
STATUTORY INSTRUMENTS

2021 No. 534

CIVIL AVIATION

CLIMATE CHANGE

The Air Navigation (Carbon Offsetting and Reduction Scheme for International Aviation) Order 2021

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Application

3.—(1) Subject to paragraph (2), this Order applies to civil international aviation undertaken by aeroplane operators for whom the United Kingdom is the administering State, in accordance with article 8, under this Order.

(2) This Order does not apply to the following flights—

(a) humanitarian, medical and firefighting flights, or to international flights preceding or following a humanitarian, medical or firefighting flight provided such flights are conducted with the same aeroplane, and are required to accomplish the related humanitarian, medical or firefighting activities or to reposition the aeroplane after that for its next activity, or

(b) flights by State aircraft.

(3) The aeroplane operator must provide supporting evidence of such activities to the verification body or, upon request, to the Regulator.

Interpretation

4. In this Order—

“Aerodrome” means a defined area on land or water, including any buildings, installations and equipment, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

“Aerodrome pair” means a group of two aerodromes composed of a departing aerodrome and an arrival aerodrome;

“Aeroplane” means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

“Aeroplane operator” means a person identified under article 5;

“Aeroplane owner” means a person, organisation or enterprise identified via Item 4 (name of owner) and Item 5 (address of owner) on the certificate of registration of an aeroplane;

“Aeroplane type” means the aeroplane types described in “Doc 8643 – Aircraft Type Designators”(a);

“ACARS” means Aircraft Communications Addressing and Reporting System;

“Administrative partnership” means the delegation of administering tasks in this Order from one State to one or more other States;

“AFBO” means Average Fuel Burn Ratio;

“Air Operator Certificate” or “AOC” means a certificate issued by the CAA authorising an operator to carry out specified commercial air transport operations;

“CAA” means the Civil Aviation Authority of the United Kingdom;

“CERT” means the CO₂ Estimation and Reporting Tool regulated by Schedule 3;

“Chicago Convention” means the Convention on International Civil Aviation and its Annexes(b), signed in Chicago on 7th December 1944, as amended;

“chief inspector” means the chief inspector constituted under regulation 8(3) of the Pollution Prevention and Control (Industrial Emissions) Regulations (Northern Ireland) 2013(c);

“CO₂” means carbon dioxide;

“CO_{2e}” means carbon dioxide equivalent;

“Compliance period” means the relevant timeline set out in Schedule 1;

(a) “Doc 8643 — Aircraft Type Designators” is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

(b) Treaty Series No. 8 (1953); Cmd 8742.

(c) S.R. 2013 No. 160.

“Conversion process” means a type of technology used to convert a feedstock into aviation fuel;

“CORSIA” means the Carbon Offsetting and Reduction Scheme for International Aviation(a);

“CORSIA eligible fuel” means a CORSIA sustainable aviation fuel or a CORSIA lower carbon aviation fuel, which an aeroplane operator may use to reduce its offsetting requirements(b);

“CORSIA lower carbon aviation fuel” means a fossil-based aviation fuel that meets the CORSIA Sustainability Criteria(c) under this Order;

“CORSIA sustainable aviation fuel” means a renewable or waste-derived aviation fuel that meets the CORSIA Sustainability Criteria(d) under this Order;

“domestic flight” means the operation of an aircraft from take-off at an aerodrome in the United Kingdom or its territories, to landing at an aerodrome of the United Kingdom or its territories;

“Emissions Monitoring Plan” means the plan setting out how the aeroplane operator’s aviation emissions are to be monitored for the purposes of this Order;

“Emissions Report” means the report produced by the aeroplane operator for the purposes of article 31(1);

“Feedstock” means a type of unprocessed raw material used for the production of aviation fuel;

“Flight plan” means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

“Fuel uplift” means the measurement of fuel provided by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight, in litres;

“Great Circle Distance” means the shortest distance, rounded to the nearest kilometre, between the origin and the destination aerodromes, measured over the earth’s surface modelled according to the World Geodetic System 1984 (WGS84)(e);

“GHG” means Greenhouse gases;

“IAF” means International Accreditation Forum;

“ICAO” means the International Civil Aviation Organisation(f);

“IEC” means International Electrotechnical Commission;

“international flight” means the operation of an aircraft from take-off at an aerodrome of a State or its territories, to landing at an aerodrome of another State or its territories;

“ISO” means International Organization for Standardization;

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- (a) Volume IV (Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)) of Annex 16 (Environmental Protection) to the Convention on International Civil Aviation (June 2018).
 - (b) CORSIA eligible fuel is a fuel which complies with the CORSIA Sustainability Criteria defined within the ICAO document entitled “CORSIA Sustainability Criteria for Sustainable Aviation Fuels” which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (c) “CORSIA Sustainability Criteria for Sustainable Aviation Fuels” is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (d) “CORSIA Sustainability Criteria for Sustainable Aviation Fuels” is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (e) Latitude and longitude coordinates of aerodromes can be obtained from the ICAO Location Indicators database which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (f) ICAO was set up under Part II of the Convention on International Civil Aviation, signed at Chicago on 7th December 1944.

“UK ETS Order” means the Greenhouse Gas Emissions Trading Scheme Order 2020(a);
“Verification of report” means an independent, systematic and sufficiently documented evaluation process of an Emissions Report;
“Verification body” means a person that performs the verification of an Emissions Report as an accredited independent third party;
“Verification team” means a group of verifiers, or a single verifier that also qualifies as a team leader, belonging to a verification body conducting the verification of an Emissions Report, whether or not supported by technical experts; and
“Verification report” means a document, drafted by the verification body, containing the verification statement set out in paragraphs 3(22) to (26) of Schedule 6 and required supporting information.

Meaning of aeroplane operator

5. In this Order, a person is an “aeroplane operator” where that person is an operator that produces annual CO₂ emissions greater than 10,000 tonnes from the use of an aeroplane with a maximum certificated take-off mass greater than 5,700 kg conducting international flights.

Units

6. The non-SI units listed in column 2 of the Table must be used either in lieu of, or in addition to, SI units(b) as primary units of measurement under this Order.

Table

Non-SI units for use with SI units

<i>Specific quantity</i>	<i>Non-SI Unit</i>	<i>Symbol</i>	<i>Definition (in terms of SI units)</i>
Mass	tonne	T	$1 \text{ t} = 10^3 \text{ kg}$
Time	hour	H	$1 \text{ h} = 60 \text{ min} = 3,600 \text{ s}$
Volume	litre	L	$1 \text{ L} = 1 \text{ dm}^3 = 10^{-3} \text{ m}^3$

PART 2

Administration

CHAPTER 1

General

Notification to ICAO of voluntary participation in CORSIA

7.—(1) The Secretary of State must notify ICAO of any change in the decision by the government of the United Kingdom to voluntarily participate, or to discontinue its voluntary participation, in CORSIA, for the purpose of the inclusion of the United Kingdom in the ICAO document entitled “CORSIA States for Chapter 3 State Pairs”(c).

(2) The notification in paragraph (1) must be made by 30th June in each year from and including 2021 to and including 2025, for the purposes of inclusion in the subsequent year of the scheme.

(a) S.I. 2020/1265.

(b) The International System of Units (SI), commonly known as the metric system, is the international standard for measurement.

(c) “CORSIA States for Chapter 3 State Pairs” is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

Attribution of an aeroplane operator to the United Kingdom

- 8.**—(1) The United Kingdom is the administering State for an aeroplane operator where—
- (a) the aeroplane operator has an ICAO Designator which identifies the United Kingdom as the Notifying State, as listed in the ICAO document entitled ICAO Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services(a),
 - (b) without an ICAO Designator, the aeroplane operator has a valid AOC, or equivalent, or
 - (c) without an ICAO Designator or AOC, the aeroplane operator has its registered office in the United Kingdom or, where the aeroplane operator is a natural person, is resident in the United Kingdom.
- (2) An aeroplane operator with international flights attributed to it and which has the United Kingdom as its administering State must notify the Regulator of that fact.
- (3) The Secretary of State, with the assistance of the Regulator, must ensure the correct attribution of an aeroplane operator to the United Kingdom according to the approach in paragraph (1).
- (4) A Regulator must, by 30th October in each scheme year, provide the Secretary of State with a list of aeroplane operators for which it is the Regulator.
- (5) The Secretary of State must submit to ICAO in accordance with the timeline set out in Schedule 1 a list of aeroplane operators which are attributed to the United Kingdom containing the required information as described in Schedule 5, Table 3 and the Secretary of State may submit updates to this list to ICAO on a more frequent basis.

Attribution of international flights to an aeroplane operator

- 9.**—(1) An aeroplane operator must identify international flights that are attributed to it in accordance with paragraph (3).
- (2) Two or more consecutive flights operated under the same flight number are considered as separate flights for the purposes of this Order.
- (3) An international flight is attributable to an aeroplane operator as follows—
- (a) when Item 7 (aircraft identification)(b) of the flight plan contains the ICAO Designator, that flight must be attributed to the aeroplane operator that has been assigned this Designator,
 - (b) when Item 7 (aircraft identification) of the flight plan contains the nationality or common mark, and registration mark of an aeroplane that is explicitly listed in a valid AOC, or equivalent, that flight must be attributed to the aeroplane operator that holds the air operator certificate, and
 - (c) when the aeroplane operator of a flight has not been identified under sub-paragraphs (a) or (b), that flight must be attributed to the aeroplane owner who must then be considered to be the aeroplane operator of that flight.
- (4) If requested by the Regulator, aeroplane owners identified under paragraph (3)(c) must provide all information necessary to identify the actual aeroplane operator of a flight.
- (5) The aeroplane operator may, by contract, delegate the administrative requirements of this Order to a third party, as long as the delegation is not to the same entity as the verification body. Liability for compliance must not be delegated.

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- (a) ICAO Designators and Notifying States are contained in ICAO Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services (Doc 8585) which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (b) The reference to Item 7 is based on the ICAO model flight plan form contained in Appendix 2 of ICAO Procedures for Air Navigation Services - Air Traffic Management (Doc 4444) which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

(6) Nationality and registration marks, referred to in paragraph (3)(b), are defined in paragraph 1, Part 2 of Schedule 4 to the Air Navigation Order 2016(a).

Meaning of Regulator

10.—(1) Subject to paragraph (2) and article 17, the Regulator of an aeroplane operator who has been attributed to the United Kingdom under article 8(1) is—

- (a) the Environment Agency(b), where the aeroplane operator —
 - (i) has its registered office or is resident in England, or
 - (ii) does not have a registered office or is not resident in the United Kingdom,
- (b) the NRW, where the aeroplane operator has its registered office or is resident in Wales,
- (c) the SEPA where the aeroplane operator has its registered office or is resident in Scotland,
- (d) the chief inspector, where the aeroplane operator has its registered office or is resident in Northern Ireland.

(2) For an aeroplane operator who is administered as an aircraft operator under the UK ETS Order in a scheme year, the Regulator is the regulator specified in that Order.

