

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 [^{F1}, Regulators and the Secretary of State] must comply with the requirements according to the timeline in Table 1, where applicable.

Table 1

Details of compliance timeline for 2021-2023 period

<i>Timeline</i>	<i>Activity</i>
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).

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. (See end of Document for details)

<i>Timeline</i>	<i>Activity</i>
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).

<i>Timeline</i>	<i>Activity</i>
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)(1)”.
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).
[^{F2} 30th November 2022	The Regulator must calculate and inform aeroplane operators of their offsetting requirements for 2021 in accordance with articles 41A and 41B.]
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).

(1) 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).

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. (See end of Document for details)

<i>Timeline</i>	<i>Activity</i>
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 [^{F1}, Regulators and the Secretary of State] 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,

<i>Timeline</i>	<i>Activity</i>
	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).

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. (See end of Document for details)

<i>Timeline</i>	<i>Activity</i>
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).
1st May 2026 to 31st July 2026	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2025 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).
31st July 2026	The Secretary of State must submit required information regarding CO ₂ emissions for 2025 to ICAO in accordance with article 33(3).
1st August 2026	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2027 compliance year.
31st October 2026	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2025 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
30th November 2026	The Secretary of State must submit updates to the list of aeroplane operators that are attributed to the United

<i>Timeline</i>	<i>Activity</i>
	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).

2027-2029 period

(4) During the period of 2027-2029, aeroplane operators [F1, Regulators and the Secretary of State] must comply with the requirements according to the timeline in Table 3, where applicable.

Table 3

Details of compliance timeline for 2027-2029 period

<i>Timeline</i>	<i>Activity</i>
1st January 2027 to 31st December 2027	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2027 from international flights.
1st January 2027 to 30th April 2027	The aeroplane operator must compile 2026 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2027	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 2026 to the Regulator in accordance with article 35(3).
1st May 2027 to 31st July 2027	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2026 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).
31st July 2027	The Secretary of State must submit required information regarding CO ₂ emissions for 2026 to ICAO in accordance with article 33(3).
1st August 2027	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2028 compliance year.
31st October 2027	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2026 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
30th November 2027	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).

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. (See end of Document for details)

<i>Timeline</i>	<i>Activity</i>
1st January 2028 to 31st December 2028	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2028 from international flights.
1st January 2028 to 30th April 2028	The aeroplane operator must compile 2027 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2028	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 2027 to the Regulator in accordance with article 35(3).
1st May 2028 to 31st July 2028	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2027 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).
31st July 2028	The Secretary of State must submit required information regarding CO ₂ emissions for 2027 to ICAO in accordance with article 33(3).
1st August 2028	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2029 compliance year.
31st October 2028	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2027 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
30th November 2028	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 2029 to 31st December 2029	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2029 from international flights.
1st January 2029 to 30th April 2029	The aeroplane operator must compile 2028 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2029	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 2028 to the Regulator in accordance with article 35(3).

<i>Timeline</i>	<i>Activity</i>
1st May 2029 to 31st July 2029	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2028 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).
31st July 2029	The Secretary of State must submit required information regarding CO ₂ emissions for 2028 to ICAO in accordance with article 33(3).
1st August 2029	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2030 compliance year.
31st October 2029	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2028 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
30th November 2029	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).

2030-2032 period

(5) During the period of 2030-2032, aeroplane operators [^{F1}, Regulators and the Secretary of State] must comply with the requirements according to the timeline in Table 4, where applicable.

Table 4

Details of compliance timeline for 2030-2032 period

<i>Timeline</i>	<i>Activity</i>
1st January 2030 to 31st December 2030	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2030 from international flights.
1st January 2030 to 30th April 2030	The aeroplane operator must compile 2029 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2030	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 2029 to the Regulator in accordance with article 35(3).
1st May 2030 to 31st July 2030	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2029 in accordance with article 35(4) including any filling in

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. (See end of Document for details)

<i>Timeline</i>	<i>Activity</i>
	of data gaps in case of non-reporting by aeroplane operators in accordance with article 37(6) and (7).
31st July 2030	The Secretary of State must submit required information regarding CO ₂ emissions for 2029 to ICAO in accordance with article 33(3).
1st August 2030	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2031 compliance year.
31st October 2030	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2029 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
30th November 2030	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 2031 to 31st December 2031	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2031 from international flights.
1st January 2031 to 30th April 2031	The aeroplane operator must compile 2030 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2031	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 2030 to the Regulator in accordance with article 35(3).
1st May 2031 to 31st July 2031	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2030 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).
31st July 2031	The Secretary of State must submit required information regarding CO ₂ emissions for 2030 to ICAO in accordance with article 33(3).
1st August 2031	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2032 compliance year.
31st October 2031	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2030 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.

