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North American, Central American and Caribbean Office

WORKING PAPER

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**Twelfth North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/12)**

Placencia, Belize, 9-11 July 2024

Agenda Item 7: Pathway to Sustainable Aviation

ICAO AND CLIMATE CHANGE

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper provides an update on the recent ICAO progress and actions in addressing climate change, including on the implementation of the ICAO Long-Term Global Aspirational Goal (LTAG) for international aviation, the adoption of the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies, progress on ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF), latest updates on the ICAO State Action Plans (SAP) initiative, developments on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and recent ICAO events on Environment.

Action:	Suggested actions are presented in Section 7.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• ICAO Environmental Protection website https://www.icao.int/environmental-protection/Pages/default.aspx

1. Introduction

1.1 Under the leadership of the ICAO, the international aviation sector has committed to addressing its impact on the global climate in the recent years and is now fully implementing its clean energy transition en route to Net-Zero carbon emissions by 2050.

1.2 At the 41st Session of the ICAO Assembly in 2022, Member States adopted Assembly Resolution A41-21¹ and the historic agreement on the LTAG of net-zero carbon emissions by 2050², in support of the Paris Agreement's temperature goal.

¹ https://www.icao.int/environmental-protection/Documents/Assembly/Resolution_A41-21_Climate_change.pdf

² <https://www.icao.int/environmental-protection/Pages/LTAG.aspx>

2. Role of cleaner energies in achieving the LTAG

2.1 Recognizing this role of cleaner energies in achieving the LTAG, ICAO and its Member States have been taking concrete actions toward aviation's cleaner energy transition. This momentum culminated in November 2023 at the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3)³, which took place in Dubai, United Arab Emirates (UAE), with the adoption of an ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies⁴, to facilitate the global scale up in the development, production and deployment of aviation cleaner energies.

2.2 Through the ICAO Global Framework, ICAO and its Member States strive to achieve a collective global aspirational Vision to reduce international aviation CO₂ emissions by 5 per cent by 2030, through the use of SAF, LCAF and other aviation cleaner energies, compared to zero cleaner energy use. The Vision and the ICAO Global Framework implementation will be monitored and periodically reviewed, aspiring to have cleaner energy production sites in all regions, before the convening of next CAAF/4 no later than 2028, with a view to updating the ambition on the basis of market developments.

2.3 The adoption of this robust Framework, only one year following the LTAG agreement, sends a clear signal to the international community regarding the continued leadership role and determination of ICAO and its Member States in addressing emissions from international aviation. It also provides clarity, consistency and predictability to governments, public and private investors, industry and fuel producers, on policies, regulations, implementation needs, and investments required to support and unlock the full potential of the aviation sector's energy transition globally.

2.4 In June 2024, ICAO Council has approved a roadmap for the implementation of the CAAF/3 outcomes, including its planned actions, roles and responsibilities, timeframe, and required resources, in connection with the LTAG implementation, while considering different interests of States, and emphasizing the imperative that No Country is Left Behind.

3 ICAO ACT-SAF programme and financing aviation cleaner energy

3.1 Launched in June 2022, just prior to the 41st Session of the Assembly, the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme⁵ provides tailored support for States in various stages of SAF development and deployment, facilitates partnerships and cooperation under ICAO coordination, and serves as a platform to facilitate knowledge sharing and recognition of all SAF initiatives around the world. The ACT-SAF was also recognized by CAAF/3 as one of important Building Blocks for the implementation of the ICAO Global Framework. As of May 2024, 90

³ <https://www.icao.int/Meetings/CAAF3/Pages/default.aspx>

⁴ [https://www.icao.int/Meetings/CAAF3/Documents/ICAO Global Framework on Aviation Cleaner Energies_24Nov2023.pdf](https://www.icao.int/Meetings/CAAF3/Documents/ICAO%20Global%20Framework%20on%20Aviation%20Cleaner%20Energies_24Nov2023.pdf)

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

States and 67 Organizations are participating in the ACT-SAF programme and are recognized on the ICAO website. 16 States out of 22 States in the NACC Region have currently joined ACT-SAF⁶.