Regulator tasks

11.—(1) A Regulator must approve an aeroplane operator's compliance on the basis of satisfactory evidence that the aeroplane operator meets requirements that are at least equal to the applicable standards specified in this Order.

(2) A Regulator must, by 30th October in each scheme year, provide the Secretary of State with a list of verification bodies accredited in the part of the United Kingdom for which it is responsible under article 10 containing the required information described in Schedule 5, Table 3.

(3) The Secretary of State must submit to ICAO a list of verification bodies which are accredited in the United Kingdom containing the required information described in Schedule 5 , Table 3, and in accordance with the relevant timeline set out in Schedule 1. The Secretary of State may submit updates to this list to ICAO on a more frequent basis.

Record keeping

12.—(1) Each aeroplane operator must keep records relevant to the requirements of this Order for a period of 10 years.

(2) The Regulator of an aeroplane operator must keep records relevant to that aeroplane operator's CO₂ emissions per State pair during 2019 and 2020 in order to calculate each aeroplane operator's offsetting requirements during the 2030-2035 compliance periods. Those records must be kept for the duration of CORSIA and the 5 years following the end of CORSIA.

Compliance periods and timeline

13. The Secretary of State, and each Regulator and aeroplane operator must comply with the requirements of this Order in accordance with the relevant timeline set out in Schedule 1.

Equivalent procedures

14.—(1) The use, in relation to an aeroplane operator, of equivalent procedures in lieu of the procedures specified in this Order, must be approved by the Secretary of State with the assistance of the Regulator of that aeroplane operator.

(a) S.I. 2016/765, to which there are amendments not relevant to this Order.

(b) The Environment Agency was established by section 1 of the Environment Act 1995 (c. 25).

(2) Equivalent procedures must demonstrably meet the requirements in Volume IV of Annex 16 to the Chicago Convention.

The CAA

15.—(1) The CAA must provide such assistance and advice as a Regulator may require in connection with any of the Regulator's functions under this Order.

(2) The CAA is entitled to recover from the Regulator a sum equal to any expense reasonably incurred by it in providing the Regulator with assistance or advice under paragraph (1).

CHAPTER 2

Aeroplane operator's change in circumstances

Change in aeroplane operator's attribution to a State

16.—(1) Where—

(a) an aeroplane operator changes its ICAO Designator, air operator certificate or equivalent, or place of its registered office, and is subsequently attributed to a new State in accordance with paragraph 1.2 of Chapter 1, Part II, Volume IV of Annex 16 to the Chicago Convention, but

(b) that aeroplane operator is not establishing a new entity or a subsidiary,

this new State must become the State to which the aeroplane operator fulfils its requirements under Volume IV of Annex 16 to the Chicago Convention from the start of the next compliance period.

(2) The aeroplane operator must notify the Regulator of any change described in paragraph (1) within 3 months of the change taking effect.

(3) An aeroplane operator with a wholly owned subsidiary aeroplane operator that has its registered office in the United Kingdom can be treated as a single consolidated aeroplane operator liable for compliance with the requirements of Volume IV of Annex 16 to the Chicago Convention, subject to the approval of the Regulator. Evidence must be provided in the aeroplane operator's Emissions Monitoring Plan to demonstrate that the subsidiary aeroplane operator is wholly owned.

Change in aeroplane operator's registered office within the United Kingdom

17.—(1) Where—

(a) an aeroplane operator attributed to the United Kingdom under article 8(1) with a registered office or place of residence in the area of a Regulator, in a scheme year, changes the address of its registered office or place of residence to the area of a different Regulator ("R"), and

(b) that aeroplane operator's registered office or place of residence is in the area of R at the end of the scheme year,

R is the Regulator of that aeroplane operator from the beginning of the next compliance period.

(2) Where—

(a) an aeroplane operator which did not have a registered office or place of residence in the United Kingdom at the beginning of a scheme year acquires a registered office or place of residence in the United Kingdom in the course of that period, and

(b) at the end of that scheme year that registered office or place of residence is in the area of a Regulator ("S"),

S is the Regulator of that aeroplane operator from the beginning of the next compliance period.

(3) The aeroplane operator must notify the Regulator of any change described in paragraphs (1) and (2) within 3 months of the change taking effect.

- (4) In this article, “area” in relation to a Regulator, means—
- (a) in respect of the Environment Agency, England,
 - (b) in respect of the NRW, Wales,
 - (c) in respect of the SEPA, Scotland, and
 - (d) in respect of the chief inspector, Northern Ireland.

CHAPTER 3

Applications, notices, etc.

Submission of applications and notices to Regulators

18.—(1) This article applies to an application, notice or report submitted to a Regulator under this Order or under an Emissions Monitoring Plan.

(2) An application, notice or report—

- (a) must be in writing, and
- (b) unless the Regulator agrees otherwise in writing, must be made on a form provided by the Regulator for that purpose.

(3) The Regulator must set out in the form—

- (a) the information required by the Regulator to determine the application, or
- (b) the matters required to be included in the notice or report.

(4) Unless the Regulator agrees otherwise in writing—

- (a) the form must be submitted to the Regulator electronically and, if the form specifies an email address for submission, to that address, or
- (b) if the form is provided by the Regulator for submission through a website, the form must be submitted through the website and in accordance with any instructions given for completion and submission.

(5) Unless the information has been provided in a previous application made to the Regulator, an application must set out—

- (a) the name, postal address, including postcode, and telephone number of the applicant, and
- (b) either—
 - (i) an email address for service, or
 - (ii) a postal address, including postcode, in the United Kingdom for service.

(6) Subject to paragraph (7), an application must be accompanied by the charge for the application set out in the charging scheme published under article 43.

(7) Where an application is submitted electronically, the charge may be sent to the Regulator separately from the application; and in that case, for the purposes of this Order, the application must be treated as not being received by the Regulator until the charge is also received.

(8) An application may be withdrawn at any time before it is determined.

(9) A Regulator may, by notice to an applicant, require the applicant to provide such further information specified in the notice, within the period specified, as the Regulator may require in order to determine the application.

(10) For the purposes of this Order, the application must be treated as being withdrawn if—

- (a) the applicant fails to provide that information—
 - (i) before the end of that period, or
 - (ii) on or before such later date as may be agreed with the Regulator, and
- (b) the Regulator gives notice to the applicant that the application is treated as having been withdrawn.

(5) For the purposes of paragraph (4), where a body corporate registered outside the United Kingdom, or a partnership established outside the United Kingdom, has an office in the United Kingdom, the principal office of the body corporate or partnership is its principal office in the United Kingdom.

(6) For the purposes of paragraph (4)(c), where the person is an aeroplane operator, the proper address includes an address derived from information supplied by Eurocontrol(a).

PART 3

Monitoring, reporting and verification (“MRV”) of aeroplane operator annual CO₂ emissions

CHAPTER 1

General

Applicability of MRV requirements

21.—(1) The requirements of this Part apply to an aeroplane operator that produces annual CO₂ emissions greater than 10,000 tonnes from the use of one or more aeroplanes with a maximum certificated take-off mass greater than 5,700 kg conducting international flights.

(2) The requirements of this Part apply to a new entrant aeroplane operator from the year after it meets the requirements in paragraph (1).

CHAPTER 2

Monitoring of aeroplane operator annual CO₂ emissions

Monitoring of CO₂ emissions: Eligibility of monitoring methods

22.—(1) An aeroplane operator must monitor and record its fuel use from international flights in accordance with an eligible monitoring method set out in paragraphs (3) to (6) for the 2019-2020 period and paragraphs (7) to (12) for the 2021-2035 period, and approved by the Regulator.

(2) Following approval and issue of its Emissions Monitoring Plan in accordance with article 24, an aeroplane operator must use the same eligible monitoring method for the entire compliance period(b).

2019-2020 period

(3) Where an aeroplane operator has, prior to this Order coming into force, accumulated any fuel use during the period of 2019-2020 pursuant to article 3 of Commission Implementing Regulation (EU) 2019/1603(c), that fuel use data must be used for the purpose of this Order.

(4) An aeroplane operator with annual CO₂ emissions from international flights greater than or equal to 500,000 tonnes must use a Fuel Use Monitoring Method set out in Schedule 2.

(5) An aeroplane operator with annual CO₂ emissions from international flights of less than 500,000 tonnes must use either a Fuel Use Monitoring Method or the CERT set out in Schedules 2 and 3, respectively.

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- (a) Eurocontrol is the intergovernmental body established by the International Convention Relating to Co-operation for the Safety of Air Navigation of 13th December 1960 (the Eurocontrol Convention).
 - (b) Guidance material on eligibility of monitoring methods, and associated thresholds, is provided in the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (c) OJ L 250, 30.9.2019, p.10.

(6) If the aeroplane operator's annual CO₂ emissions from international flights increases above the threshold of 500,000 tonnes in 2019, the Regulator may permit the aeroplane operator to continue to apply the monitoring method chosen in accordance with paragraph (5) for this period.

2021-2035 period

(7) An aeroplane operator, with annual CO₂ emissions from international flights between State Pairs defined in the ICAO document entitled "CORSIA States for Chapter 3 State Pairs"(a) of greater than or equal to 50,000 tonnes, must use a Fuel Use Monitoring Method as described in Schedule 2 for these flights. For other international flights, the aeroplane operator must use either a Fuel Use Monitoring Method, as described in Schedule 2, or the CERT, as described in Schedule 3.

(8) An aeroplane operator, with annual CO₂ emissions from international flights between State Pairs defined in the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" of less than 50,000 tonnes, must use either a Fuel Use Monitoring Method or the CERT as described in Schedules 2 and 3, respectively.

(9) If an aeroplane operator's annual CO₂ emissions from international flights between State Pairs defined in the ICAO document entitled "CORSIA States for Chapter 3 State Pairs", increases above the threshold of 50,000 tonnes in a given year (y), and also in year (y+1)(b), the aeroplane operator must—

- (a) submit an updated Emissions Monitoring Plan by 30th September of year (y + 2)(c), and
- (b) change to a Fuel Use Monitoring Method, as set out in Schedule 2, on 1st January of year (y + 3)(d).

(10) If an aeroplane operator's annual CO₂ emissions from international flights between State Pairs defined in the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" decreases below the threshold of 50,000 tonnes in a given year (y), and also in year (y + 1), the aeroplane operator may change monitoring method on 1st January of year (y + 3).

(11) Where an aeroplane operator chooses to change its monitoring method under paragraph (10)(e), it must submit an updated Emissions Monitoring Plan by 30th September of year (y + 2).

(12) Where the aeroplane operator has, prior to this Order coming into force, accumulated any fuel use during 2021 pursuant to article 3 of Commission Implementing Regulation (EU) 2019/1603 in conjunction with article 24 of the UK ETS Order, that fuel use data must be used for the purpose of this Order

Emissions Monitoring Plan

23.—(1) An aeroplane operator must submit an Emissions Monitoring Plan to the Regulator for approval by the Regulator. The Emissions Monitoring Plan must contain the information set out in Schedule 4.