<i>Timeline</i>	<i>Activity</i>
30th November 2031	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 2032 to 31st December 2032	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2032 from international flights.
1st January 2032 to 30th April 2032	The aeroplane operator must compile 2031 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2032	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 2031 to the Regulator in accordance with article 35(3).
1st May 2032 to 31st July 2032	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2031 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).
31st July 2032	The Secretary of State must submit required information regarding CO ₂ emissions for 2031 to ICAO in accordance with article 33(3).
1st August 2032	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2033 compliance year.
31st October 2032	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2031 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
30th November 2032	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).

2033-2035 period

(6) During the period of 2033-2035, aeroplane operators [F1, Regulators and the Secretary of State] must comply with the requirements according to the timeline in Table 5, where applicable.

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. (See end of Document for details)

Table 5**Details of compliance timeline for 2033-2035 period**

<i>Timeline</i>	<i>Activity</i>
1st January 2033 to 31st December 2033	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2033 from international flights.
1st January 2033 to 30th April 2033	The aeroplane operator must compile 2032 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2033	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 2032 to the Regulator in accordance with article 35(3).
1st May 2033 to 31st July 2033	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2032 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).
31st July 2033	The Secretary of State must submit required information regarding CO ₂ emissions for 2032 to ICAO in accordance with article 33(3).
1st August 2033	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2034 compliance year.
31st October 2033	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2032 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
30th November 2033	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 2034 to 31st December 2034	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2034 from international flights.
1st January 2034 to 30th April 2034	The aeroplane operator must compile 2033 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2034	The aeroplane operator and the verification body must both independently submit, upon authorisation by the aeroplane operator, the verified Emissions Report

<i>Timeline</i>	<i>Activity</i>
	and associated Verification Report for 2033 to the Regulator in accordance with article 35(3).
1st May 2034 to 31st July 2034	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2033 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).
31st July 2034	The Secretary of State must submit required information regarding CO ₂ emissions for 2033 to ICAO in accordance with article 33(3).
1st August 2034	The Regulator must obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2035 compliance year.
31st October 2034	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2033 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
30th November 2034	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 2035 to 31st December 2035	The aeroplane operator must monitor, in accordance with Chapter 2 of Part 3 of this Order, CO ₂ emissions for 2035 from international flights.
1st January 2035 to 30th April 2035	The aeroplane operator must compile 2034 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2035	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 2034 to the Regulator in accordance with article 35(3).
1st May 2035 to 31st July 2035	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2034 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).
31st July 2035	The Secretary of State must submit required information regarding CO ₂ emissions for 2034 to ICAO in accordance with article 33(3).
31st October 2035	The Regulator must obtain and use the Sector’s Growth Factor (SGF) for 2034 from the ICAO

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. (See end of Document for details)

<i>Timeline</i>	<i>Activity</i>
	document entitled “CORSIA Annual Sector’s Growth Factor (SGF)”.
1st January 2036 to 30th April 2036	The aeroplane operator must compile 2035 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4 of Part 3 of this Order.
30th April 2036	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 2035 to the Regulator in accordance with article 35(3).
1st May 2036 to 31st July 2036	The Regulator must conduct an order of magnitude check of the verified Emissions Report for 2035 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).
31st July 2036	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)”.

Textual Amendments

- F1** Words in Sch. 1 para. 1(2)-(6) 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, **31(2)**
- F2** Words in Sch. 1 Table 1 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, **31(3)**

Commencement Information

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

SCHEDULE 2

Article 70(2)

Fuel use monitoring methods

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.

Commencement Information

I2 Sch. 2 para. 1 in force at 26.5.2021, see [art. 1](#)

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.

Commencement Information

I3 Sch. 2 para. 2 in force at 26.5.2021, see [art. 1](#)

Method A

3.—(1) The aeroplane operator must use the following formula to compute fuel use according to Method A(2)—

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

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

U_{N+1} = Sum of fuel uplifts for the subsequent flight (i.e. flight $N+1$) measured in volume and multiplied with a density value (in tonnes)(3).

(2) The aeroplane operator performing on an ad-hoc basis flights attributed to another aeroplane operator must provide to the latter the fuel measurement values according to the Block-off/Block-on method.

(3) Where no fuel uplift for the flight or subsequent flight takes place, the amount of fuel contained in aeroplane tanks (T_N or T_{N+1}) must be determined at block-off for the flight or subsequent flight. In exceptional cases the variable T_{N+1} cannot be determined. This is the case when an aeroplane performs activities other than a flight, including undergoing major maintenance involving

(2) 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.

