been a great success, evidenced by the increased number of WACAF States voluntarily joining CORSIA. Partnerships have been established with France and Canada supporting for Francophone States, and with Nigeria supporting Anglophone States. The Regional Office plays a pivotal role in organizing both onsite and virtual meetings to ensure that all recipient States are well-trained on CORSIA requirements as per Annex 16 volume IV as well as on the CORSIA Central Registry (CCR). Currently, in the WACAF Region, 23 out of 24 States are engaged in a Buddy partnership under ACT CORSIA.

In addition to ACT CORSIA, States in the region have been actively encouraged to participate in CORSIA through ICAO State Letters and have gained practical insights during regional workshops and seminars where CORSIA was a key focus. Notably, these include the annual environment meeting organized with the ESAF Regional Office for all the African States.

The number of States that have voluntarily joined CORSIA continues to grow reaching 13 States in 2024 with additional States envisaging to join.

### **Sustainable Aviation Fuels (SAF)**

Aligned with ICAO's Global Framework for SAF, LCAF and other aviation cleaner energies, and the ACT-SAF

Programme, the WACAF Office has actively disseminated information and promoted implementation efforts among States. This includes organizing a series of high-level capacity-building events, such as the Seminar on environment held in Dakar in 2024 and webinars organized with the ESAF Office, AFRAA and IATA Africa in 2023 and 2024. In addition, the WACAF Office contributes to teleconferences and technical exchanges, facilitating dialogue on SAF and the LTAG.

The ACT-SAF Programme has accelerated regional efforts towards Sustainable Aviation Fuels in the WACAF Region. Currently, more than half of the WACAF States are participating in the ACT-SAF Programme.

The impact of ACT-SAF is clearly reflected through the following concrete activities:

- In Cote d'Ivoire, a feasibility study was conducted under Phase II of the ICAO-EU Project on the development of State Action Plans. Cote d'Ivoire is currently receiving support with regulation amendments to ensure recognition and inclusion of SAFs. In addition, with the financial support from France, a Business Implementation study will soon be launched;
- In 2025, a feasibility study was initiated for Ghana with funding from the United Kingdom;
- Feasibility studies are also underway for Mauritania and Senegal with funding from the European Union.

Looking ahead, the WACAF Office will expand SAF-related capacity-building efforts in coordination with industry partners, will continue to support feasibility studies in selected WACAF States, and promote ICAO's FINVEST platform in the region.

### **Assistance Missions**

The WACAF Region recognises the importance of assistance missions to support States in implementing CORSIA and developing their State Action Plans. For instance, in 2024, Mauritania received support to develop their SAP and as a result, Mauritania became the 21<sup>st</sup> WACAF State to submit its SAP to ICAO.



## Conclusion

Looking ahead, the WACAF Regional Office will continue to prioritize its support for States in advancing their environmental sustainability efforts and building on the commendable progress that many States have already made. This progress includes actively engaging in the development of robust monitoring mechanisms for the implementation of their SAPs and measuring progress towards the achievement of the LTAG. Recognizing the crucial role of SAF in decarbonizing the aviation sector, the WACAF Office will intensify its multifaceted activities under the ACT-SAF program. In parallel, it remains committed to support States in the adoption and implementation of CORSIA through the ACT-CORSIA Partnership with continued training and assistance on Monitoring Reporting and Verification (MRV) of CO<sub>2</sub> emissions data in CORSIA, as well as the CORSIA eligible fuels and emissions Units. The WACAF Regional Office will also continue to strengthen collaborations with various stakeholders and regional partner organizations to enhance its capacity building strategy to better respond to evolving needs of its Member States.

## European and North Atlantic (EUR/NAT) Regional Office

### Introduction

The ICAO European and North Atlantic (EUR/NAT) Office, located in Paris, France, was the first Regional ICAO Office to become established, in 1947. The EUR/NAT Office serves 56 accredited States across Europe and the North Atlantic region. Established to ensure a safe, secure, efficient, and environmentally sustainable civil aviation system, the Office plays a pivotal role in coordinating and supporting various environmental initiatives across the region. The Office's accreditation area (EUR/NAT area) is characterized by its diverse aviation landscape, encompassing both highly developed and emerging aviation markets, as well as its wide variety of geographical features, which necessitates tailored approaches to promote environmental sustainability.