3.2 The activities envisaged under the ACT-SAF include training programmes, feasibility studies in the regions, support for SAF certification and policy development, and the establishment of partnerships amongst States and other stakeholders.

3.3 For example, a set of training sessions have been organized as the ICAO ACT-SAF Series⁷, where ICAO and ACT-SAF supporting partners deliver presentations on various SAF-related topics, such as the fuel sustainability, certification, production technology, policies, logistics, market, and feasibility assessment. Currently, 12 sessions have been completed, with over 100 participants per session benefiting from immediate interactions with speakers and Q&A segments. The ACT-SAF Series material is also available on ICAO TV, YouTube, and the ACT-SAF website.

3.4 Monitoring progress and facilitating information exchange is also a key feature of the ACT-SAF programme, which is achieved through the ICAO SAF Tracker Tools⁸. This platform is regularly updated to showcase the latest developments, such as the airports distributing SAF, SAF policies adopted or under development, SAF offtake agreements, SAF conversion processes, SAF feedstocks recognized under CORSIA, as well as the latest news on scaling-up of SAF around the globe.

3.5 In addition, ICAO has been supporting the SAF feasibility studies for States to realize their potentials in the SAF development and deployment. Each feasibility study identifies priority SAF pathways for the State according to its circumstances, an assessment of implementation support and financing needs, and recommendations of action plans and the way forward. In 2024, ICAO has been significantly scaling up the deployment of SAF feasibility studies in States across all regions, and this momentum is expected to continue in the coming years, aiming to foster the public and private actors of the SAF value-chain in each beneficiary State, laying the ground for investments and the emergence of concrete new SAF production projects. ICAO is currently in discussions with ACT-SAF partner States and Organizations on possible support to the region.

3.6 ICAO also developed a template for SAF feasibility studies, in consultation with ACT SAF partners, to facilitate harmonization in the preparation of standardized SAF feasibility studies. The template, along with its accompanying guide, aims for the coherence and comparability between studies, and facilitates its outreach and access to investment and financing. On this note, ICAO is currently developing a SAF business implementation template to support States in developing business cases, exploring SAF production opportunities, and future facilitating investment flows to drive commencement of SAF projects.

⁶ Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Jamaica, Mexico, Saint Vincent and the Grenadines, Trinidad & Tobago, United States (Pending signing of the ACT-SAF T&C)

⁷ <https://www.icao.int/environmental-protection/Pages/ACT-SAF-Series.aspx>

⁸ <https://www.icao.int/environmental-protection/pages/SAF.aspx>

3.7 Access to financial resources is particularly crucial for the deployment of SAF and other cleaner energies for aviation, as the scaling-up of fuels in support of the LTAG would require cumulative investments of around USD 3,200 billion by 2050 (according to the ICAO LTAG Report⁹). Recognizing the importance of financing in aviation decarbonization projects, ICAO continues to actively engage financial institutions such as development banks and private equity entities through regional meetings and bilateral exchanges, as well as the high-level exchange of views under the ICAO Council, by communicating on the LTAG and the crucial role of SAF and other cleaner energies and the associated investment needs for aviation.

3.8 ICAO is currently working on the establishment and operationalization of the ICAO Finvest Hub, a financial platform to facilitate enhanced access to public and private investment, as well as funding from financial institutions, for projects contributing to the decarbonization of international aviation. In addition, ICAO is also undertaking a study to consider the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges. The results of this study are to be presented at the next ICAO Assembly in 2025.

4 ICAO State Action Plans Initiative

4.1 The ICAO State Action Plans (SAPs) initiative¹⁰ also plays an important role in the development and deployment of cleaner energies and other decarbonization measures for international aviation. Within the State Action Plan, policies, actions, and roadmaps to reduce CO₂ emissions from international aviation should be considered and selected, as well as the identification of necessary resources, capacity building and other implementation support measures, including the facilitation of access to financing and funding, in line with the State's needs.