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

the emptying of the tanks, after the flight to be monitored. In such case the aeroplane operator may substitute the quantity “ $T_{N+1} + U_{N+1}$ ” with the amount of fuel remaining in tanks at the start of the subsequent activity of the aeroplane or fuel in tanks at Block-on, as recorded by technical logs.

Commencement Information

I4 Sch. 2 para. 3 in force at 26.5.2021, see [art. 1](#)

Method B

4.—(1) The aeroplane operator must use the following formula to compute fuel use according to Method B(4)—

$$F_N = R_{N-1} - R_N + U_N$$

where—

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

R_{N-1} = Amount of fuel remaining in aeroplane tanks at the end of the previous flight (i.e. flight $N-1$) at Block-on before the flight under consideration (in tonnes);

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

U_N = Fuel uplift for the flight considered measured in volume and multiplied with a density value (in tonnes)(5)(6).

(2) The aeroplane operator performing on an ad-hoc basis flights attributed to another aeroplane operator must provide to the latter the fuel measurement values according to the Block-off/Block-on method.

(3) Where an aeroplane does not perform a flight previous to the flight for which fuel consumption is being monitored (e.g., if the flight follows a major revision or maintenance), the aeroplane operator may substitute the quantity R_{N-1} with the amount of fuel remaining in the aeroplane’s tanks at the end of the previous activity of the aeroplane, as recorded by technical logs.

Commencement Information

I5 Sch. 2 para. 4 in force at 26.5.2021, see [art. 1](#)

(4) For ensuring completeness of the data, it is important to note that not only data generated during the flight under consideration (i.e. flight N) is needed, but also data generated from the previous flight (i.e. flight $N-1$). This is in particular important when a domestic flight is followed by an international one, or vice versa. For avoiding data gaps, it is therefore recommended that, the amount of fuel remaining in the tank after the flight or the amount of fuel in the tank after fuel uplift is always recorded on flights of aeroplanes which are used for international flights. For the same reasons, fuel uplift data for all flights of those aeroplanes should be collected, before deciding which flights are international.

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

(6) Fuel uplift is determined by the measurement by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight; see Attachment C-4 in Volume IV of Annex 16 to the Chicago Convention for a process diagram for collecting the required data to implement Method B.

Block-off/Block-on

5. The aeroplane operator must use the following formula to compute fuel use according to the Block-off/Block-on Method(7)—

$$F_N = T_N - R_N$$

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).

Commencement Information

16 Sch. 2 para. 5 in force at 26.5.2021, see [art. 1](#)

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(8)—

$$F_N = U_N$$

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)(9).

(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—

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

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

(7) See Attachment C-5 in Volume IV of Annex 16 to the Chicago Convention for a process diagram for monitoring fuel use by flight using Method Block-off / Block-on, and Attachment C-6 in Volume IV of Annex 16 to the Chicago Convention for the process for collecting the required data to implement Method Block-off / Block-on.

(8) 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.

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

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. (See end of Document for details)

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

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)⁽¹⁰⁾;

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).

Commencement Information

I7 Sch. 2 para. 6 in force at 26.5.2021, see [art. 1](#)

Fuel Allocation with Block Hour(11)

7.—(1) For fuel allocation with block hour, the following calculation methods apply.

Calculation of average fuel burn ratios

(2) For an aeroplane operator which can clearly distinguish between international and domestic fuel uplifts, the aeroplane operator must compute, for each aeroplane type, the average fuel burn ratios by summing up all actual fuel uplifts from international flights, divided by the sum of all actual block hours from international flights for a given year, according to the following formula—

$$AFBR_{AO,AT} = \frac{\sum_N U_{AO,AT,N}}{\sum_N BH_{AO,AT,N}}$$

where—

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

$U_{AO,AT,N}$ = Fuel uplifted for the international flight N for aeroplane operator (AO) and aeroplane type (AT) determined using monitoring method Fuel Uplift (in tonnes); and

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

(3) For an aeroplane operator which cannot clearly distinguish between international and domestic fuel uplifts, the aeroplane operator must compute, for each aeroplane type, the average fuel burn ratios by summing up all actual fuel uplifts from international and domestic flights divided

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

(11) See Attachment C-8 in Volume IV of Annex 16 to the Chicago Convention for a process diagram for monitoring fuel use by flight using Fuel Allocation with Block Hour method.

by the sum of all actual block hours from these flights for a given year, according to the following formula—

$$AFBR_{AO,AT} = \frac{\sum_N U_{AO,AT,N}}{\sum_N BH_{AO,AT,N}}$$

where—

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

$U_{AO,AT,N}$ = Fuel uplifted for the international or a domestic flight N for aeroplane operator (AO) and aeroplane type (AT) measured in volume and multiplied with a specific density value (in tonnes)(12); and

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

(4) An aeroplane operator’s specific average fuel burn ratios must be calculated on a yearly basis by using the yearly data from the actual reporting year. The average fuel burn ratios must be reported, for each aeroplane type, in the aeroplane operator’s Emissions Report.