The EUR/NAT Regional Office plays a pivotal role in providing assistance to its Member States in the implementation of ICAO's environmental standards and policies. In this regard, the Office has launched its activities

related to environmental protection in 2018 with the establishment of the Environmental Task Force. This Task Force aims to provide more targeted support to the States in the regions and foster regional collaboration among the States and key stakeholders. The EUR/NAT Regional Office provides implementation support on environment-related matters through workshops, on-site technical assistance missions and regular follow-up calls with designated State Focal Points.

The EUR/NAT Environment Task Force further supports implementation efforts by raising awareness on the latest ICAO developments at the global, regional and national levels as well as the sharing of experience and best practices amongst States and stakeholders.

Aligned with the strategy of the EUR/NAT Regional Office to be more collaborative, State centric, more risk based and actions and results oriented, the Environment Task force support a collaborative work with the ICAO Member States and partner organization to avoid duplication and enhance synergies. An example of collaboration is the two events with ACI EUROPE on Green Airports: a webinar organized in 2023, and a regional seminar held in Almaty, Kazakhstan in 2024. The latter follows up on the global ICAO seminar to present a more regional approach.

In addition to its direct work with the ICAO Member States, the EUR/NAT Office collaborates with various stakeholders, including industry partners to advance environment initiatives and promote the ACT SAF Programme. These collaborations foster knowledge sharing and innovation, helping States overcome barriers that they might encounter with SAF deployment.

### State Action Plans (SAP) on CO<sub>2</sub> Emissions Reduction

The State Action Plan initiative has become a key element of the ICAO's comprehensive capacity-building and assistance strategy to support Member States with the implementation of a broad range of CO<sub>2</sub> emissions mitigation measures selected from the ICAO "basket of measures". While SAPs remain a key mechanism for communicating national action plans for international aviation, they also play a critical role in enabling ICAO to assess Member States' progress toward achieving the sector's LTAG. In this regard,

States are encouraged to include in their SAPs more detailed long-term strategies for reducing carbon emissions from international aviation, including through the use of innovative technologies, improved operational measures, and SAF. Furthermore, States are urged to incorporate the latest advancements in aviation technologies and cleaner energy sources, supported by relevant policies, implementation roadmaps, and long-term projections.

To date, 50 out of 56 EUR/NAT States have developed and submitted to ICAO their State Action Plans which represents 89% of the States from the EUR/NAT area. In addition, 19 EUR/NAT States have submitted updated to their SAP through the Action Plan Emissions Reduction (APER) website in 2023 and 2024.

**Implementation Support:** The ICAO EUR/NAT Regional Office provides comprehensive support to States in developing and updating their State Action Plans for CO<sub>2</sub> emissions reduction. This includes organizing annual webinars, workshops, and onsite meetings through the Environment Task Force, where States receive guidance on the ICAO Document 9988 and on the mitigation, measures selected to reduce CO<sub>2</sub> emissions from international aviation.

The EUR/NAT Regional Office collaborates with regional organizations such as the European Commission European Union Aviation Safety Agency (EASA), Arab Civil Aviation Organization (ACAO) and the European Civil Aviation Conference (ECAC) to facilitate the development of the SAPs. These partnerships ensure that States receive the necessary support and resources to effectively develop and implement their selected measures incorporated into their action plans. The EUR/NAT Office organizes annual meetings with ACAO and ECAC on State Action Plans. In addition, every year since 2022, the Regional Office and ACAO organize assistance missions to States from the EUR/NAT Region to provide assistance with the development and update of their State Action Plans.