4.2 According to Assembly Resolution A41-21, States are invited to develop, update and submit their voluntary SAPs as soon as possible preferably by the end of June 2024. States are encouraged to provide information relating to relevant innovations in aircraft technologies, operational improvements and cleaner energies, and to outline respective policies, actions and roadmaps, including long-term projections with the provision of quantified data, all supported by ICAO guidance and tools. All the latest information related to State Action Plans and ICAO capacity-building activities are updated on the website.

4.3 As of May 2024, 147 States representing over 98% of global international aviation traffic (in Revenue Tonne Kilometres (RTK)) have voluntarily submitted their SAPs to ICAO. The previous 2020/2022 triennium received the highest number of updated SAPs from 56 States, signalling that States are actively updating their plans and sharing information of their planned actions to reduce aviation CO₂ emissions. 15 States out of 22 States in the NACC Region submitted SAPs, among which nine States submitted fully quantified SAPs. All States in the NACC region, especially those that have not yet submitted

⁹ <https://www.icao.int/environmental-protection/LTAG/Pages/LTAGreport.aspx>

¹⁰ https://www.icao.int/environmental-protection/Pages/ClimateChange_ActionPlan.aspx

their SAPs or have only submitted once, are encouraged to submit or update their action plans to ICAO as soon as possible, preferably before 30 June 2024.

4.4 The update of ICAO Doc 9988, *Guidance on the Development of States' Action Plans on CO2 Emissions Reduction Activities*, has been completed with the support of experts in the consultation group. The unedited version of the updated guidance is made available on the ICAO APER Portal for State Action Plan Focal Points. This update reflects the 2022 ICAO Assembly's agreement on the LTAG and underscores the importance of State Action Plans in contributing to the international aviation sector's collective goal and monitoring global progress. It details the benefits of SAF, LCAF and other clean energy options, as guided by the ICAO Global Framework adopted by CAAF/3. The update also revises the Action Plan template, enabling States to report quantified data in a harmonized manner, and includes information on assistance needs, ICAO's latest capacity-building programs, possible financial instruments, and examples of eligibility criteria for financing decarbonization projects. Additionally, it incorporates lessons from the past decade, updated information resources, and best practices for CO2 mitigation.

5 Carbon offsetting and reduction scheme for international aviation (CORSIA)

5.1 The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) complements other aviation in-sector CO2 reduction measures (technological innovations, operational improvements, and sustainable aviation fuels) to assist ICAO member States in collectively achieving ICAO's medium-term goal aspirational goal of carbon neutral growth for international aviation from 2020 onwards.

5.2 CORSIA was agreed at the 39th Session of the ICAO Assembly in 2016, as the first-ever global market-based measure for any industry sector, reflecting many years of intensive efforts and negotiations by Member States in cooperation with the aviation industry and other stakeholders. Since its agreement, timely implementation of CORSIA has been a top priority for ICAO. Despite the challenges of the COVID-19 pandemic on international aviation, joint efforts of Member States have made it possible for the implementation of CORSIA according to its established schedule.

5.3 Since NACC/DCA/11 last year, work in ICAO continued to update the various CORSIA Implementation Elements, including their application in CORSIA's first phase (2024-2026). In this regard, some recent milestones are particularly significant:

- The number of ICAO Member States that voluntarily participate in the offsetting requirements of CORSIA since the start of the scheme's pilot phase has increased from 88 States for 2021, 107 States for 2022, 115 States for 2023, and 126 States for 2024, including 19 of the 22 NACC States. The deadline for additional States to notify the ICAO Secretariat of their decision to voluntarily participate