(2) Where an aeroplane operator has, prior to this Order coming into force, established an approved Emissions Monitoring Plan pursuant to article 3 of Commission Implementing Regulation (EU) 2019/1603(f), a Regulator must, before 30th June 2021, approve and issue an Emissions Monitoring Plan to that aeroplane operator in the same terms, subject to any variation required to comply with this Order.

(3) A new entrant aeroplane operator must submit an Emissions Monitoring Plan to the Regulator for approval and issue within 3 months of falling within the scope of applicability set

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- (a) "CORSIA States for Chapter 3 State Pairs" is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (b) "(y + 1)" refers to the year following the increase above the threshold.
 - (c) "(y + 2)" refers to the second year following the increase above the threshold.
 - (d) "(y + 3)" refers to the third year following the increase above the threshold.
 - (e) See Volume IV of Annex 16 to the Chicago Convention, Attachment B, Figure B-3, for a process flowchart on the eligibility of Fuel Use Monitoring Methods during the 2021-2035 Compliance Phases.
 - (f) OJ L 250, 30.9.2019, p.10.

out in article 21. The Emissions Monitoring Plan must contain the information specified in Schedule 4.

Issue of Emissions Monitoring Plans

24.—(1) If an aeroplane operator submits an Emissions Monitoring Plan for approval by the Regulator in accordance with article 23, a Regulator must approve and issue the Emissions Monitoring Plan unless—

- (a) the Regulator is not satisfied that the application complies with the requirements of this Order; and
- (b) the aeroplane operator has not agreed to amendments of the application required to satisfy the Regulator that the application does so comply.

(2) An Emissions Monitoring Plan issued under paragraph (1) replaces any Emissions Monitoring Plan previously issued to the aeroplane operator.

(3) An Emissions monitoring Plan may contain any conditions the Regulator considers necessary to give proper effect to the requirements of this Order.

(4) An aeroplane operator must comply with any condition included in its Emissions Monitoring Plan.

Refusal of application for Emissions Monitoring Plans

25.—(1) If a Regulator refuses an application for an Emissions Monitoring Plan, the Regulator must give notice to the applicant.

(2) A notice under paragraph (1) must state—

- (a) the reasons for the decision; and
- (b) if amendments of the application are required in order for an Emissions Monitoring Plan to be issued, the nature of those amendments.

(3) An aeroplane operator who is given a notice under paragraph (1) must make a revised application to the Regulator before the end of the period of 31 days beginning with the day that the notice was given.

(4) Article 24 and this article apply to a revised application under paragraph (3) as they apply to the original application, but for the purposes of such a revised application, the references to the period of 2 months in article 19 are to be read as references to a period of 24 days.

Modification of the Emissions Monitoring Plan

26.—(1) An aeroplane operator must notify the Regulator of any proposals for modification of its Emissions Monitoring Plan.

(2) The aeroplane operator must resubmit the Emissions Monitoring Plan to the Regulator for approval if a material change is made to the information contained within the Emissions Monitoring Plan.

(3) A material change is a change to the information presented in the Emissions Monitoring Plan that would—

- (a) affect the status or eligibility of the aeroplane operator for an option under the emissions monitoring requirements, or
- (b) otherwise affect the decision by the Regulator with regard to whether the aeroplane operator's approach to monitoring conforms with the requirements.

(4) The aeroplane operator must also resubmit the Emissions Monitoring Plan in the event of a change to the information presented in the plan that—

- (a) arises from a change in the availability of data, due to the use of new types of measuring instrument, sampling methods or analysis methods, or for other reasons, which leads to higher accuracy in the determination of emissions,

- (b) has been found to be incorrect under the data monitoring methodology applied previously,
 - (c) would improve the accuracy of the reported data, unless this is technically not feasible or incurs unreasonable costs, or
 - (d) is necessary to respond to the suggestions for improvement of the monitoring plan contained in a verification report.
- (5) An aeroplane operator must also inform the Regulator of changes that would affect the Regulator's oversight, such as a change in corporate name or address, even if the changes do not fall within the definition of a material change(a).

Approval of modification of the Emissions Monitoring Plan

- 27.**—(1) A Regulator may allow an aeroplane operator to notify modifications of the Emissions Monitoring Plan that are not significant.
- (2) Any significant modification of the Emissions Monitoring Plan must be subject to approval by a Regulator.
- (3) Where the Regulator considers a modification not to be significant, it must inform the aeroplane operator without undue delay.
- (4) Significant changes to the Emissions Monitoring Plan include—
- (a) change of emission factor values laid down in the Emissions Monitoring Plan,
 - (b) a change between the calculation methods referred to in Schedule 2,
 - (c) the introduction of new source streams,
 - (d) changes in the status of the aeroplane operator with regard to one of the thresholds specified in article 5 or 22(7) to (12).

Calculation of CO₂ emissions from aeroplane fuel use

- 28.**—(1) An aeroplane operator must apply a fuel density value to calculate fuel mass where the amount of fuel uplift is determined in units of volume.
- (2) The aeroplane operator must record the fuel density, which may be an actual or a standard value of 0.8 kg per litre, that is used for operational and safety reasons such as in an operational, flight or technical log.
- (3) The procedure for informing the use of actual or standard density must be detailed in the Emissions Monitoring Plan along with a reference to the relevant aeroplane operator documentation(b).
- (4) An aeroplane operator using a Fuel Use Monitoring Method, as set out in Schedule 2, must determine the CO₂ emissions from international flights using the following equation—

$$CO_2 = \sum_f M_f * FCF_f$$

where—

-
- (a) Guidance material on the Emissions Monitoring Plan and material changes is provided in the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (b) Guidance material on the Emissions Monitoring Plan and material changes is provided in the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

- (b) 3.10 (in kg CO₂/kg fuel) for AvGas, or
- (c) 3.10 (in kg CO₂/kg fuel) for Jet-B fuel.

(3) If a Default Life Cycle Emissions value is used, the aeroplane operator must use the ICAO document entitled “CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels”**(a)** for the calculation in paragraph (1).

(4) If an Actual Life Cycle Emissions value is used, an approved Sustainability Certification Scheme must ensure that the methodology, set out in the ICAO document entitled “CORSIA Methodology for Calculating Actual Life Cycle Emissions Values”**(b)**, has been applied correctly.

CHAPTER 3

Reporting of aeroplane operator annual CO₂ emissions

Aeroplane operator reporting

31.—(1) An aeroplane operator must submit to the Regulator a copy of its verified Emissions Report for approval by the Regulator and a copy of the associated Verification Report in accordance with the timeline set out in Schedule 1.

(2) The Regulator must decide on the level of aggregation, being State pair or aerodrome pair, for which an aeroplane operator must report the number of international flights in accordance with Field 7 in Table 1 in Schedule 5, and CO₂ emissions in accordance with Field 8 in that Table. The Regulator must inform the aeroplane operator whether Fields 7 and 8 in the Emissions Report must be reported at the level of State pair or aerodrome pair during the approval process for its Emissions Monitoring Plan.

(3) An Emissions Report must contain the information set out in Table 1 of Schedule 5. An aeroplane operator that uses the CERT is not required to report Field 5 in Table 1.

(4) When an aeroplane operator reports its consolidated CO₂ emissions from international flights during the 2019-2020 period, including those of subsidiary aeroplane operators, disaggregated data relating to each subsidiary aeroplane operator must be appended to the main Emissions Report.

(5) In specific circumstances where an aeroplane operator operates a very limited number of flights between State pairs, it may submit a written request to the Regulator that such data not be published at the aeroplane operator level, as set out in Tables 4 and 5 of Schedule 5, explaining the reasons why disclosure would harm its commercial interests.

(6) Based on this request, the Regulator must determine whether this data is confidential.

(7) In specific circumstances where aggregated State pair data may be attributed to an identified aeroplane operator as a result of a very limited number of aeroplane operators conducting flights on a State pair, that aeroplane operator may request in writing to the Regulator that such data not be published at State pair level, explaining the reasons why disclosure would harm their commercial interests.

(8) Based on this request, the Regulator must determine whether this data is confidential.

Reporting of CORSIA eligible fuels

32.—(1) An aeroplane operator must subtract CORSIA eligible fuels traded or sold to a third party from its total reported quantity of CORSIA eligible fuels.

(a) “CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels” is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

(b) “CORSIA Methodology for Calculating Actual Life Cycle Emissions Values” is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

(2) The aeroplane operator must provide to the Regulator a declaration of all other GHG schemes it participates in where the emissions reductions from the use of CORSIA eligible fuels may be claimed, and a declaration that it has not made claims for the same batches of CORSIA eligible fuel under these other schemes.

(3) To claim emissions reductions from the use of CORSIA eligible fuels in the Emissions Report, the aeroplane operator must provide to the Regulator the information described in Table 2 of Schedule 5, within a given compliance period for all CORSIA eligible fuel received by a blender by the end of that compliance period.

(4) The information provided is through to the blend point, and includes information received from both the neat (unblended) fuel producer and the fuel blender.

(5) If the aeroplane operator purchases fuel from a supplier downstream from the fuel blender, such as a distributor, another aeroplane operator, or an aerodrome-based fuel distributor, this fuel supplier must provide to the aeroplane operator all of the requisite documentation in order for the emissions reductions from the use of CORSIA eligible fuels to be claimed by the aeroplane operator in accordance with articles 29 and 30.

Reporting to ICAO

33.—(1) The Regulator must calculate and inform each of the aeroplane operators that are attributed to it of their average total CO₂ emissions during 2019 and 2020, in accordance with the timeline set out in Schedule 1.

(2) A Regulator must provide the Secretary of State with the required information regarding CO₂ emissions specified in paragraph (1) and any reported information deemed confidential.

(3) The Secretary of State must submit a report covering those emissions for aeroplane operators administered in the United Kingdom to ICAO in accordance with the timeline set out in Schedule 1. This report must contain the information set out in Tables 4, 5 and 6 in Schedule 5, when applicable.

(4) The Secretary of State must inform ICAO of any reported data deemed confidential in accordance with article 31(6) and (8).

(5) All aeroplane operator data which are deemed confidential in accordance with article 31(6) and (8) must be aggregated without attribution to any specific aeroplane operator, and included within the ICAO document entitled, “CORSIA Central Registry (CCR): Information and Data for Transparency”^(a).

CHAPTER 4

Verification of CO₂ emissions

Verification body and national accreditation body

34.—(1) A verification body must be accredited as complying with the standards specified in ISO 14065:2013 and the requirements in paragraph 2 of Schedule 6 by a national accreditation body, in order to be eligible to verify the Emissions Report of an aeroplane operator.

(2) A national accreditation body must be working in accordance with ISO/IEC 17011:2004.

Annual verification of an aeroplane operator’s Emissions Report

35.—(1) An aeroplane operator must engage a verification body for the verification of its annual Emissions Report.