## **CORSIA**

CORSIA has been widely recognized as the only global market-based measure (MBM) for the international aviation sector. It is crucial to understand that the transboundary nature of international aviation operations requires a globally harmonized MBM.

In addition, CORSIA has been recognized as a policy instrument to incentivise the development and deployment of SAF and LCAF on a global scale, including through the adoption of sustainability criteria, life-cycle emissions values, and certification for such fuels, thus allowing for the reduction of offsetting requirements for aeroplane operators.

The EUR/NAT Regional Office actively supports States in implementing CORSIA requirements. This includes providing technical assistance, organizing capacity-building activities, and facilitating the submission of CO<sub>2</sub> emissions data and other necessary documentation to ICAO. To date, 46 States from the EUR/NAT area have voluntarily joined the CORSIA scheme, representing 82% of the EUR/NAT States.

In addition, the EUR/NAT Regional Office facilitates ACT CORSIA webinars and onsite meetings with donors States such as Canada, France and Germany. This has enabled the EUR/NAT Office to support 14 EUR/NAT States. The Office organizes several webinars per year to ensure that States receive the necessary support they need to implement CORSIA requirements.

The office works closely with regional and international organizations to streamline CORSIA implementation. The Office organizes annual joint events with regional organizations like ECAC and ACAO to avoid the duplication of efforts and enhance the effectiveness of capacity-building activities.

## ***Sustainable Aviation Fuels (SAF)***

In alignment with ICAO's Global Framework for SAF, LCAF and other aviation cleaner energies and the ACT-SAF programme, the EUR/NAT Regional Office has actively disseminated the related information and promoted implementation efforts among States.

This included organizing a series of high-level capacity-building events, such as the webinar on the SAF Roadmap held in April 2025, a regional seminar on LTAG and SAF in Samarkand, Uzbekistan (September 2024), and joint webinars in 2023 on SAF with ECAC to promote the ICAO guidance document on potential policies and coordinated approaches for the deployment of SAF. In addition, during his official visits to States, the Regional Director regularly

promotes the ICAO ACT SAF programme to States Officials, explaining the benefits for States to join ACT SAF. The Regional Director also reached out to leaders from the energy sector to discuss plans to start producing SAF, LCAF and other aviation cleaner energies.

To date, 23 States from the EUR/NAT area have joined the ICAO ACT SAF programme, along with partner organizations such as the European Union, EUROCONTROL, EASA, ECAC and Joint Aviation Authorities Training Organisation (JAA-TO).

Through the ACT-SAF programme, the EUR/NAT Regional Office assists States in developing and deploying SAF. This includes promoting the development of feasibility studies, providing policy development support, and facilitating partnerships with industry stakeholders. The Office has initiated coordination and enhanced discussions with national fuels producers from several member States.

Looking ahead, the EUR/NAT Regional Office will continue to expand SAF-related capacity-building efforts in coordination with industry, explore funding opportunities for further feasibility studies, and promote ICAO's FINVEST platform across the EUR/NAT area.

## Conclusion

For the next triennium, the Regional Office will continue assisting States to develop and update the State Action Plans in accordance with the latest edition of ICAO Doc 9988. The EUR/NAT Regional Office will continue supporting Member States in implementing CORSIA requirements. Additionally, the Regional Office will support States in implementing ICAO's LTAG monitoring and reporting mechanisms.

The ICAO EUR/NAT Regional Office continues to play a crucial role in advancing environmental sustainability in aviation across its accreditation areas. Through dedicated support, addressing challenges, and fostering collaboration, the EUR/NAT Regional Office ensures that States are well equipped to meet their environmental goals and contribute to global efforts in reducing aviation's impact on the environment.

## Middle East (MID) Regional Office

### *Advancing Environmental Sustainability in the MID Region*

The ICAO Middle East (MID) Regional Office is guiding the region toward a cleaner more resilient aviation sector. While the MID Region hosts some of the world's busiest airports and fastest-growing airlines, it also grapples with extreme heat, water scarcity, frequent sandstorms and a heavy dependence on long-haul flights. To reconcile this rapid growth with the urgent need for climate action, ICAO MID partners with its 15 Member States to deliver practical solutions across three main areas: SAF, State Action Plans SAPs and CORSIA implementation.