- in CORSIA in 2025 is 30 June 2024. A sample letter to notify ICAO the CORSIA voluntary participation by member States is available on the ICAO website¹¹.
- In March 2023, the ICAO Council adopted amendments to the Standards and Recommended Practices (SARPs) for CORSIA implementation reflected in Annex 16, Volume IV to the Convention on International Civil Aviation, reflecting technical recommendations from the ICAO Committee on Aviation Environmental Protection (CAEP), as well as the amendments to the CORSIA design elements adopted by the 2022 ICAO Assembly. The resulting second edition of Annex 16, Volume IV is applicable from 1 January 2024, coinciding with the start of CORSIA's first phase (2024-2026). The second edition of Annex 16, Volume IV is publicly available on the ICAO website¹²;
- Regarding CORSIA Eligible Emissions Units¹³, the ICAO Council approved amendments to the ICAO document "CORSIA Eligible Emissions Units" that was published on the CORSIA website. In addition, the Technical Advisory Body (TAB) is assessing 11 applications and procedural changes submitted by 8 conditional programmes for eligibility of CORSIA first phase (2024-2026 compliance period). The applications and material changes were posted on the ICAO website¹⁴. As part of its 2024 assessment, the TAB will continue to analyse the potential emissions unit supply, including new geographical data. The ICAO Council will consider the results of the 2024 TAB assessment in October/November 2024. Currently, there are 2 approved programmes to supply eligible emissions units to CORSIA first phase, but it is expected that more programmes become eligible to supply units to CORSIA first phase by the end of 2024.
- Regarding CORSIA Eligible Fuels¹⁵, the ICAO Council approved the CORSIA sustainability criteria applicable to these fuels during the first phase. The ICAO Council also expanded the approval of two Sustainable Certification Schemes (SCSs) beyond CORSIA's pilot phase. In March 2024, the ICAO Council also approved amendments to three ICAO documents related to CORSIA eligible fuels. It should be noted that the CAAF/3 requested for the analysis and approval of life cycle values for new fuel sources and pathways, and new SCSs, in support of the global development and deployment of aviation cleaner energies in all regions.
- The CORSIA Central Registry (CCR) is the platform through which States meet the CORSIA requirements by reporting to ICAO necessary information such as: aeroplane operators attributed to States; verification bodies accredited in States; annual CO₂ emissions from international flights; and emissions reductions claims from the use of CORSIA Eligible Fuels. Data reported through the CCR so far show that close to 100% of the total CO₂ emissions have been reported by States for the period 2019 to 2022. In March 2024, ICAO launched an updated version of the CCR aligned with the reporting requirements under the updated CORSIA SARPs, which also includes improvements to the CCR interface based on the feedback received from users in States. ICAO continued to support CCR users with training and publications, made available on the [CCR Materials](https://www.icao.int/environmental-protection/CORSIA/Pages/ccr-materials.aspx)¹⁶ website.

¹¹ https://www.icao.int/environmental-protection/Documents/Sample_letter_CORSIA_participation.docx?_gl=1%2a11v9pbs%2a_ga%2aNTc2NzczNDk4LjE3MTMzNjI3Njg.%2a_ga_992N3YDLBQ%2aMTcxMzM2Mjc2OC4xLjEuMTcxMzM2Mjc5Mi4wLjAuMA..

¹² <https://www.icao.int/environmental-protection/CORSIA/Pages/default.aspx>

¹³ <https://www.icao.int/environmental-protection/CORSIA/Pages/CORSIA-Emissions-Units.aspx>

¹⁴ <https://www.icao.int/environmental-protection/CORSIA/Pages/TAB.aspx>

¹⁵ <https://www.icao.int/environmental-protection/CORSIA/Pages/CORSIA-Eligible-Fuels.aspx>

¹⁶ <https://www.icao.int/environmental-protection/CORSIA/Pages/ccr-materials.aspx>

- The ICAO Council is currently undertaking the 2025 CORSIA periodic review, with the technical support of the Council's Committee on Aviation Environmental Protection (CAEP). As part of its work, CAEP will update previous CORSIA analyses on matters such as: updated estimation of offsetting requirements throughout CORSIA implementation; review of relevant technical inputs associated with the CAAF/3 outcome in relation to emissions reductions from CORSIA Eligible Fuels; and cost implications and other considerations in relation to addressing offsetting requirements through the cancellation of CORSIA Eligible Emissions Units vis-à-vis the use of CORSIA Eligible Fuels during CORSIA's first phase (2024-2026).