^(a) “CORSIA Central Registry (CCR): Information and Data for Transparency” is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

(2) A verification body must conduct the verification according to ISO 14064-3:2006, and the relevant requirements in paragraph 3 of Schedule 6.

(3) Following the verification of the Emissions Report by the verification body, the aeroplane operator and the verification body must both independently submit, upon authorisation by the aeroplane operator, a copy of the Emissions Report and associated Verification Report to the Regulator, in accordance with the timeline set out in Schedule 1.

(4) The Regulator must perform an order of magnitude check of the Emissions Report in accordance with the timeline set out in Schedule 1 to assess the completeness of the data provided in that report.

(5) To facilitate order of magnitude checks and ensure the completeness of reported data, and where necessary to support the implementation of the requirements in this Order, the Regulator may agree to share with another State's regulator, specific data and information contained in an aeroplane operator's Emissions Report where that aeroplane operator performs flights to and from the State of the requesting regulator.

(6) The Regulator must inform any relevant aeroplane operator about such a request for that information.

(7) In the absence of an agreement between the two States, this information must not be disclosed to third parties.

(8) A Regulator must provide the name of the verification body used to verify an Emissions Report on being asked for the disclosure of information by the regulator of another State.

Verification of sustainable aviation fuels

36.—(1) Fuel purchases, transaction reports, fuel blending records and sustainability credentials must constitute the documentary proof for the purpose of verification and approval of emissions reductions from the use of CORSIA eligible fuels.

(2) An aeroplane operator must ensure that it, or its designated representative, has audit rights over the production records for the CORSIA eligible fuels that it purchases(a).

CHAPTER 5

Data management and control

Data gaps

37.—(1) An aeroplane operator using a Fuel Use Monitoring Method, as described in Schedule 2, must fill data gaps using the CERT, as described in Schedule 3, provided that the data gaps during a compliance period do not exceed the following thresholds—

- (a) 2019-2020 period: 5 per cent of international flights;
- (b) 2021-2035 period: 5 per cent of international flights between State Pairs defined in the ICAO document entitled “CORSIA States for Chapter 3 State Pairs”(b).

(2) The aeroplane operator must correct issues identified with the data and information management system in a timely manner to mitigate ongoing data gaps and system weaknesses.

(3) If the aeroplane operator realises it has data gaps and system weaknesses that exceed the threshold in paragraph (1), it must engage with the Regulator to take remedial action to address this.

(a) The quality control assurances of CORSIA eligible fuel producers include declarations and/or process certifications, with periodic audits by verifiers, purchasers, or trusted entities. The process certifications, including the sustainability credentials, provide assurance that the CORSIA eligible fuel producer has established business processes to prevent double counting, and the periodic audits verify that the producer is following their established procedures. Purchasers and States may elect to independently audit the production records of the CORSIA eligible fuel producer in order to provide further assurance.

(b) “CORSIA States for Chapter 3 State Pairs” is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

(2) Reasonable prior notice must be given before exercising the powers in this article.

(3) A person in control of the premises to which the Regulator or authorised person reasonably requires access must allow the Regulator or authorised person to have such access.

(4) The Regulator or authorised person may, when inspecting premises—

- (a) make any such examination and investigation as may be necessary,
- (b) install or maintain monitoring equipment or other apparatus,
- (c) request the production of any record,
- (d) take measurements, photographs, recordings or copies of anything,
- (e) take samples of any articles or substances found in, or on, the premises and of the air, water or land in, on, or in the vicinity of, those premises,
- (f) request any person at the premises to provide facilities or assistance to the extent that is within that person's control.

(5) Except to the extent agreed by the person in control of a place or premises, the power referred to in paragraph (1) does not apply to—

- (a) a prohibited place for the purposes of the Official Secrets Act 1911(a), or
- (b) any other premises to which the Crown restricts access on the ground of national security.

Powers of entry, etc.

47.—(1) A Regulator or an authorised person may—

- (a) enter any premises with a warrant issued in accordance with article 48, together with any equipment or material as may be required;
- (b) when entering premises by virtue of sub-paragraph (a)—
 - (i) be accompanied by an authorised person and, if considered appropriate, a constable;
 - (ii) direct that any part of the premises be left undisturbed for so long as may be necessary;
- (c) require any person believed to be able to give information relevant to an examination or investigation—
 - (i) to attend at a place and time specified by the Regulator or authorised person;
 - (ii) to answer questions, in the absence of any person other than those whom the Regulator or authorised person allows to be present and a person nominated by the person being asked questions;
 - (iii) to sign a declaration of truth of the answers given by that person;
- (d) require the production of—
 - (i) records required to be kept under this Order;
 - (ii) other records which the Regulator or authorised person considers it necessary to see for the purpose of an examination or investigation;
 - (iii) entries in a record referred to in this sub-paragraph;
- (e) inspect and take copies of the records and entries referred to in sub-paragraph (d).

(2) The powers in paragraph (1) may only be exercised where the Regulator or an authorised person reasonably believes that there has been a failure to comply with the requirements of this Order.

(3) Except to the extent agreed by the person in control of a place or premises, the powers referred to in paragraph (1) do not apply in relation to—

- (a) a prohibited place for the purposes of the Official Secrets Act 1911; or

(a) 1911 c. 28.

- (b) any other premises to which the Crown restricts access on the ground of national security.
- (4) It is an offence for a person—
- (a) to fail to comply with a requirement imposed pursuant to this article; or
 - (b) to prevent any other person from—
 - (i) appearing before a Regulator or an authorised person; or
 - (ii) answering a question to which the Regulator or authorised person requires an answer.
- (5) A person guilty of an offence under paragraph (4) is liable—
- (a) on summary conviction in England and Wales, to a fine;
 - (b) on summary conviction in Scotland or in Northern Ireland, to a fine not exceeding the statutory maximum;
 - (c) on conviction on indictment, to a fine.

Warrants

- 48.**—(1) A judge may by warrant authorise a Regulator to designate an authorised person to exercise the power in article 47(1)(a), in accordance with the warrant, where satisfied that—
- (a) there are reasonable grounds for the exercise of the power; and
 - (b) one or more of the conditions in paragraph (2) are fulfilled in relation to the premises.
- (2) The conditions referred to in paragraph (1)(b) are that—
- (a) the exercise of the power by consent in relation to the premises has been refused;
 - (b) a refusal of consent to the exercise of the power is reasonably expected;
 - (c) the premises are unoccupied;
 - (d) the occupier is temporarily absent from the premises and the case is one of urgency;
 - (e) a request for admission to the premises would defeat the purpose of the entry.
- (3) A warrant in accordance with this article continues to have effect until the purpose for which it was issued has been fulfilled.
- (4) In paragraph (1), “judge” means—
- (a) a justice of the peace;
 - (b) in Northern Ireland, a lay magistrate; or
 - (c) in Scotland, a justice of the peace or sheriff.

Admissible evidence

- 49.**—(1) An answer given by a person in compliance with article 47(1)(c)(ii) is admissible in evidence—
- (a) in England, Wales and Northern Ireland, against that person in any proceedings;
 - (b) in Scotland, against that person in criminal proceedings.
- (2) In criminal proceedings in which the person referred to in paragraph (1) is charged with an offence, no evidence relating to the person’s answer may be adduced and no question relating to it may be asked by, or on behalf of, the prosecution unless evidence relating to it has been adduced by, or on behalf of, the person.
- (3) Paragraph (2) does not apply to an offence under—
- (a) section 5 of the Perjury Act 1911(a);

(a) 1911 c. 6.

(5) The Regulator may withdraw an enforcement notice at any time by giving notice of the withdrawal to the person to whom the enforcement notice is given.

Penalty notices

53.—(1) Where a Regulator considers that a person is liable to a civil penalty under any of articles 55 to 63 the Regulator may impose a civil penalty on the person.

(2) A civil penalty is imposed on a person by giving a notice (a “penalty notice”) to the person.

(3) Where the civil penalty to which the person is liable consists of a non-escalating penalty only, or where the civil penalty consists of both a non-escalating penalty and a daily penalty but the Regulator decides not to impose a daily penalty, the penalty notice must set out—

- (a) the grounds for liability,
- (b) the amount of the non-escalating penalty and, where relevant, how the amount is calculated,
- (c) the date by which the non-escalating penalty must be paid, which must not be less than 28 days after the day on which the notice is given,
- (d) the person to whom payment must be made, which must be either the Regulator or the appropriate national authority,
- (e) how payment may be made, and
- (f) information about rights of appeal.

(4) Where the civil penalty to which the person is liable consists of both a non-escalating penalty and a daily penalty and the Regulator considers that it may wish to impose a daily penalty, the Regulator must, before giving a penalty notice to the person, first give a notice (an “initial notice”) to the person.

(5) The initial notice must set out—

- (a) the grounds for liability,
- (b) the maximum amount of the non-escalating penalty that may be imposed,
- (c) that the daily penalty that may be imposed begins to accrue on the day on which the initial notice is given, and
- (d) the maximum daily rate of the daily penalty and the maximum amount of the daily penalty that may be imposed.

(6) Where, after an initial notice is given to a person, the Regulator considers that the total amount of the daily penalty to which the person is liable can be calculated, including where the daily penalty reaches its maximum amount, the Regulator may give a penalty notice to the person.

(7) The penalty notice must set out—

- (a) the grounds for liability,
- (b) the amount of the civil penalty, including how the amount is calculated, which may include—
 - (i) a non-escalating penalty, and
 - (ii) a daily penalty,
- (c) the date by which the civil penalty must be paid, which must not be less than 28 days after the day on which the notice is given,
- (d) the person to whom payment must be made, which must be either the Regulator or the appropriate national authority,
- (e) how payment may be made, and
- (f) information about rights of appeal.

(8) The person to whom a penalty notice is given must pay the civil penalty set out in the notice to the person set out in the notice on or before the date specified in the notice.

(9) A civil penalty imposed by a penalty notice is recoverable by the Regulator as a civil debt.

PART 8

Schedules and consequential amendments

CHAPTER 1

Schedules

Schedules

70.—(1) Schedule 1 (which makes provision in relation to administrative procedures for CORSIA) has effect.

(2) Schedule 2 (which makes provision in relation to fuel use monitoring methods) has effect.

(3) Schedule 3 (which makes provision in relation to CO₂ emission estimation and reporting methods and tools) has effect.

(4) Schedule 4 (which makes provision in relation to emissions monitoring plans) has effect.

(5) Schedule 5 (which makes provision in relation to reporting) has effect.

(6) Schedule 6 (which makes provision in relation to verification) has effect.

(7) Schedule 7 (which makes provision in relation to appeals to the Scottish Land Court) has effect.

(8) Schedule 8 (which makes provision in relation to appeals to the Planning Appeals Commission (Northern Ireland)) has effect.

CHAPTER 2

Consequential amendments

Revocation of retained EU law

71.—(1) Commission Implementing Regulation (EU) 2019/1603 of 18 July 2019 supplementing Directive 2003/87/EC of the European Parliament and of the Council as regards measures adopted by the International Civil Aviation Organisation for the monitoring, reporting and verification of aviation emissions for the purpose of implementing a global market-based measure(a) is revoked.

