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Asia: EU:n toimien koordinointi ICAOn neuvoston 236. istuntoa varten
– Hyväksyminen

1. Komissio toimitti 23. lokakuuta 2025 ilmoituksen unionin puolesta otettavasta kannasta 17.–28. marraskuuta 2025 pidettävässä ICAOn neuvoston 236. istunnossa. Ilmailutyöryhmä keskusteli ilmoituksesta 28. lokakuuta sekä 4. ja 7. marraskuuta 2025. Valtuuskunnat kyseenalaistivat tiettyjen kohtien sisällyttämisen ilmoitukseen ja esittivät huomautuksia. Näiden huomautusten perusteella puheenjohtajavaltio ehdotti liitteessä olevaa kompromissitekstiä.
2. Edellä esitetyn perusteella pysyvien edustajien komiteaa pyydetään pyytämään, että neuvosto hyväksyisi liitteessä olevan ilmoituksen ja hyväksyisi siinä suositellun unionin kannan jossakin tulevassa istunnossaan.

INFORMATION NOTE**Preparation for the 236th Session of the ICAO Council****17 to 28 November 2025**

This document is presented by the Commission on the basis of the existing agenda¹ and currently available relevant information in preparation of the 236th Session of the ICAO Council² on the items of EU exclusive or shared competences indicated below. This Information Note does not affect the distribution of competences between the Union and the Member States in the field of aviation.

Based on currently available information, the following agenda items are included in the Information Note:

1. In the area of Safety & Air Navigation Capacity and Efficiency

- Consolidated report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) for 2025
- Provision of Space Weather Information Services

2. In the area of Security and Facilitation

- Review of the Report of the Thirty-sixth Meeting of the Aviation Security Panel (AVSECP/36) and the organization and agenda for the Thirty-seventh Meeting of the Aviation Security Panel (AVSECP/37)
- Review of the Report of the Fourth Meeting of the Cybersecurity Panel (CYSECP/4) and the organization and agenda for the Fifth Meeting of the Cybersecurity Panel (CYSECP/5)
- Review of the Third Meeting of the Ad Hoc Cybersecurity Coordination Committee

3. In the area of Environmental Protection

- Recent developments in ICAO and other United Nations bodies and international organizations
- Update on the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG

¹ C-WP/15703 REV1 (14/08/2025) completed with an email of the President of the ICAO Council.

² Dates for the 236th Council Session: Committee phase from 13 to 17 October 2025 and 27 to 31 October 2025; and Council phase from 17 to 28 November 2025.

- Update on the work on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)
- Recommendations by the Technical Advisory Body (TAB) on CORSIA eligible emission units

4. In the area of Programme Support – Legal Services and External Relations

- Settlement of differences: The Russian Federation and 37 Member States (2023)

It is recalled that the position to be taken in ICAO bodies by the Member States on behalf of the Union with regard to the adoption of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is defined in Council Decision (EU) 2016/915 of 30 May 2016³ as amended by Council Decision (EU) 2020/768 of 9 June 2020⁴ and as supplemented and refined by information notes following the 39th ICAO Assembly in 2016.

The section on environmental protection of this Information Note is covered by the Union position as provided for in Decision (EU) 2016/915 following which (Article 2):

“The Commission shall keep the relevant Council bodies fully informed of the ongoing discussions on the single global MBM. In order to maintain the consistency of the Union's position and the proper application of the terms of the Annex, the Commission shall, throughout the process, transmit to the relevant Council bodies preparatory documents setting out the detailed position, whenever this is necessary, in view of the developments within the ICAO bodies, for consideration and approval, particularly during and after the 208th ICAO Council. Taking into account the progress at ICAO, the relevant Council bodies shall further elaborate their position, in particular as regards the future of the relevant Union legislation within that ICAO framework.”

The latest work programme of the 236th session of the ICAO Council covers no item that pertains to a decision (to be adopted by an ICAO body) having legal effects on the Union.

In accordance with Article 4(3) TEU, Member States are bound by the duty of sincere cooperation.

³ Council Decision (EU) 2016/915 - of 30 May 2016 - on the position to be taken on behalf of the European Union with regard to the international instrument to be drawn up within the ICAO bodies and intended to lead to the implementation from 2020 of a single global market-based measure for international aviation emissions (europa.eu), OJ L 153, 10.6.2016, p. 32.