### *Strategic Initiatives and Regional Collaboration*

#### **Sustainable Aviation Fuels (SAF)**

Sustainable Aviation Fuel is a “drop-in” alternative to conventional jet fuel that can cut lifecycle carbon emissions by up to 80%. In the energy-rich MID Region, deploying SAF requires new supply chains and certification processes, but it also offers a chance to modernize the existing fuel infrastructure. To fast-track SAF adoption, the MID Regional Office has made its development a top priority, drawing on local expertise and forging strategic partnerships to support feasibility studies, certification efforts and early commercial trials.

- Saudi Arabia's first SAF delivery (October 2024): In line with Vision 2030 and the Kingdom's Net Zero 2060 goal, the Arabian Petroleum Supply company (APSCO) and General Authority of Civil Aviation (GACA) successfully delivered and stored SAF at Red Sea International Airport. This landmark event provides a model for future SAF handling and distribution.
- UAE's Air-CRAFT consortium (2024): This pioneering research alliance unites regulators, fuel producers, airlines and academia to scale up SAF technologies across the value chain.
- ACT-SAF projects (2024–2025): ICAO MID facilitated feasibility studies and sustainability-certification support in Jordan (funded by the Netherlands) and Egypt (supported by the European Commission), strengthening local capacities to produce, certify and eventually commercialize SAF.

### **State Action Plans (SAP) on CO<sub>2</sub> Emissions Reduction**

State Action Plans enable Member States to set clear emissions-reduction targets, select mitigation measures and integrate the aviation section into national climate strategies. The MID Office delivers workshops, training on data-collection tools and technical assistance missions to Kuwait, Oman, Bahrain and Saudi Arabia to ensure each State's Action Plan is both realistic and measurable.

As a result of these tailored capacity-building activities, significant progress has been achieved, by early 2025, ten out of the 15 Member States in the MID region, representing two-thirds of the region, had submitted draft State Action Plans. In 2025, Bahrain led the way with submitting their first quantified State Action Plan update, detailing specific targets such as airport carbon accreditation and optimized flight paths. Moreover, in collaboration with the Arab Civil Aviation Organization, the MID Regional Office has also delivered SAP workshops to Arab Civil Aviation Organization ACAO Member States, broadening access to technical support and strengthening regional cooperation.

### **CORSIA**

To assist MID States with meeting their CORSIA commitments, the MID Regional Office offers Monitoring, Reporting, Verification (MRV) training and targeted in-country assistance. These Collaborative platforms also foster knowledge-sharing on carbon-market mechanisms, enabling States to exchange insights and best practices.

The MID Region's strong CORSIA engagement is evident, with seven Member States having voluntarily joined the pilot and first phases, and twelve submitting their 2024 emissions reports on schedule. In addition, under ACT-CORSIA Buddy Partnerships, Qatar has partnered with Oman, Iraq, Libya, Iran, Kuwait and Jordan to deliver capacity-building and training activities, sharing valuable expertise throughout the region.

### **Partnerships for Progress**

Collaboration plays a crucial role in enhancing the impact of ICAO's efforts in the MID Region. The MID Office works closely with ACAO and IATA's Middle East and Africa divisions to pool expertise, leverage resources, and strengthen partnerships across the region. Regional

seminars, technical workshops and symposiums provide ongoing forums for stakeholders to exchange best practices and maintain momentum between formal meetings.

### **Conclusion**

The MID Region stands at a pivotal point in its development, where its role as a global aviation hub requires a focus on both growth and a strong commitment to environmental responsibility. By advancing SAF, shaping robust SAPs and fully embracing CORSIA, Member States are demonstrating that aviation growth and sustainability can go hand in hand. With ICAO's guidance and strong regional cooperation, the Middle East is charting a clear course toward net-zero skies, where aviation connects people and economies without costing the planet. As ICAO's global climate framework evolves, the MID Office remains committed to ensuring no State is left behind in this journey toward sustainable flight.