(2) Notwithstanding the revocation made by paragraph (1), the provisions of Commission Implementing Regulation (EU) 2019/1603 continue to have effect in respect of the monitoring, reporting and verification of aviation emissions undertaken by aeroplane operators pursuant to that Regulation prior to this Order coming into force.

Richard Tilbrook
Clerk of the Privy Council

(a) OJ L 250, 30.9.2019, p. 10-13.

SCHEDULES

SCHEDULE 1

Article 70(1)

Administrative procedures

Compliance periods and timeline

1.—(1) The procedures specified in this Schedule summarise administrative roles and responsibilities of the persons involved in implementing Parts 2 and 3 of this Order. This Schedule provides a list of activities, and the associated date by which the activities must be completed.

2021-2023 period

(2) During the period of 2021-2023, aeroplane operators and Regulators must comply with the requirements according to the timeline in Table 1, where applicable.

Table 1

Details of compliance timeline for 2021-2023 period

Timeline	Activity
To 31st December 2021	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2021 from international flights.
To 31st May 2021	The aeroplane operator must compile 2020 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
31st May 2021	The aeroplane operator and the verification body must both independently submit, upon authorisation by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2020 to the Regulator in accordance with article 35(3).
1st June 2021 to 31st August 2021	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2020 in accordance with article 35(4) including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with article 37(6) and (7).
30th June 2021	The Secretary of State must notify ICAO of any change in the decision by the government of the United Kingdom to voluntarily participate, or to discontinue the voluntary participation, in the applicability of CORSIA's offsetting requirements under Part II, Chapter 3 of Volume IV of Annex 16 to the Chicago Convention from 1st January 2022 in accordance with article 7(1).
1st August 2021	The Regulator must obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2022 compliance year.
31st August 2021	The Secretary of State must submit required information regarding CO ₂ emissions for 2020 to ICAO in accordance with article 33(3).

30th September 2021	The Regulator must calculate and inform aeroplane operators attributed to it of their average total CO ₂ emissions during 2019 and 2020, in accordance with article 33(1).
30th November 2021	The Secretary of State must submit updates to the list of aeroplane operators that are attributed to the United Kingdom to ICAO in accordance with article 8(5), as well as updates to the list of verification bodies accredited in the United Kingdom in accordance with article 11(3).
1st January 2022 to 31st December 2022	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2022 from international flights.
1st January 2022 to 30th April 2022	The aeroplane operator must compile 2021 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2022	The aeroplane operator and the verification body must both independently submit, upon authorisation by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2021 to the Regulator in accordance with article 35(3).
1st May 2022 to 31st July 2022	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2021 in accordance with article 35(4) including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with article 37(6) and (7).
30th June 2022	The Secretary of State must notify ICAO of any change in the decision by the government of the United Kingdom to voluntarily participate, or to discontinue the voluntary participation, in the applicability of CORSIA's offsetting requirements under Part II, Chapter 3 of Volume IV of Annex 16 to the Chicago Convention from 1st January 2023 in accordance with article 7(1).
31st July 2022	The Secretary of State must submit required information regarding CO ₂ emissions for 2021 to ICAO in accordance with article 33(3).
1st August 2022	The Regulator must obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2023 compliance year.
31st October 2022	The Regulator must obtain and use the Sector's Growth Factor (SGF) for 2021 from the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)(a)".

(a) ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)" is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

30th November 2022	The Secretary of State must submit updates to the list of aeroplane operators that are attributed to the United Kingdom to ICAO in accordance with article 8(5), as well as updates to the list of verification bodies accredited in the United Kingdom in accordance with article 11(3).
1st January 2023 to 31st December 2023	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2023 from international flights.
1st January 2023 to 30th April 2023	The aeroplane operator must compile 2022 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2023	The aeroplane operator and the verification body must both independently submit, upon authorisation by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2022 to the Regulator in accordance with article 35(3).
1st May 2023 to 31st July 2023	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2022 in accordance with article 35(4) including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with article 37(6) and (7).
30th June 2023	The Secretary of State must notify ICAO of any change in the decision by the government of the United Kingdom to voluntarily participate, or to discontinue the voluntary participation, in the applicability of CORSIA's offsetting requirements under Part II, Chapter 3 of Volume IV of Annex 16 to the Chicago Convention from 1st January 2024 in accordance with article 7(1).
31st July 2023	The Secretary of State must submit required information regarding CO ₂ emissions for 2022 to ICAO in accordance with article 33(3).
1st August 2023	The Regulator must obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2024 compliance year.
31st October 2023	The Regulator must obtain and use the Sector's Growth Factor (SGF) for 2022 from the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)".
30th November 2023	The Secretary of State must submit updates to the list of aeroplane operators that are attributed to the United Kingdom to ICAO in accordance with article 8(5), as well as updates to the list of verification bodies accredited in the United Kingdom in accordance with article 11(3).

2024-2026 period

(3) During the period of 2024-2026, aeroplane operators and Regulators must comply with the requirements according to the timeline in Table 2, where applicable.

Table 2**Details of compliance timeline for 2024-2026 period**

<i>Timeline</i>	<i>Activity</i>
1st January 2024 to 31st December 2024	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2024 from international flights.
1st January 2024 to 30th April 2024	The aeroplane operator must compile 2023 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2024	The aeroplane operator and the verification body must both independently submit, upon authorisation by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2023 to the Regulator in accordance with article 35(3).
1st May 2024 to 31st July 2024	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2023 in accordance with article 35(4) including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with article 37(6) and (7).
30th June 2024	The Secretary of State must notify ICAO of any change in the decision by the government of the United Kingdom to voluntarily participate, or to discontinue the voluntary participation, in the applicability of CORSIA's offsetting requirements under Part II, Chapter 3 of Volume IV of Annex 16 to the Chicago Convention from 1st January 2025 in accordance with article 7(1).
31st July 2024	The Secretary of State must submit required information regarding CO ₂ emissions for 2023 to ICAO in accordance with article 33(3).
1st August 2024	The Regulator must obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2025 compliance year.
31st October 2024	The Regulator must obtain and use the Sector's Growth Factor (SGF) for 2023 from the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)".
30th November 2024	The Secretary of State must submit updates to the list of aeroplane operators that are attributed to the United Kingdom to ICAO in accordance with article 8(5), as well as updates to the list of verification bodies accredited in the United Kingdom in accordance with article 11(3).
1st January 2025 to 31st December 2025	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2025 from international flights.
1st January 2025 to 30th April 2025	The aeroplane operator must compile 2024 CO ₂

	emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2025	The aeroplane operator and the verification body must both independently submit, upon authorisation by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2024 to the Regulator in accordance with article 35(3).
1st May 2025 to 31st July 2025	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2024 in accordance with article 35(4) including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with article 37(6) and (7).
30th June 2025	The Secretary of State must notify ICAO of any change in the decision by the government of the United Kingdom to voluntarily participate, or to discontinue the voluntary participation, in the applicability of CORSIA's offsetting requirements under Part II, Chapter 3 of Volume IV of Annex 16 to the Chicago Convention from 1st January 2026 in accordance with article 7(1).
31st July 2025	The Secretary of State must submit required information regarding CO ₂ emissions for 2024 to ICAO in accordance with article 33(3).
1st August 2025	The Regulator must obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2026 compliance year.
31st October 2025	The Regulator must obtain and use the Sector's Growth Factor (SGF) for 2024 from the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)".
30th November 2025	The Secretary of State must submit updates to the list of aeroplane operators that are attributed to the United Kingdom to ICAO in accordance with article 8(5), as well as updates to the list of verification bodies accredited in the United Kingdom in accordance with article 11(3).
1st January 2026 to 31st December 2026	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2026 from international flights.
1st January 2026 to 30th April 2026	The aeroplane operator must compile 2025 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2026	The aeroplane operator and the verification body must both independently submit, upon authorisation by the aeroplane operator, the verified Emissions Report and associated Verification Report for 2025 to the Regulator in accordance with article 35(3).

31st July 2036	accordance with article 37(6) and (7). The Secretary of State must submit required information regarding CO ₂ emissions for 2035 to ICAO in accordance with article 33(3).
31st October 2036	The Regulator must obtain and use the Sector's Growth Factor (SGF) for 2035 from the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)".

SCHEDULE 2

Fuel use monitoring methods

Article 70(2)

Introduction

- 1.**—(1) The procedures specified in this Schedule are concerned with the monitoring of fuel use by aeroplane operators. The methods proposed are representative of the most accurate established practices.
- (2) Any equivalent procedures to those contained in this Schedule must only be allowed after prior application to and approval by the Regulator for the aeroplane operator concerned.

Fuel Use Monitoring Methods

- 2.** The aeroplane operator, with the exception of an aeroplane operator eligible to use the CERT, must choose from the following Fuel Use Monitoring Methods—
- (a) Method A,
 - (b) Method B,
 - (c) Block-off/Block-on,
 - (d) Fuel Uplift, or
 - (e) Fuel Allocation with Block Hour.

Method A

- 3.**—(1) The aeroplane operator must use the following formula to compute fuel use according to Method A(a)—

$$F_N = T_N - T_{N+1} + U_{N+1}$$

where—

F_N = Fuel used for the flight under consideration (i.e. flight N) determined using Method A (in tonnes);

T_N = Amount of fuel contained in aeroplane tanks once fuel uplifts for the flight under consideration (i.e. flight N) are complete (in tonnes);

T_{N+1} = Amount of fuel contained in aeroplane tanks once fuel uplifts for the subsequent flight (i.e. flight $N+1$) are complete (in tonnes); and

(a) See Attachment C-1 in Volume IV of Annex 16 to the Chicago Convention for a process diagram for monitoring fuel use by flight using Method A.

$$F_N = T_N - R_N$$

where—

F_N = Fuel used for the flight under consideration (i.e. flight N) determined using Block-off/Block-on Method (in tonnes);

T_N = Amount of fuel contained in aeroplane tanks at Block-off for the flight under consideration i.e. flight N (in tonnes); and

R_N = Amount of fuel remaining in aeroplane tanks at Block-on of the flight under consideration i.e. flight N (in tonnes).

Fuel Uplift

6.—(1) For flights with a fuel uplift, unless the subsequent flight has no uplift the aeroplane operator must use the following formula to compute fuel use according to the Fuel Uplift Method(a)—

$$F_N = U_N$$

where—

F_N = Fuel used for the flight under consideration (i.e. flight N) determined using fuel uplift (in tonnes); and

U_N = Fuel uplift for the flight considered, measured in volume and multiplied with a density value (in tonnes)(b).