⁴ Council Decision (EU) 2020/768 of 9 June 2020 amending Decision (EU) 2016/915 as regards the reference period intended to be used for measuring the growth of CO₂ emissions, to take account of the consequences of the COVID-19 pandemic in the context of CORSIA, OJ L 187, 12.6.2021, p. 10.

The present document is intended to establish positions on some identified items featuring on the agenda for the 236th ICAO Council. Member States of the Union that are members of the ICAO Council are bound by the duty of sincere cooperation in accordance with Article 4(3) TEU, in representing these positions, acting jointly in the interest of the Union, and assisted by the Commission, in line with the Union's observer status. Where items featured on the agenda do not fall under EU exclusive competence but coordination among Member States is still seen as beneficial, coordinated positions are established.

Refinement of the positions may be agreed to, in light of the developments at the 236th session of the ICAO Council, by Member States represented in the ICAO Council and the Representative of the EU to ICAO during on-the-spot coordination meetings.

ANNEX

236th ICAO Council Session

PART I – GENERAL

In all areas that are covered by this document it will be important to ensure consistency and progress in line with the EU positions presented to the 42nd ICAO Assembly (A42).

PART II – DETAILS

1. ITEMS RELATING TO SAFETY & AIR NAVIGATION CAPACITY AND EFFICIENCY

- **Consolidated report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) for 2025 (C-WP/xxx)**

At the time of drafting the Working Paper was not yet available.

Background

The ICAO Council will be provided with a consolidated report on the work of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) for 2025. PIRGs and RASGs are regional mechanisms established to support and monitor the implementation of the ICAO Global Plans — the Global Air Navigation Plan (GANP) for PIRGs and the Global Aviation Safety Plan (GASP) for RASGs — within each ICAO region.

Union position

Welcome the report which provides a consolidated overview of regional progress, risks, and gaps in the implementation of the GANP and GASP, thereby translating high-level global objectives into measurable regional outcomes. Highlight the need for the ICAO Council to study and analyse this report in greater depth, especially the safety aspects.

- **Provision of Space Weather Information Services (C-WP/15774)**

Background

Following the recent discussions on cost recovery for space weather information services during the 42nd session of the ICAO Assembly, and pursuant to C-DEC 235/16, the Council will reconvene during its 236th Session to review the provision of space weather information services. This paper

presents an overview of the establishment of the global space weather information service, including the technical provisions in Annex 3 — Meteorological Service for International Air Navigation and the Procedures for Air Navigation Services — Meteorology (PANS-MET, Doc 10157), designation of global and regional space weather centres (SWXCs), and the service framework to facilitate the above review.

This Working Paper invites the Council to:

- a) note the relevant information about the establishment of the global space weather information service, including the technical provisions, designation of global and regional SWXCs, as well as the service framework;
- b) agree that the technical provisions and service framework on space weather as contained in Annex 3 — Meteorological Service for International Air Navigation and the Procedures for Air Navigation Services – Meteorology (PANS-MET, Doc 10157), including those in the recently adopted Amendment 82 to Annex 3, should not be affected by any work relating to the cost recovery of the service; and
- c) agree that should a global mechanism for cost recovery not be established, individual space weather centres or service providers, except for those who will continue to provide the service for free, will need to recover the cost through other practical means, such as enroute charges, following ICAO’s charging principles.

For the fourth reference period (RP4, 2025-2029) of the Single European Sky performance and charging scheme, the costs incurred for space weather information services provided by European Union Member States in the Single European Sky airspace have been allocated proportionally between the Member States, Norway and Switzerland as part of the RP4 performance plans. Those costs are hence recovered from airspace users through en route air navigation charges.⁵

⁵ Joint Declaration by the States in The Single Sky Committee on the Inclusion of Charges for Space Weather Information Services in their RP4 Performance Plans, October 2024

Coordinated position

Recall that space weather information service is essential for aviation safety as well as for protection of crew and passengers' health and the necessity to ensure continuity of the provision of those services.

Oppose any attempt to reopen the provisions of Annex 3, including those contained in Amendment 82 to Annex 3.