## **North American, Central American and Caribbean (NACC) Regional Office**

### **Introduction**

The NACC Regional Office supports and addresses the diverse needs and priorities of its 22 Contracting States and 19 Territories. These States and Territories represent varying levels of aviation development, ranging from large and complex systems to smaller and developing systems. While the NACC Regional Office's mandate covers a broad spectrum of aviation activities, environmental protection has emerged as a critical and growing priority. The NACC Office recognizes the fundamental importance of air connectivity in Latin America and the Caribbean, essential for overcoming geographical challenges, limitations of land infrastructure, and boosting socioeconomic progress. Balancing this vital connectivity with environmental sustainability is a key challenge and a central focus of the NACC Regional Office's work. ICAO, in close collaboration with its Member States, has established a global framework to guide action, recognizing the diverse capabilities and national circumstances of States, to effectively address climate change and promote a sustainable future for aviation. With reference to the NACC Region, this involves



close collaboration and coordination with key players such as the European Union (EU), Latin American and Caribbean Air Transport Association (ALTA), the Airports Council International – Latin America and Caribbean (ACI-LAC) (ACI-LAC), the Regional Association IV of the North American, Central America and the Caribbean - World Meteorological Organization (RA-IV WMO), International Air Transport Association (IATA), and Civil Air Navigation Services Organisation (CANSO).

The NACC Regional Office integrates ICAO's environmental program into its various activities, ensuring that sustainability is a key driver in all areas of assistance. This involves actively promoting ICAO's Strategic Objectives with a strong emphasis on environmental sustainability. The approach includes facilitating the development and update of State Action Plans SAPs for the reduction of CO<sub>2</sub> emissions, supporting operational improvements to reduce emissions, promoting the development and deployment of SAF, and advancing the implementation of the CORSIA. One of the main forums for these efforts is the annual meeting of civil aviation directors, which includes a dedicated session to address ICAO's environmental policy and review States' annual work plans.

### **CORSIA**

The NACC Regional Office facilitates the implementation of CORSIA through the ACT-CORSIA Programme, via virtual seminars to promote CORSIA, improve understanding of its requirements, and support implementation efforts. A crucial component of ACT-CORSIA is the assistance to States in fulfilling their Monitoring, Reporting, and Verification (MRV) obligations. Vital support to ACT-CORSIA Programme is provided by Canada, Spain, the United Kingdom, and the United States through implementation support. The region demonstrates a strong commitment to CORSIA, evidenced by a high voluntary participation rate of 90.9% of States (20 out of 22). The ACT-CORSIA Programme directly supports 15 States (68.2%) in their implementation efforts. Furthermore, ICAO promotes valuable State-to-State training programs and the exchange of best practices. Examples of these initiatives include Spain's cooperation with Costa Rica and the Dominican Republic to update their national regulations related to Annex 16, Volume IV, as well as with Central American States to provide on-site training on CORSIA implementation. Spain is also assisting Mexico

in resolving questions regarding MRV implementation and States' emissions reports. Similarly, Canada is cooperating with Eastern Caribbean Member States and with Trinidad and Tobago to provide on-site training, address questions related to MRV implementation and States' reports, and expedite the drafting and promulgation of national regulations. Currently, it is necessary to develop training programs focused on Eligible Fuels and Eligible Emissions Units under CORSIA.

### ***Sustainable Aviation Fuels (SAF)***

The NACC Regional Office promotes the deployment and utilization of SAF as a fundamental pathway to decarbonize the aviation sector and to achieve the LTAG. This advocacy takes various forms, with the Regional Office's activities under the ACT-SAF Programme being multifaceted. For example, the NACC Regional Office organizes virtual seminars to ensure the engagement of each State, raise awareness about the benefits of SAF, and promote ICAO's sustainability objectives.