(2) For flight(s) without a fuel uplift (i.e. flight $N+1$, ..., flight $N+n$), the aeroplane operator must use the following formula to allocate fuel use from the prior fuel uplift (i.e. from flight N) proportionally to block hour—

$$F_N = U_N * \left[\frac{BH_N}{BH_N + BH_{N+1} + \dots + BH_{N+n}} \right]$$

$$F_{N+1} = U_N * \left[\frac{BH_{N+1}}{BH_N + BH_{N+1} + \dots + BH_{N+n}} \right]$$

$$F_{N+n} = U_N * \left[\frac{BH_{N+n}}{BH_N + BH_{N+1} + \dots + BH_{N+n}} \right]$$

where—

F_N = Fuel used for the flight under consideration (i.e. flight N) determined using fuel uplift (in tonnes);

F_{N+1} = Fuel used for the subsequent flight (i.e. flight $N+1$) determined using fuel uplift (in tonnes);

F_{N+n} = Fuel used for the follow-on flight (i.e. flight $N+n$) determined using fuel uplift (in tonnes);

U_N = Fuel uplift for the flight under consideration (i.e. flight N) (in tonnes)(c);

BH_N = Block hour for the flight under consideration (i.e. flight N) (in hours);

BH_{N+1} = Block hour for the subsequent flight (i.e. flight $N+1$) (in hours); and

BH_{N+n} = Block hour for the follow-on flight (i.e. flight $N+n$) (in hours).

(a) See Attachment C-7 in Volume IV of Annex 16 to the Chicago Convention for a process diagram for monitoring fuel use by flight using the Fuel Uplift Method.

(b) See article 28 for requirements on fuel density values.

(c) Fuel uplift is determined by the measurement by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight.

F_N = Fuel allocated to the international flight under consideration (i.e. flight N) using the Fuel Allocation Block Hour method (in tonnes);

$AFBR_{AO,AT}$ = Average fuel burn ratios for aeroplane operator (AO) and aeroplane type (AT) (in tonnes per hour); and

$BH_{AO,AT,N}$ = Block hour for the international flight under consideration (i.e. flight N) for aeroplane operator (AO) and aeroplane type (AT) (in hours).

(6) A verification body must cross-check whether the emissions reported are reasonable in comparison to other fuel related data of the aeroplane operator.

SCHEDULE 3

Article 70(3)

CO_2 emissions estimation and reporting methods and tools

Introduction to the ICAO CORSIA CO_2 Estimation and Reporting Tool (CERT)

1. The procedures specified in this Schedule are concerned with the estimation of CO_2 emissions by an aeroplane operator for the purposes of monitoring CO_2 emissions and filling data gaps. The methods and tools proposed are representative of most accurate established practices.

Use of the CERT for complying with monitoring and reporting requirements

2.—(1) The aeroplane operator must use the CERT according to the eligibility criteria as described in article 22 of this Order and upon approval by the Regulator.

(2) The aeroplane operator must use either—

- (a) the Block Time input method, or
- (b) the Great Circle Distance input method,

to enter the necessary information into the CERT.

(3) The aeroplane operator approved to use the Block Time input method—

- (a) must collect the following data and must enter it into the CERT to estimate its CO_2 emissions during the compliance year—
 - (i) ICAO aircraft type - model designator(c),
 - (ii) origin aerodrome ICAO Designator(d),
 - (iii) destination aerodrome ICAO Designator(e),
 - (iv) Block Time (in hours), and
 - (v) number of flights,
- (b) may collect the following data and, if collected, must enter it into the CERT to estimate its CO_2 emissions during the compliance year—
 - (i) date, and

-
- (a) AFBR based on all flights for a reporting year and rounded to at least three decimal places.
 - (b) The Verification Report of the external verification body includes an assessment of the aeroplane operator specific average fuel burn ratio per ICAO aircraft type designator used.
 - (c) The ICAO aircraft type - model designators are contained in Doc 8643 — Aircraft Type Designators which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (d) The origin aerodrome designators are contained in Doc 7910 – Location Indicators which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int). The CERT will automatically compute Great Circle Distance based on the origin aerodrome and destination aerodrome.
 - (e) The destination aerodrome designators are contained in Doc 7910 – Location Indicators. The CERT will automatically compute Great Circle Distance based on the origin aerodrome and destination aerodrome.

Fleet and operations data

3. The following fleet and operations data is required—
- (a) list of the aeroplane types and type of fuel, such as Jet-A, Jet-A1, Jet-B, and AvGas, used in aeroplanes operated for international flights at the time of submission of the Emissions Monitoring Plan, recognising that there may be changes over time. The list must include—
 - (i) aeroplane types with a maximum certificated take-off mass of 5,700 kg or greater and the number of aeroplanes per type, including owned and leased aeroplanes, and
 - (ii) type of fuel used by the aeroplanes;
 - (b) information used for attributing international flights to the aeroplane operator, being—
 - (i) ICAO Designator used in Item 7 of the aeroplane operator's flight plans, or
 - (ii) a list of the nationality or common mark, and registration mark of aeroplanes that are explicitly stated in the air operator certificate, or equivalent, and used in Item 7 of the aeroplane operator's flight plans if the aeroplane operator does not have an ICAO Designator;
 - (c) procedures on how changes in the aeroplane fleet and fuel used will be tracked, and subsequently integrated in the Emissions Monitoring Plan;
 - (d) procedures on how the specific flights of an aeroplane will be tracked to ensure completeness of monitoring;
 - (e) procedures for determining which aeroplane flights meet the definition of international flights and are therefore subject to the requirements in Part 3 of this Order;
 - (f) list of States to where the aeroplane operator operates international flights at the time of initial submission of the Emissions Monitoring Plan(a);
 - (g) procedures for determining which international aeroplane flights are subject to offsetting requirements under Part II, Chapter 3 of Annex 16, Volume IV to the Chicago Convention(b);
 - (h) procedures for identifying domestic flights and/or humanitarian, medical or firefighting international flights that would not be subject to the requirements in Part 3 of this Order.

Methods and means of calculating emissions from international flights

- 4.—(1) The methods and means of calculating emissions from international flights during the periods specified in this paragraph are as follows.

Methods and means for establishing the average emissions during the 2019-2020 period

- (2) If the aeroplane operator uses the CERT as described in Schedule 3, the following information must be provided—

- (a) an estimate of CO₂ emissions for all international flights for 2019(c) with supporting information on how the estimation was calculated, and
- (b) the type of input method used in the CERT, namely—
 - (i) Great Circle Distance input method, or
 - (ii) Block Time input method.

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- (a) The aeroplane operator using the estimation functionality of the CERT to assess its eligibility to use the CERT could use the output of the tool (i.e. list of States) as input to the Emissions Monitoring Plan submission.
 - (b) The aeroplane operator using the CERT could use the functionality of the CERT to identify flights subject to offsetting requirements in accordance with paragraph 3.1, Chapter 3, Part II in Volume IV of Annex 16 to the Chicago Convention in a given year of compliance as long as the aeroplane operator uses the correct version (i.e. year of compliance) of the CERT.
 - (c) Guidance on estimating CO₂ emissions for 2019 is provided in the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) which is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

Table 1**Content of aeroplane operator Emissions Report**

The template of an Emissions Report from an aeroplane operator to the Regulator is provided in Appendix 1 of the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)(a).

Field	Data Field	Details
Field 1	Aeroplane operator information	(a) Name of aeroplane operator. (b) Detailed contact information of aeroplane operator. (c) Name of a point of contact. (d) Method and identifier used to attribute the aeroplane operator to the United Kingdom in accordance with article 8(1). (e) State (the United Kingdom).
Field 2	Reference details of aeroplane operator Emissions Monitoring Plan	Reference to the Emissions Monitoring Plan that is the basis for emissions monitoring that year.
Field 3	Information to identify the verification body and Verification Report	(a) Name and contact information of the verification body. (b) Verification Report to be a separate report from the aeroplane operator's Emissions Report.
Field 4	Reporting year	Year during which emissions were monitored
Field 5	Type and mass of fuel used	Total fuel mass per type of fuel(b)— (i) Jet-A (in tonnes), (ii) Jet-A1 (in tonnes), (iii) Jet-B (in tonnes), (iv) AvGas (in tonnes).
Field 6	Total number of international flights during the reporting period	Total number of international flights during the reporting period(c).
Field 7	Number of international flights per State pair or aerodrome pair	(a) Number of international flights per State pair, without rounding, or (b) Number of international flights per aerodrome pair, without rounding.
Field 8	CO ₂ emissions per aerodrome pair or State pair	(a) CO ₂ emissions from international flights per State pair (in tonnes), or (b) CO ₂ emissions from international flights per aerodrome pair (in tonnes).
Field 9	Scale of data gaps	(a) Percent of data gaps, according to criteria defined in article 37(1) and (4) and rounded to the nearest 0.1%. (b) Reason for data gaps if per cent of data gaps exceeds the thresholds defined in article 37(1) (a) and (b).

- (a) The Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
- (b) These totals to include CORSIA eligible fuels. Aeroplane operators using the CERT, as described in Schedule 3, do not need to report Field 5.
- (c) Total (sum of values from Field 7).

Field	Data Field	Details
Field 1	Purchase date of the neat CORSIA eligible fuel	
Field 2	Identification of the producer of the neat CORSIA eligible fuel	(a) Name of producer of the neat CORSIA eligible fuel. (b) Contact information of the producer of the neat CORSIA eligible fuel.
Field 3	Fuel Production	(a) Production date of the neat CORSIA eligible fuel. (b) Production location of the neat CORSIA eligible fuel. (c) Batch number of each batch of neat CORSIA eligible fuel. (d) Mass of each batch of neat CORSIA eligible fuel produced.
Field 4	Fuel type	(a) Type of fuel, i.e. Jet-A, Jet-A1, Jet-B, AvGas. (b) Feedstock used to create the neat CORSIA eligible fuel. (c) Conversion process used to create the neat CORSIA eligible fuel.
Field 5	Fuel Purchased	(a) Proportion of neat CORSIA eligible fuel batch purchased, rounded to the nearest % if less than an entire batch of CORSIA eligible fuel is purchased. (b) Total mass of each batch of neat CORSIA eligible fuel purchased (in tonnes). (c) Mass of neat CORSIA eligible fuel purchased (in tonnes)(a).
Field 6	Evidence that fuel satisfies the CORSIA Sustainability Criteria	A valid sustainability certification document.
Field 7	Life cycle emissions values of the CORSIA eligible fuel	(a) Default or Actual Life Cycle Emissions Value (LS_f) for given CORSIA eligible fuel f , which is equal to the sum of point (b) and point (c), in gCO_{2e}/MJ rounded to the nearest whole number. (b) Default or Actual Core Life Cycle Assessment (LCA) value for given CORSIA eligible fuel f (in gCO_{2e}/MJ rounded to the nearest whole number). (c) Default Induced Land Use Change (ILUC) value for given CORSIA eligible fuel f in gCO_{2e}/MJ rounded to the nearest whole number.
Field 8	Intermediate purchaser(b)	(a) Name of the intermediate purchaser. (b) Contact information of the intermediate purchaser.
Field 9	Party responsible for shipping of the neat CORSIA eligible fuel to the fuel blender	(a) Name of party responsible for shipping of the neat CORSIA eligible fuel to the fuel blender. (b) Contact information of party responsible for shipping of the neat CORSIA eligible fuel to the fuel

Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

- (a) Field 5 point (c) is equal to the total for all batches of CORSIA eligible fuels reported for the total mass of each batch of neat CORSIA eligible fuel purchased in Field 5 point (b).
- (b) This information would be included in the event that the aeroplane operator claiming emissions reductions from the use of CORSIA eligible fuels was not the original purchaser of the fuel from the producer, for example, the aeroplane operator purchased fuel from a broker or a distributor. In those cases, this information is needed to demonstrate the complete chain of custody from production to blend point.