Stress that the decisions taken by the ICAO Council to appoint four global space weather information service providers and the regional centre in South Africa, remain fully valid, and therefore conclude that no change must be made to those Council Decisions.

Regarding the matter of cost recovery, note the Assembly Decision that a global cost recovery is not achievable.

(If necessary), stress that the costs of the space weather information service provision can be funded via other means than a global charge in order to ensure the continuity of those services.

2. ITEMS RELATING TO SECURITY AND FACILITATION

- **Review of the Report of the Thirty-sixth Meeting of the Aviation Security Panel (AVSECP/36) and the organization and agenda for the Thirty-seventh Meeting of the Aviation Security Panel (AVSECP/37) (C-WP/15770)**

Background

The Working Paper reports on major outcomes of the Thirty-sixth Meeting of the Aviation Security Panel (AVSECP/36), which was convened in a hybrid format from 7 to 11 April 2025. The meeting was attended by 32 of the 33 Members, 129 in-person participants and 89 virtual participants, from 66 Member States and 13 international organizations and industry associations. The Panel re-elected Mr. Hamad Al-Muhairi (United Arab Emirates) as Chairperson and Mr. Ricardo Fernandes (Portugal) as Vice-Chairperson.

The Working Paper requests to take account of the outcomes of the Panel as presented, noting, in particular, draft Amendment 19 to Annex 17 and to authorise circulation of the proposal to States and organizations for comments. This proposed amendment includes a key strategic outcome of the Panel's work of direct relevance and interest to the Union.

At issue is a revision to Standard 4.3.1 on aircraft security checks and searches, to allow foregoing such check or search where a robust and validated one-stop security (OSS) arrangement is in place. The EU legislation provides the basis for an internal OSS regime where the security objective of

aircraft security checks and search is already met, thus allowing airlines to avoid the implementation of check/search prior to each departure within the Union. It is therefore important that this amendment to Annex 17 be addressed expeditiously to ensure alignment with EU framework.

The paper invites the ICAO Council is invited to:

- a) review the AVSECP/36 Yellow Cover Report posted on the Council secure portal, taking into account the key outcomes as summarized in this paper, noting, in particular, draft Amendment 19 to Annex 17 – Aviation Security;
- b) authorize circulation of the proposal in Appendix A to States and organizations for comments;
- c) approve the convening of AVSECP/37 from 13 to 17 April 2026 in a hybrid format to allow wider participation by observers and other stakeholders, while strongly encouraging that Panel Members and their advisors attend in-person;
- d) approve the list of organizations to be invited as observers; and
- e) note the Panel’s work programme for the 2025-2026 period.

Coordinated position

Support the actions proposed in the Working Paper and emphasize the need for coordination, particularly on the proposal in Appendix A.

- **Review of the Report of the Fourth Meeting of the Cybersecurity Panel (CYSECP/4) and the organization and agenda for the Fifth Meeting of the Cybersecurity Panel (CYSECP/5) (C-WP/15771)**

Background

The Working Paper presents the outcomes of the Fourth Meeting of the Cybersecurity Panel (CYSECP/4), proposes a draft agenda for the Fifth Meeting of the Cybersecurity Panel (CYSECP/5), and presents a plan to review the membership of the Cybersecurity Panel to enhance its effectiveness.

The paper invites the ICAO Council to:

- a) review the CYSECP/4 Yellow Cover Report posted on the Council secure portal and approve the key recommendations therein and summarized in the paper;
- b) approve the convening of CYSECP/5 in a hybrid format from 1 to 5 June 2026 based on the proposed draft agenda presented; and
- c) note the ongoing review of the Cybersecurity Panel’s membership and approve the plan to address any needed change in the Panel’s Membership.

Coordinated position

Support the actions proposed in the Working Paper and welcome the continued efforts by the Cybersecurity Panel to develop coherent technical foundations for advancing aviation cybersecurity under the ICAO framework. There is a need to accelerate the development of a comprehensive ICAO Aviation Cybersecurity Work Programme under the AHCCC. The Cybersecurity Panel should operate under a single, coordinated framework to ensure coherence and consistency across all cybersecurity-related activities.