In July 2024, the Central American Corporation for Air Navigation Services (COCESNA) played a key role in co-organizing the international webinar "Impulsando un Futuro Sostenible en la Aviación Civil Internacional." The webinar brought together experts from multiple States, including Belize, Ecuador, El Salvador, Spain, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, and the Dominican Republic. Following this, an ACT-SAF Workshop was held in Mexico City on 7 November 2024, which led Mexico to seek additional support from ICAO, explore potential partnerships with other Contracting States, and engage in co-processing discussions. Later, in April 2025, a teleconference focused on the Dominican Republic centered on their SAF progress and strong interest in ICAO's ACT-SAF program. During the call, they outlined specific needs for support and information, which led to a formal request to pursue a business case study.

It also disseminates the ACT-SAF Series guidance material to assist States develop and implement their initiatives. In addition, the NACC Regional Office fosters strong collaboration between States and relevant national stakeholders to drive SAF working groups, conduct feasibility studies, and the integration of SAF as a mitigation measure in State Action Plans. In this regard, active



collaboration and coordination with entities such as the EU, ALTA, and ACI-LAC, which continuously deploy regional efforts to promote the development and deployment of SAF and cleaner aviation energies, is essential.

To demonstrate the region's commitment, 77% of accredited States (17 out of 22) actively participate in the ACT-SAF Programme. In 2017, Two States in the region, the Dominican Republic and Trinidad and Tobago, successfully completed feasibility studies with the assistance of the EU-ICAO program. The Dominican Republic continues to successfully advance the implementation of its SAF roadmap. Similarly, in Mexico, SAF working groups continue to develop and improve the comprehensive SAF roadmap, in both cases with the support of ICAO's ACT-SAF Programme. Among the Regional Office's priorities is to continue promoting regional SAF production by addressing regional challenges, supporting the formulation of policies that stimulate such production, as well as encouraging new countries and air operators to continue adhering to the terms and conditions of ACT-SAF. The Regional Office is currently focusing on securing funding for two additional feasibility and business case implementation studies. Furthermore, the NACC Regional Office emphasizes the need to study the potential of sargassum and other locally available raw materials for SAF production in small island States and States with coastlines on the Caribbean Sea.

### ***State Action Plans (SAP) on CO<sub>2</sub> Emissions Reduction***

The NACC Regional Office plays a vital role in supporting States in the development and update of their SAPs. NACC States have indicated that ICAO's assistance has been crucial in assisting States with defining their strategic approaches to CO<sub>2</sub> mitigation measures, fostering collaboration among stakeholders, and tracking progress toward achieving the LTAG and national sustainable development goals.

To facilitate this process, the NACC Regional Office, in cooperation with the SAM Regional Office, has conducted NAM/CAR/SAM workshops and seminars to progressively involve the States and promote ICAO's environmental program. The ICAO Regional Seminar on International Aviation and the Environment, hosted by the Dominican Republic in April 2023, aimed to inform States about the preparations for the third Conference on Aviation

and Alternative Fuels (CAAF/3). Discussions centered on implementing aspirational goals for net-zero carbon emissions in aviation, including developments in the ACT-SAF Programme, and additionally addressed clean energy financing, implementation challenges, and policies. Another Regional Environment Seminar was conducted in Asunción, Paraguay, in August 2024, focused on raising awareness and exchanging views on the implementation of the LTAG, and the Global Framework on SAF, LCAF, and other aviation cleaner energies. Furthermore, teleconferences were organized with Central American States in August 2024, and with the Eastern Caribbean Civil Aviation Authority (ECCAA) and the Organisation of Eastern Caribbean States (OECS) in November 2024, focused on navigating the Action Plan on Emissions Reduction (APER) website, ensuring access to the web-based SAP platforms, and outlining the next steps for drafting Member States' SAPs. This includes the dissemination of information on ICAO Document 9988, "Guidance on the Development of State Action Plans on CO<sub>2</sub> Emissions Reduction Activities: Towards LTAG Implementation", and the promotion of the State Action Plan online Training Course.