Field 2	List of verification bodies accredited in the United Kingdom for a given year of compliance	(a) State (United Kingdom), (b) Name of verification body.
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(2) The information required for the Secretary of State's Emissions Report to ICAO for the period of 2019 and 2020 is set out in Table 4.

Table 4

Emissions Report from the Secretary of State to ICAO for 2019 and 2020

Field	Data Field	Details
Field 1	Total annual CO ₂ emissions per State pair aggregated for all aeroplane operators attributed to the United Kingdom (in tonnes)(a)	Include emissions from CORSIA eligible fuels, calculated using fuel conversion factor from corresponding aviation fuels, in accordance with article 28(4).

(3) The information required for the Secretary of State's report to ICAO annually from and including 2021 is set out in Table 5.

Table 5

Emissions Report from the Secretary of State to ICAO annually from and including 2021

Field	Data Field	Details
Field 1	Total annual CO ₂ emissions on each State pair aggregated for all aeroplane operators attributed to the United Kingdom(b)	(a) Total annual CO ₂ emissions on each State pair defined in the ICAO document entitled "CORSIA States for Chapter 3 State Pairs"(c), aggregated for all aeroplane operators attributed to the United Kingdom (in tonnes), (b) Total annual CO ₂ emissions on each State pair other than those defined in the ICAO document entitled "CORSIA States for Chapter 3 State Pairs", aggregated for all aeroplane operators attributed to the United Kingdom (in tonnes).
Field 2	Total annual CO ₂ emissions for each aeroplane operator attributed to the United Kingdom	(a) Total annual CO ₂ emissions for each aeroplane operator attributed to the United Kingdom (in tonnes), (b) Indicate whether the CERT, as set out in Schedule 3 is used.
Field 3	Total aggregated annual CO ₂ emissions for all State pairs defined in the ICAO document entitled "CORSIA States for	

- (a) Information on the total average CO₂ emissions for 2019 and 2020 aggregated for all aeroplane operators on each State pair can be found in the ICAO document entitled "CORSIA Central Registry (CCR): Information and Data for Transparency" that is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
- (b) Information on the total annual CO₂ emissions aggregated for all aeroplane operators on each State pair (with identification of State pairs defined in the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" in a given year) can be found in the ICAO document entitled "CORSIA Central Registry (CCR): Information and Data for Transparency" that is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
- (c) "CORSIA States for Chapter 3 State Pairs" is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

	Chapter 3 State Pairs”, for each aeroplane operator attributed to the United Kingdom (in tonnes)
Field 4	Total aggregated annual CO ₂ emissions for all State pairs other than those defined in the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” for each aeroplane operator attributed to the United Kingdom (in tonnes)

(4) The information required for the Secretary of State’s Emissions Report to ICAO for the use of CORSIA eligible fuels in the United Kingdom is set out in Table 6.

Table 6

CORSIA eligible fuels supplementary information to the Emissions Report from the Secretary of State to ICAO(a)

Field	Data Field	Details	Notes
Field 1	Production	(a) Production year of CORSIA eligible fuel claimed, (b) Producer of CORSIA eligible fuel.	
Field 2	Batch of CORSIA eligible fuel	(a) Batch number of each CORSIA eligible fuel claimed, (b) Total mass of each batch of CORSIA eligible fuel claimed (in tonnes).	
Field 3	CORSIA eligible fuel claimed	(a) Fuel types, i.e. type of fuel, feedstock and conversion process, (b) Total mass of the neat CORSIA eligible fuel (in tonnes) per fuel type being claimed by all the aeroplane operators attributed to the United Kingdom.	This will provide a total mass for each fuel type being claimed by all aeroplane operators attributed to the United Kingdom.
Field 4	Emissions information per fuel type	Total emissions reductions claimed from the use of a CORSIA eligible fuel	

- (a) In order to avoid double claiming of CORSIA eligible fuels, information on Fields 1, 2 and 3a can be found in the ICAO document entitled “CORSIA Central Registry (CCR): Information and Data Transparency” that is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

Competencies of personnel(a)

(10) The verification body must—

- (a) identify and select competent team personnel for each engagement,
- (b) ensure appropriate verification team composition for the aviation engagement,
- (c) ensure the verification team includes, at a minimum, a team leader who is responsible for the engagement, planning and management of the team,
- (d) ensure continued competence of all personnel conducting verification activities, including continued professional development and training for verifiers to maintain and develop competencies, and
- (e) conduct regular evaluations of the competence assessment process to ensure that it continues to be relevant for this Order.

Validation of verification team knowledge(b)

(11) The verification team as a whole, and the independent reviewer, must demonstrate knowledge of—

- (a) the requirements set out in this Order, the Assembly Resolution A39-3(c), the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)(d), and any public ICAO explanatory material,
- (b) the verification requirements set out in this Order, and Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), including materiality threshold, verification criteria, verification scope and objectives and the Verification Report preparation and submission requirements,
- (c) the eligibility criteria for technical exemptions, scope of applicability, State pair phase-in rules, and State pair coverage set out in this Order and the Assembly Resolution A39-3,
- (d) the monitoring requirements set out in this Order, and
- (e) the national requirements in addition to the provisions set out in this Order.

Validation of verification team technical expertise(e)

(12) The verification team as a whole, and the independent reviewer, must demonstrate knowledge of the following technical competencies—

- (a) general technical processes in the field of civil aviation,
- (b) aviation fuels and their characteristics, including CORSIA eligible fuel,
- (c) fuel related processes including flight planning and fuel calculation,
- (d) relevant aviation sector trends or situations that may impact the CO₂ emissions estimate,
- (e) CO₂ emissions quantification methodologies outlined in this Order, including assessment of Emissions Monitoring Plans,

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- (a) ISO 14065:2013 section 6.2.
 - (b) ISO 14065:2013 section 6.3.2.
 - (c) Resolution A39-3 is ICAO's consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) scheme, and is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (d) The Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).
 - (e) ISO 14065:2013 section 6.3.3.

- (f) fuel use monitoring and measurement devices, and related procedures for monitoring of fuel use related to greenhouse gas emissions, including procedures and practices for operation, maintenance and calibration of such measurement devices,
- (g) greenhouse gas information and data management systems and controls, including quality management systems and quality assurance / quality control techniques,
- (h) aviation related IT systems such as flight planning software or operational management systems,
- (i) knowledge of approved CORSIA Sustainability Certification Schemes relevant for CORSIA eligible fuels under this Order, including certification scopes(a), and
- (j) basic knowledge of greenhouse gas markets and emissions units programme registries.

(13) Evidence of these competencies must include proof of relevant professional experience, complemented by appropriate training and education credentials.

Validation of verification team data and information auditing(b)

(14) The verification team as a whole must demonstrate detailed knowledge of ISO 14064-3:2006, including demonstrated ability to develop a risk-based verification approach, perform verification procedures including assessing data and information systems and controls, collect sufficient and appropriate evidence and draw conclusions based on that evidence.

(15) Evidence of data and information auditing expertise and competencies must include previous professional experience in auditing and assurance activities, complemented by appropriate training and education credentials.

Use of contracted validators and verifiers(c)

(16) The verification body must document roles and responsibilities of the verification personnel, including contracted persons involved in the verification activity.

Outsourcing(d)

(17) The verification body must not outsource the final decision on the verification and the issuance of the verification statement.

(18) The independent review must only be outsourced as long as the outsourced service is appropriate, competent, and covered by the accreditation.

Confidentiality(e)

(19) The verification body must ensure it has the express consent of the aeroplane operator prior to submission of the verified Emissions Report and the Verification Report to the Regulator. The mechanism for authorising this consent must be specified in the contract between the verification body and aeroplane operator.

Records(f)

(20) The verification body must keep records on the verification process for a minimum of ten years, including—

- (a) client's Emissions Monitoring Plan and Emissions Report,
- (b) Verification Report and related internal documentation,
- (c) identification of team members and criteria for selection of team, and
- (d) working papers with data and information reviewed by the team in order to allow for an independent party to assess the quality of the verification activities and conformance with verification requirements.

(a) "CORSIA Approved Sustainability Certification Schemes" is available from the ICAO website at www.icao.int. For a hard copy contact the ICAO E-Commerce and Publications Sales Unit at International Civil Aviation Organisation (ICAO), 999 Robert-Bourassa Boulevard, Montreal, Quebec H3C 5H7, Canada (telephone +1 514-954-8219 and e-mail sales@icao.int).

(b) ISO 14065:2013 section 6.3.4.

(c) ISO 14065:2013 section 6.4.

(d) ISO 14065:2013 section 6.6.

(e) ISO 14065:2013 section 7.3.

(f) ISO 14065:2013 section 7.5.

current compliance period, as well as the compliance period immediately preceding it, and

- (f) the aeroplane operator has monitored, calculated and reported its emissions reductions associated with the use of CORSIA eligible fuels over the reporting period in accordance with this Order.

Scope(a)

(5) When conducting the verification of an Emissions Report, the scope of the verification must reflect the period of time and information covered by the report and the CORSIA eligible fuels claims, where applicable.

(6) This must include—

- (a) CO₂ emissions from aeroplane fuel monitoring methods, calculated in accordance with articles 22, 23, 26(1) to (4), 28 and 29, and
- (b) emissions reductions from the use of CORSIA eligible fuels.

(7) The scope of the verification of the CORSIA eligible fuel claims in the Emissions Report must include the following—

- (a) any internal aeroplane operator procedures for CORSIA eligible fuels, including aeroplane operator controls to ensure the claimed CORSIA eligible fuels satisfy the CORSIA Sustainability Criteria,
- (b) checks for double claiming are limited to the specific aeroplane operator. Any findings outside this scope are not relevant for the verification statement, but they must still be included in the Verification Report for further consideration by the Regulator,
- (c) assessment of verification risk with appropriate changes to the verification plan, and
- (d) assessment of whether there is sufficient access to relevant internal and external information to obtain sufficient confidence in each CORSIA eligible fuel claim. Where evidence of the sustainability or the size of the CORSIA eligible fuel claim is considered either inappropriate or insufficient, further information must be sought directly from the fuel producer with direct access facilitated through the aeroplane operator.