- **Review of the Third Meeting of the Ad Hoc Cybersecurity Coordination Committee (C-WP/15772)**

Background

This Working Paper presents the outcomes of the Third Meeting of the Ad Hoc Cybersecurity Coordination Committee (AHCCC/3) which was convened in a hybrid format from 23 to 25 April 2025, in English only.

The Working Paper invites the Council to:

- a) review the AHCCC/3 Yellow Cover Report posted on the Council Secure Portal and endorse the conclusions contained therein and summarized in paragraph 2.10 of this paper;
- b) support the AHCCC in continuing the work to develop a mechanism founded on a risk-based approach to continue developing the ICAO Aviation Cybersecurity Work Programme and encourage ICAO governing bodies and expert groups to support the Committee in its work;
- c) approve the convening of the Fourth Meeting of AHCCC on 10 November 2025 in a virtual format and Fifth Meeting of AHCCC from 27 to 29 May 2026 in hybrid format, in English only, and based on the proposed agendas presented in Appendix A; and
- d) encourage in-person participation of the Members for future meetings.

Coordinated position

Support the continued work of the AHCCC and its role in ensuring coherence and coordination across ICAO panels and expert groups on cybersecurity, in line with the ICAO Cybersecurity Strategy and Action Plan, and welcome the progress achieved in advancing a risk-based approach to ICAO's Aviation Cybersecurity Work programme.

3. ITEMS RELATING TO ENVIRONMENTAL PROTECTION

- **Recent developments in ICAO and other United Nations bodies and international organizations (C-WP/xxx)**

At the time of drafting the Working Paper was not yet available.

Background

A report will be presented on recent developments on aviation and the environment in ICAO and other UN bodies and international organizations with a focus on UNFCCC and COP/30, as well as initial follow-up activities on the results of the 42nd Session of the ICAO Assembly.

Union position

Welcome the results reached during A42, note the progress in ICAO and other UN bodies and recall the role of ICAO in outreach efforts, especially within UN-related bodies and the upcoming COP30, to promote collaboration with academia, researchers, and policymakers.

- **Update on the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG (C-WP/15778)**

Background

This Working Paper presents an update on the outcomes of the 42nd Session of the ICAO Assembly, particularly with respect to the Assembly's decisions under Agenda Item 16 on international aviation and climate change. Further information is also provided on recent progress achieved under the four Building Blocks of the ICAO Roadmap for the implementation of the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) outcomes and the Long-Term Global Aspirational Goal (LTAG). A detailed work programme for the implementation of Assembly Resolutions and decisions related to environment, as well as the updated ICAO Roadmap, will be presented at the 237th Session of the Council.

The Working Paper invites the Council to note that the Secretariat plans to provide an updated ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG, in light of the latest progress and the decisions made by the 42nd Session of the ICAO Assembly, for consideration at the 237th Session of the Council.

Union position

Welcome the agreement reached during A42 concerning the incorporation of the Global Framework for SAF, LCAF and other Aviation Cleaner Energies agreed at the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3), and the ambition of reducing CO₂ emissions by 5% with the use of SAF by 2030 in the Resolution on Climate Change (A42-21).

Note the progress on the ICAO roadmap implementation following A42 and recall the importance the timely implementation of CAAF/3 four building blocks.

Recall the crucial role of technical assistance programmes and capacity building activities such as ACT-SAF to support the implementation of ICAO's basket of measures and highlight the contribution of European States and the EU to ACT-SAF.

- **Update on the work on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (C-WP/15779)**

Background

This Working Paper provides an update on the work undertaken on the implementation of CORSIA. It reports on the outcome of the 42nd Session of the ICAO Assembly on matters related to CORSIA, including the adoption of Resolution A42-22, and on recent developments under the various components of the CORSIA implementation framework, namely: Annex 16, Volume IV; Doc 9501 (Environmental Technical Manual), Volume IV; and CORSIA Implementation Elements.

The Working Paper further provides an update on the CORSIA Central Registry (CCR), including the reporting by States of 2024 CO₂ emissions data, and the publication of CCR-related ICAO documents, and provides an update on CORSIA-related outreach activities under the ICAO Assistance, Capacity-building and Training on CORSIA (ACT-CORSIA) programme.