With respect to the numbers of State Action Plan submission within the NACC region, 68% of the States (15 out of 22) have submitted their initial SAPs. Among these 22 States, 9 have submitted quantified Action Plans and 8 have submitted updates to their initial SAPs. The NACC Regional Office remains dedicated to supporting the remaining 32% of the States (7 out of 22) with the development and submission of their action plans. Currently, our office is facilitating the development of the first Multi-State SAP for the six member States of the Eastern Caribbean Civil Aviation Authority (ECCAA), with support from Canada, promoting a collaborative effort among the participating States. In the NACC Region, SAPs incorporate a variety of mitigation measures adapted to regional circumstances. These measures may include the adoption of new aircraft technologies and fleet renewal, the deployment and increased use of SAF, and operational improvements to reduce fuel consumption and optimize flight times. Regarding fleet renewal, ALTA recently published that the airlines integrating ALTA have managed to reduce the average age of their fleets by 18%, which underscores the importance of maintaining this modernization trend to continue with emissions reduction. A focus area is operational improvements, the region has intensified

its efforts through two task forces: the Air Traffic Flow Management Task Force, focused on optimizing the efficiency and capacity of airspace; and the Airspace Optimization Task Force, which works to improve the efficiency and flexibility of traffic flows through initiatives such as Free Route Airspace (FRA) and Performance-Based Navigation. Both initiatives, including the implementation of FRA facilitated by regional collaboration through the CIIFRA initiative (CANSO, IATA, ICAO Framework for Regional Collaboration), represent key efforts to improve airspace efficiency and reduce CO<sub>2</sub> emissions.

The increase in turbulence and other severe meteorological phenomena associated with climate change represents a regional concern. This issue has been addressed in various forums, including the CAR/SAM Planning and Implementation Regional Group (GREPECAS), the Regional Association IV of the North American, Central America and the Caribbean - World Meteorological Organization (RA-IV WMO), the Latin American and Caribbean Air Transport Association (ALTA), the Airports Council International - Latin America and Caribbean (ACI-LAC), and International Air Transport Association (IATA). The integration of Aircraft Meteorological Observations (ABO) constitutes a fundamental technology to significantly improve the collection of meteorological data in airspaces lacking in-situ observation systems. These technologies have the potential to optimize both flight route planning and the operational efficiency of air navigation systems. The NACC Regional Office will continue to address these critical concerns as part of operational improvements in upcoming regional events, including the workshop on severe meteorological phenomena and aviation, among others.

### ***Future outlook***

Looking ahead, the Regional Office will continue to prioritize its support for States in advancing their environmental sustainability efforts. This includes actively engaging in the development of robust monitoring mechanisms for the implementation of their SAPs, ensuring effective tracking of progress towards the LTAG and facilitating data-driven decision-making, building upon the current momentum where 68% of States have already submitted initial SAPs. Recognizing the crucial role of SAF in decarbonizing the sector, the office will intensify its multifaceted activities under the ACT-SAF Programme, aiming to expand

the 77% participation rate and support more States in conducting feasibility studies and implementing SAF roadmaps. Furthermore, the office remains committed to the widespread adoption of CORSIA through the ACT-CORSIA Programme, building on the strong 90.9% voluntary participation, by providing crucial MRV assistance and developing targeted training on Eligible Fuels and Emissions Units. To strengthen its capacity to support these activities effectively, the Regional Office is promoting the enhancement of stakeholder engagement and strategic partnerships, fostering a collaborative approach to environmental protection within the NACC Region.

## **South American (SAM) Regional Office**

### ***Introduction***

The ICAO South American (SAM) Regional Office continues to support the advancement of ICAO's environmental objectives across the region, providing technical support, capacity building, and strategic coordination with States and partners. Over the past triennium, key progress has been made in SAF, State Action Plans, and CORSIA, supported by enhanced partnerships and awareness activities.

