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STATUTORY INSTRUMENTS

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**2021 No. 534**

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

**PART 3**

**Monitoring, reporting and verification (“MRV”) of aeroplane operator annual CO<sub>2</sub> emissions**

**CHAPTER 3**

**Reporting of aeroplane operator annual CO<sub>2</sub> 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 CO<sub>2</sub> emissions in accordance with Field 8 in that Table. [<sup>F1</sup>The Regulator must notify the aeroplane operator of its decision and 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 CO<sub>2</sub> 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a very limited number of flights between State pairs, it may submit a written request to the Regulator that such data not be published at the aeroplane operator level, as set out in Tables 4 and 5 of Schedule 5, explaining the reasons why disclosure would harm its commercial interests.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 [<sup>F2</sup>and notify the requester].

(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 [<sup>F3</sup>and notify the requester].

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

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**Changes to legislation:** There are currently no known outstanding effects for the *The Air Navigation (Carbon Offsetting and Reduction Scheme for International Aviation) Order 2021, Section 31*. (See end of Document for details)

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**Textual Amendments**

- F1** Words in [art. 31\(2\)](#) substituted (9.11.2022) by [The Air Navigation \(Carbon Offsetting and Reduction Scheme for International Aviation\) \(Amendment\) Order 2022 \(S.I. 2022/1050\)](#), arts. 1, [16\(2\)](#)
- F2** Words in [art. 31\(6\)](#) inserted (9.11.2022) by [The Air Navigation \(Carbon Offsetting and Reduction Scheme for International Aviation\) \(Amendment\) Order 2022 \(S.I. 2022/1050\)](#), arts. 1, [16\(3\)](#)
- F3** Words in [art. 31\(7\)](#) inserted (9.11.2022) by [The Air Navigation \(Carbon Offsetting and Reduction Scheme for International Aviation\) \(Amendment\) Order 2022 \(S.I. 2022/1050\)](#), arts. 1, [16\(3\)](#)

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**Commencement Information**

- I1** Art. 31 in force at 26.5.2021, see [art. 1](#)

**Changes to legislation:**

There are currently no known outstanding effects for the The Air Navigation (Carbon Offsetting and Reduction Scheme for International Aviation) Order 2021, Section 31.