Union position

Reiterate the support of European States for CORSIA and welcome the high number of states volunteering for CORSIA with 130 for 2026, pointing out that the scheme's effectiveness is proportional to the breadth of its application.

Note the progress in CORSIA implementation outlined at A42, such as the outcome of the 2025 periodic review. Recall the importance of the letters of authorisations to ensure sufficient and geographically balanced supply of units. Emphasise the importance of ACT-CORSIA in that regard.

- **Recommendations by the Technical Advisory Body (TAB) on CORSIA eligible emission units (C-WP/15780)**

Background

This Working Paper presents the TAB recommendations resulting from its 2025 assessment work, namely:

- a) re-assessment of four emissions unit programmes that are already eligible for the CORSIA first phase in the 2024-2026 compliance period (American Carbon Registry, Architecture for REDD+ Transactions, Gold Standard, and Verified Carbon Standard) regarding their eligibility in the 2027-2029 compliance period (part of the CORSIA second phase); and
- b) assessment of material changes submitted by five conditionally eligible programmes (BioCarbon Fund Initiative for Sustainable Forest Landscape, Cercarbono, Forest Carbon Partnership Facility, Isometric, and Premium Thailand Voluntary Emission Reduction Program) regarding their eligibility in the 2024-2026 compliance period (CORSIA first phase).

Updated information on the potential supply of CORSIA eligible emissions units; progress in the operationalization of the Article 6.4 mechanism under the Paris Agreement; and the next steps of TAB's assessment work, are also provided in this paper.

The Working Paper invites the Council to:

- a) accept the TAB recommendations resulting from its re-assessment of four programmes regarding their eligibility in the 2027-2029 compliance period, and assessment of material changes submitted by five programmes regarding their eligibility in the 2024-2026 compliance period, as contained in paragraph 2 and Appendix B (TAB Report, Section 4), and approve the corresponding updates to the ICAO document CORSIA Eligible Emissions Units, as contained in Appendix A;

- b) note the TAB's updated analysis of the potential supply of CORSIA eligible emissions units for the 2024-2026 and 2027-2029 compliance periods, as contained in paragraph 3 and Appendix B (TAB Report, Section 5); and
- c) note the updated information for the operationalization of the Article 6.4 mechanism of the Paris Agreement, as contained in paragraph 4 and Appendix B (TAB Report, Section 6).

Union position

Thank the Technical Advisory Body for their assessment of emissions unit programme. Welcome the engagement with Paris Agreement Crediting Mechanism (PACM) Supervisory Body (SBM) on Article 6 credits.

Note that TAB has already approved a program containing the HFLD (High Forest Low Deforestation) projects for the period 2024-2026 and that these types of projects are subject to diverging views on eligibility in TAB (as noted in the latest TAB report), and that the eligibility of HFLD methodology should be re-examined in 2026 for the period 2027 and onwards.

Request TAB to assess the Paris Agreement Crediting Mechanism (PACM) no later than by October 2026, in order to foster a sufficient supply of credits eligible under CORSIA. Remind that this assessment should also include provisions relating to the transition of the Clean Development Mechanism (CDM). This timely assessment can be done by focusing on alignment on avoidance of double-counting, eligible vintage and timeframe, as per paragraph 20 of Assembly Resolution A42-22.

Thank TAB for the assessments of the volume of eligible credits under CORSIA that the approved programmes could provide under the first and second phases, including indications of the units that are likely to be actually available following the issuance of letters of authorisation by the host state of the concerned program.

Invite TAB to continue to provide such information on a regular basis, in order to inform the work of CAEP on the monitoring of the implementation of CORSIA.

4. ITEMS RELATING TO LEGAL SERVICES AND EXTERNAL RELATIONS

- **Settlement of differences: The Russian Federation and 37 Member States (2023) (C-WP/xxx)**

At the time of drafting the Working Paper was not yet available.

Background

The ICAO Council will be provided with a report on the status of the proceedings at the preliminary objection stage.

The translation of the Rejoinders is expected to be completed by 31 October 2025. The Russian Federation will then have a time-limit of four weeks to file a Reply or Replies to the Respondents' Rejoinders.

Any substantial discussion should be deferred to next ICAO Council session.

Within the Council, the RELEX Working Party is receiving updates on this matter.