### ***Sustainable Aviation Fuels (SAF)***

In alignment with ICAO's Global Framework for SAF and the ACT-SAF programme, the SAM Office has actively disseminated information and promoted implementation efforts among States. This included organizing a series of high-level capacity-building events, such as the Seminar on LTAG and SAF in Santiago, Chile (April 2023), and a regional seminar on the environment in Asunción, Paraguay (August 2024), delivered jointly with the NACC Regional Office. The Office also partnered with EASA to organize the Regional Workshop on deploying SAF, LCAF, and other aviation cleaner energies (August 2024), and hosted a workshop in Armenia, Colombia (April 2024) to disseminate ICAO's environmental protection measures. Additionally, the environmental panel held during the RAAC/18 meeting in São Paulo in February 2025 further reinforced the region's commitment to sustainability.

Technical assistance has been a cornerstone of the Office's SAF work. In this regard, support was provided to Bolivia, Colombia, and Panama in establishing SAF ecosystem roundtables and organizing feasibility studies. The SAM Office also contributed to teleconferences and technical exchanges, facilitating dialogue on SAF and LTAG. Moreover, partnerships were instrumental, with collaboration involving stakeholders such as IATA, ALTA, Airbus, Avianca, LATAM, GOL, EASA, and the Inter-American Development Bank (IDB).

Currently, there are two SAF feasibility studies being conducted in Chile and Peru. Argentina's study is expected to begin by mid-2025, and Panama is also preparing to launch its study. In total, seven States have installed SAF ecosystem discussion platforms, and 11 have formally joined the ACT-SAF Programme.

Looking ahead, the SAM Office will expand SAF-related capacity-building efforts in coordination with industry, explore funding opportunities for further feasibility studies (including in Argentina and Panama), and promote ICAO's FINVEST platform in the region.

### ***State Action Plans (SAP) on CO<sub>2</sub> Emissions Reduction***

The SAM Regional Office maintains continuous engagement with States to ensure timely development and updates of State Action Plans to reduce CO<sub>2</sub> emissions from international aviation. It actively promotes the inclusion of new mitigation measures aligned with the Global SAF Framework, LCAF, and other aviation cleaner energy pathways endorsed at CAAF/3. Technical assistance has been provided through both teleconferences and in-country missions. In addition, Support for first-time SAP submissions was offered to Panama, Paraguay, and Peru, while updates were facilitated for Colombia, Ecuador, Venezuela, and Paraguay. The Office also collaborated with Bolivia, Suriname, and Venezuela in advancing their SAP development through remote support.

Importantly, the South American Region is the first ICAO region in which all States have submitted a SAP. Currently, five States are updating their action plans, with a focus on integrating more robust mitigation actions and aligning with ICAO's long-term goals. Regional partnerships again played a key role, with cooperation from IATA, ALTA, and EASA. SAP-related themes were also integrated into broader seminars and events held in Colombia and Paraguay. A virtual workshop is being planned to support the implementation of the updated Fourth Edition of ICAO Doc 9988, guiding States through the latest developments contained in their edition.

### ***CORSIA***

The SAM Regional Office continues to support CORSIA implementation through a blend of awareness-raising efforts, technical coordination, and capacity building under the ACT-CORSIA Programme. States in the region have been encouraged to participate in CORSIA through ICAO State Letters and have gained practical insights during regional workshops and seminars where CORSIA was a key focus. In this regards, technical support missions were undertaken in Paraguay, Panama, and Colombia, with virtual follow-up provided as needed. As of early 2025, 12 States in the SAM Region have adopted CORSIA-related regulations, and 10 have submitted their reports to the CORSIA Central Registry. Four States are formally participating in the CORSIA scheme.

As part of the efforts to support CORSIA implementation, EASA has contributed to capacity-building activities through dedicated webinars that strengthened States' understanding of the reporting and verification processes under Annex 16, Volume IV. Looking ahead, future efforts will focus on deepening CORSIA capacity-building activities for the States that are not yet fully engaged, and continuing to follow-up on 2024 emissions reporting obligations to the CORSIA Central Registry.