Materiality(b)

(8) When conducting the verification of an Emissions Report, the verification body must apply the following materiality thresholds—

- (a) of 2 per cent for aeroplane operators with annual emissions on international flights above 500,000 tonnes, and
- (b) of 5 per cent for aeroplane operators with annual emissions on international flights equal to or less than 500,000 tonnes of CO₂.

(9) When conducting the verification of an Emissions Report, the over and understatements in sub-paragraph (8) must be allowed to balance out in both cases.

General(c)

(10) Prior to the development of the verification approach, the verification body must assess the risk of misstatements and non-conformities and their likelihood of a material effect on the basis of a strategic analysis of the aeroplane operator's greenhouse gas emissions information(d).

(11) Depending on the information obtained during the verification, the verification body must revise the risk assessment and modify or repeat the verification activities to be performed.

(a) ISO 14064-3:2006 section 4.3.4.

(b) ISO 14064-3:2006 section 4.3.5.

(c) ISO 14064-3:2006 section 4.4.1.

(d) Strategic analysis and the assessment of risks are contained in the IAF Mandatory Document for the Application of ISO 14065:2013, Issue 2 (IAF MD 6:2014).

- (a) names of the verification body and verification team members,
- (b) time allocation, including any revisions and dates,
- (c) scope of the verification,
- (d) main results of impartiality and avoidance of conflict of interest assessment,
- (e) criteria against which the Emissions Report was verified,
- (f) aeroplane operator information and data used by the verification body to cross-check data and carry out other verification activities,
- (g) main results of the strategic analysis and assessment of risk,
- (h) description of verification activities undertaken, where each was undertaken, including whether on-site or off-site, and results of checks made on the CO₂ emissions information system and controls,
- (i) description of data sampling and testing conducted, including records or evidence sampled, sample size, and sampling method used,
- (j) the results of all data sampling and testing, including cross-checks,
- (k) compliance with the Emissions Monitoring Plan,
- (l) any non-compliances of the Emissions Monitoring Plan with this Order,
- (m) non-conformities and misstatements identified (including a description of how these have been resolved),
- (n) conclusions on data quality and materiality,
- (o) conclusions on the verification of the Emissions Report,
- (p) justifications for the verification opinion made by the verification body,
- (q) results of the independent review and the name of the independent reviewer, and
- (r) concluding verification statement.

(23) The verification body must provide a conclusion on each of the verification objectives listed in sub-paragraphs (5) to (7) in the concluding verification statement.

(24) When conducting the verification of an Emissions Report, the verification body must choose between two types of verification opinion statements; either ‘verified as satisfactory’ or ‘verified as not satisfactory’.

(25) If the report includes non-material misstatements or any non-material non-conformities, the report must be ‘verified as satisfactory with comments’, specifying the misstatements and non-conformities.

(26) If the report contains material misstatements or any material non-conformities, or if the scope of the verification is too limited or the verification body is not able to obtain sufficient confidence in the data, the report must be ‘verified as not satisfactory’.

Validation of verification records(a)

(27) At the request of the Regulator, the verification body must disclose the internal verification documentation on a confidential basis to the Regulator.

(28) Where issues that may render a previously issued verification statement invalid or inaccurate are brought to the attention of the verification body, it must notify the Regulator.

(a) ISO 14064-3:2006 section 4.10.

SCHEDULE 7

Appeals to Scottish Land Court

Article 70(7)

1.—(1) A person who wishes to appeal under article 65 to the Scottish Land Court against a decision of the Regulator must—

- (a) send the appropriate form to the Scottish Land Court together with the documents referred to in sub-paragraph (2);
- (b) at the same time, send a copy of that form to the Regulator together with copies of the documents referred to in sub-paragraph (2)(a) and (f).

(2) The documents are—

- (a) a statement of the grounds of appeal;
- (b) a copy of any relevant application;
- (c) a copy of any relevant plan;
- (d) a copy of any relevant correspondence between the appellant and the Regulator;
- (e) a copy of any notice, or particulars of any deemed refusal, which is the subject matter of the appeal;
- (f) a statement indicating whether the appellant wishes the appeal to be—
 - (i) in the form of a hearing; or
 - (ii) to be disposed of on the basis of written representations.

(3) An appeal to the Scottish Land Court may be made on one or more of the following grounds—

- (a) the decision or notice was based on an error of fact;
- (b) the decision or notice was wrong in law;
- (c) the decision or notice was unreasonable for any other reason, including that the amount of a penalty was unreasonable;
- (d) any other reason.

(4) In this Schedule—

“appropriate form” has the meaning given by rule 3 of the Rules of the Scottish Land Court Order 2014(a);

“decision” includes a deemed refusal under this Order.

2.—(1) Subject to sub-paragraph (2), the appropriate form must be sent to the Scottish Land Court before the expiry of the period of 28 days beginning with the date of the decision.

(2) The Scottish Land Court may accept the appropriate form after the expiry of that period where satisfied that there was a good reason for the failure to bring the appeal in time.

3.—(1) The Scottish Land Court may determine an appeal, or any part of an appeal, on the basis of written representations and without a hearing where—

- (a) the parties agree; or
- (b) the Scottish Land Court considers it can determine the matter justly without a hearing.

(2) The Scottish Land Court must not determine the appeal without a hearing without first giving the parties notice of its intention to do so, and an opportunity to make written representations as to whether there should be a hearing.

4.—(1) The Regulator must, within 16 days of receipt of the copy of the appropriate form, give notice of it to any person who appears to the Regulator to have a particular interest in the appeal (“interested party”).

(a) S.S.I. 2014/229.

- (2) A notice under sub-paragraph (1) must—
- (a) state that an appeal has been initiated;
 - (b) state the name of the appellant;
 - (c) describe the decision or notice to which the appeal relates;
 - (d) state that, if a hearing is to be held wholly or partly in public, an interested party will be notified of the date, time and location of the hearing;
 - (e) state that an interested party may request to be heard at a hearing.

(3) An interested party may request the Regulator to provide the interested party with a copy of the documents set out in paragraph 1(2) only for the purposes of the appeal.

(4) Where a request is made under sub-paragraph (3), the Regulator must provide the documents to the interested party as soon as reasonably practicable.

(5) An interested party may—

- (a) make representations to the Scottish Land Court in relation to the appeal;
- (b) be heard at a hearing in relation to the appeal.

(6) The representations by an interested party must be made within 16 days of the date of the notice under sub-paragraph (1).

(7) The Scottish Land Court must provide a copy of any representations to the parties.

(8) The Regulator must, within 8 days of sending a notice under sub-paragraph (1), give notice to the Scottish Land Court of the persons to whom and the date on which the notice was sent.

(9) If an appeal is withdrawn, the Regulator must give notice to all interested parties about the withdrawal.

SCHEDULE 8

Article 70(8)

Appeals to Planning Appeals Commission (Northern Ireland)

1.—(1) A person who wishes to appeal under article 65 to the Planning Appeals Commission (Northern Ireland) against a decision of the Regulator must give to the Planning Appeals Commission—

- (a) written notice of the appeal; and
- (b) a statement of the grounds of appeal.

(2) The notice of appeal must be accompanied by any fee for the appeal prescribed in regulations made under section 223(7)(b) of the Planning Act (Northern Ireland) 2011^(a); and for that purpose, section 223(7)(b) has effect as if the reference to an appeal under that Act included a reference to an appeal under this Order.

(3) The Planning Appeals Commission must as soon as reasonably practicable send a copy of the notice of appeal and the statement of grounds to the Regulator.

2. A notice of appeal under paragraph 1 must be given before the expiry of the period of 47 days beginning with the date on which the decision of the Regulator takes effect.

3.—(1) An appellant may withdraw an appeal by giving notice to the Planning Appeals Commission.

(2) If an appellant withdraws an appeal, the Planning Appeals Commission must give notice to the Regulator of the withdrawal as soon as reasonably practicable.

^(a) 2011 c. 25.

4.—(1) The Planning Appeals Commission must determine the appeal; and section 204(1), (3) and (4) of the Planning Act (Northern Ireland) 2011 applies in relation to the determination of the appeal as it applies in relation to the determination of an appeal in accordance with that Act.

(2) The Planning Appeals Commission must—

- (a) determine the process for determining the appeal; and
- (b) when doing so, take into account any requests by either party to the appeal.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order implements the monitoring, reporting and verification requirements of the Carbon Offsetting and Reduction Scheme for International Civil Aviation (CORSIA) in Volume IV of Annex 16 to the Convention on Civil Aviation adopted by the Council of the International Civil Aviation Organisation on 27 June 2018.

This Order extend to the whole of the United Kingdom.

Under CORSIA a baseline level of carbon dioxide (CO₂) emissions is established for aeroplane operators undertaking international flights. Aeroplane operators must monitor and report emissions for each year.

Part 1 sets out the general provisions for the Order, including the scope of application and flights to which the Order does not apply, and the definitions of various expressions used in the Order, and specifically the definition for the “aeroplane operator”.

Part 2, in conjunction with Schedules 1 and 5, sets out the administrative provisions for the Order. Chapter 1 sets out the requirements to notify ICAO of the United Kingdom’s voluntary participation in CORSIA, to establish the attribution of aeroplane operators to the United Kingdom and international flights to those aeroplane operators, defines the regulator and the regulator’s tasks, sets out the record keeping requirements, compliance deadlines, and regulates the use of equivalent procedures, and the role of the Civil Aviation Authority. Chapter 2 makes provision in respect of an aeroplane operator’s change in circumstances. Chapter 3 sets out the requirements for the submission of applications and notices under the Order to a regulator, the determination of applications by a regulator, and the service of notices given by a regulator.

Part 3, in conjunction with Schedules 1 to 6, establishes the monitoring, reporting and verification (MRV) requirements of an aeroplane operator’s annual CO₂ emissions from attributable flights. Chapter 1 sets out the applicability of the MRV requirements. Chapter 2 establishes the requirements for the monitoring of aeroplane operator annual CO₂ emissions. These provisions include the duty on an aeroplane operator to monitor its CO₂ emissions, the monitoring methods available, the requirement for an Emissions Monitoring Plan, the calculation of CO₂ emissions from aeroplane fuel use, and the monitoring of CORSIA eligible fuels. Chapter 3 establishes the requirements for the reporting of aeroplane operator annual CO₂ emissions. These provisions include the requirements on the aeroplane operator to report CO₂ emissions and CORSIA eligible fuel use, and on the Secretary of State to report those emissions for aeroplane operators administered in the United Kingdom to ICAO. Chapter 4, in conjunction with Schedule 6, sets out the standards and requirements for the verification and accreditation bodies and establishes the requirements for the verification of aeroplane operator annual CO₂ emissions and CORSIA eligible fuel use. Chapter 5 sets out the requirement for data management and control. These provisions include the requirements for the management of data gaps, corrective actions, improvements to the monitoring methodology, the rounding of data, and the use of an electronic data exchange and automated systems.

Part 4 makes provision for a regulator to charge for services undertaken pursuant to the Order, subject to the approval of the charge scheme by the relevant minister, its publication, and any revision of the charges.