5.4 In July 2018, ICAO launched the ACT-CORSIA (Assistance, Capacity-building and Training for CORSIA) programme as part of the ICAO's *No Country Left Behind* initiative, with the aim to support all Member States with the implementation of CORSIA. The Assembly emphasized the importance of a coordinated approach under the ACT-CORSIA to harmonize and bring together all relevant actions and promote coherence to capacity building efforts.

5.5 The [Buddy Partnerships](#)¹⁷ among States are the cornerstone of the ACT-CORSIA programme, currently involving 136 States (17 supporting States and 119 requesting States), including 17 of the 22 NACC States. Through such partnerships, supporting States offer experts on CORSIA to provide individual training and necessary follow-up with the CORSIA focal points of the requesting States, in close coordination with the ICAO Secretariat. The training provided during the last five and a half years through this programme has contributed to the high level of CORSIA implementation, as demonstrated by data such as the steady increase in the number of CORSIA volunteer States and the high coverage of CO₂ emissions data submitted by States through the CCR.

5.6 Under the ACT-CORSIA programme the ICAO Secretariat organizes annual Training of Trainers (ToT) including the recent ToT sessions in March 2024, to the experts of the supporting States involved for the delivery of harmonized training activities to the requesting States under the Buddy Partnerships.

6 2024 ICAO Environment Events

6.1 To provide relevant information on the implementation of environmental policies and environmental management programs, the [Workshop on Dissemination of Measures and Environmental Protection in International Civil Aviation](#) was held in Armenia, Colombia from April 2 to 5, 2024. The Workshop provided information on CORSIA Eligible Fuels, CAAF/3 results, progress on LTAG and updates on SAPs.

¹⁷ <https://www.icao.int/environmental-protection/CORSIA/Pages/CORSIA-Buddy-Partnerships.aspx>

6.2 To facilitate the clean energy transition at the airport level, the [ICAO Green Airports Seminar](#)¹⁸ was organized in Athens, Greece, from 18 to 19 April 2024, covering a broad spectrum of environmental airport operations, and providing a unique opportunity to a diverse range of stakeholders to discuss their initiatives towards the implementation of the LTAG and the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies. All Sessions considered the opportunities and challenges of financing green projects and innovations, recognizing the importance of connecting and facilitating project developers' access to public funding and private investments. The recording of the event is available on the ICAO TV¹⁹.

6.3 ICAO will be organizing a series of additional events throughout 2024, including the [ICAO Symposium on Non-CO₂ Aviation Emissions](#)²⁰, to be held at ICAO Headquarters in Montréal, from 16 to 18 September 2024, and the [2024 ICAO LTAG Stocktaking event](#)²¹, which will also be held at ICAO Headquarters, from 7 to 10 October 2024. The 2024 ICAO LTAG Stocktaking event will build upon the continued success of the annual ICAO Stocktaking events since 2019 and provides a response to the Assembly's request to monitor the progress towards the achievement of the LTAG, as well as the CAAF/3 request to monitor the implementation of the ICAO Global Framework.

6.4 In addition, ICAO is planning a series of five Regional Seminars on Environment²² from August to September 2024, with the objectives of raising awareness and exchanging views on the implementation of the LTAG and the ICAO Global Framework in all regions, including recent developments on the State Action Plans, CORSIA implementation, ACT-SAF programme, and financing for aviation cleaner energies, as well as the means for monitoring the global progress. The Regional Seminar for the NACC/SAM Regions will be held in Asunción, Paraguay, from 20 to 21 August 2024²³.

6.5 Based on the above the following conclusion is proposed:

CONCLUSION	
NACC/DCA/12/XX	PATHWAY TO SUSTAINABLE AVIATION
<p>What:</p> <p>That, to support the aviation industry's transition to cleaner energy sources and achieving the Net-Zero Carbon Emissions by 2050 goal, ICAO Contracting States:</p> <p>a) dynamize the LTAG implementation activities and the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other Aviation Cleaner Energies, with the following activities among others:</p> <ul style="list-style-type: none"> - developing and implementing national policies and regulations that incentivize the development, production, and use of SAF, LCAF, and other clean aviation fuels; 	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>

¹⁸ <https://www.icao.int/Meetings/greenairports2024/Pages/default.aspx>

¹⁹ <https://www.icao.tv/icao-seminar-on-green-airports>

²⁰ <https://www.icao.int/Meetings/SymposiumNonCO2AviationEmissions2024/Pages/default.aspx>

²¹ <https://www.icao.int/meetings/LTAGStocktaking2024/Pages/default.aspx>

²² <https://www.icao.int/Meetings/RS2024/Pages/default.aspx>

²³ <https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2024-ENVSEM&t=1>

<ul style="list-style-type: none"> - establish funding mechanisms to support the deployment of SAF production facilities and infrastructure, - inform the national entities about the LTAG and the ICAO Global Framework. <p>b) engage in the ICAO ACT-SAF programme activities, promoting SAF development and deployment within and outside the NAM/CAR Regions;</p> <p>c) submit updated and quantified State Action Plans (SAPs) to ICAO as soon as possible, that encompass innovations in technologies and cleaner energies, outlining respective policies, actions, and roadmaps with long-term projections, utilizing the best available data and updated ICAO guidance/tools;</p> <p>d) encourage additional States to solidify their commitment to environmental responsibility in aviation by notifying the ICAO Secretariat of their decision to voluntarily participate in CORSIA from 2025;</p> <p>e) encourage States already participating in CORSIA to solidify their commitment by ensuring continued compliance with Annex 16 Volume IV datelines; additionally, renew their engagement with the ICAO ACT-CORSIA program to receive support through Buddy Partnerships, and get access to expert training specifically tailored to meeting Annex 16 requirements;</p> <p>f) ensure active participation in the upcoming ICAO environmental events; and</p> <p>g) consider hosting the ICAO Environmental Regional Seminar for the NAM CAR SAM Region, these seminars will offer a platform for collaboration and knowledge sharing on key topics like cleaner energy policies, CORSIA implementation, and financing solutions among other relevant crucial topics for achieving the Net-Zero Carbon Emissions by 2050 goal.</p>	
<p>Why:</p> <p>To demonstrate States’ commitment to the LTAG and the ICAO Global Framework and contribute to the goal of achieving net-zero carbon emissions for international aviation by 2050.</p>	
<p>When: NACC/DCA/13 Meeting</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

7 Suggested actions

7.1 The meeting is invited to:

- a) encourage States to support the LTAG implementation and ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies.
- b) encourage States to support and further engage in the ICAO ACT-SAF programme to promote the development and deployment of SAF within and outside the NACC region, through close coordination with ICAO;
- c) encourage States to submit updated and quantified State Action Plans to ICAO, preferably by the end of June 2024, encompassing innovations in technologies and cleaner energies, outlining respective policies, actions and roadmaps, including long-term projections, and ensuring the use of the best available data as supported by the updated ICAO guidance and tools;
- d) encourage additional States to notify the ICAO Secretariat of their decision to voluntarily participate in CORSIA from 2025;
- e) request States to renew their support to the implementation of CORSIA, including through their active participation in the ICAO ACT CORSIA programme;
- f) invite States to participate in the upcoming ICAO events on environment, and
- g) approve the conclusion proposed on paragraph 6.5.