Calculation of fuel use for individual flights

(5) The aeroplane operator must compute the fuel consumption for each international flight by multiplying the aeroplane operator specific average fuel burn ratios with the flight’s block hour according to the following formula—

$$F_N = AFBR_{AO,AT} * BH_{AO,AT,N}$$

where—

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)(13)(14); 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.

[^{F3}(7) Average Fuel Burn Ratio (AFBR) based on all flights for a reporting year must be rounded to at least three decimal places.]

Textual Amendments

F3 Sch. 2 para. 7(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, **32(2)**

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

(13) AFBR based on all flights for a reporting year and rounded to at least three decimal places.

(14) 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.

Commencement Information**18** Sch. 2 para. 7 in force at 26.5.2021, see [art. 1](#)

SCHEDULE 3

Article 70(3)

CO₂ emissions estimation and reporting methods and tools**Introduction to the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT)**

1. The procedures specified in this Schedule are concerned with the estimation of CO₂ emissions by an aeroplane operator for the purposes of monitoring CO₂ emissions and filling data gaps. The methods and tools proposed are representative of most accurate established practices.

Commencement Information**19** Sch. 3 para. 1 in force at 26.5.2021, see [art. 1](#)**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 CO₂ emissions during the compliance year—
 - (i) ICAO aircraft type - model designator(**15**),
 - (ii) origin aerodrome ICAO Designator(**16**),
 - (iii) destination aerodrome ICAO Designator(**17**),
 - (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 CO₂ emissions during the compliance year—

(15) 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).

(16) 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.

(17) 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.

- (i) date, and
 - (ii) flight ID.
- (4) The aeroplane operator approved to use the Great Circle Distance input method—
- (a) must collect the following data and must enter it into the CERT to estimate its CO₂ emissions during the compliance year—
 - (i) ICAO aircraft type - model designator,
 - (ii) origin aerodrome,
 - (iii) destination aerodrome, and
 - (iv) number of flights,
 - (b) may collect the following data and, if collected, must enter it into the CERT to estimate its CO₂ emissions during the compliance year—
 - (i) date, and
 - (ii) flight ID.

Commencement Information

I10 Sch. 3 para. 2 in force at 26.5.2021, see [art. 1](#)

SCHEDULE 4

Article 70(4)

Emissions monitoring plans

Content of Emissions Monitoring Plans(18)

1. The Emissions Monitoring Plan of an aeroplane operator must contain the information listed in this Schedule.

Commencement Information

I11 Sch. 4 para. 1 in force at 26.5.2021, see [art. 1](#)

Aeroplane operator identification

2. The following aeroplane operator identification information is required—
- (a) name and address of the aeroplane operator with legal responsibility;
 - (b) information for attributing the aeroplane operator to the United Kingdom, by—
 - (i) ICAO Designator used for air traffic control purposes,

(18) The template of an Emissions Monitoring Plan (from aeroplane operator to State) 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) 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).

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. (See end of Document for details)

- (ii) a copy of the [^{F4}Air Operator Certificate] if the aeroplane operator does not have an ICAO Designator, or
- (iii) the aeroplane operator's place of registration if the aeroplane operator does not have an ICAO Designator or an [^{F4}Air Operator Certificate];
- (c) details of ownership structure relative to any other aeroplane operator, including identification of whether the aeroplane operator is a parent company to, or subsidiary of, another aeroplane operator;
- (d) if the aeroplane operator is in a parent-subsidiary relationship and seeks to be considered a single aeroplane operator for the purposes of this Order, confirmation must be provided that the parent and any subsidiary [^{F5}are attributed] to the United Kingdom and that each subsidiary is wholly-owned by the parent;
- (e) contact information for the person within the aeroplane operator's company who is responsible for the Emissions Monitoring Plan;
- (f) description of the aeroplane operator's activities, such as scheduled and non-scheduled flights, passenger, cargo and executive services, and the geographic scope of operations.

Textual Amendments

- F4** Words in Sch. 4 para. 2(b) 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, **33(2)**
- F5** Words in Sch. 4 para. 2(d) 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, **33(3)**

Commencement Information

- I12** Sch. 4 para. 2 in force at 26.5.2021, see [art. 1](#)

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 [^{F6}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(19);
- (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(20);
- (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.

Textual Amendments

F6 Words in Sch. 4 para. 3(b) 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, 33(2)

Commencement Information

I13 Sch. 4 para. 3 in force at 26.5.2021, see art. 1

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(21) 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.

(3) If the aeroplane operator uses a Fuel Use Monitoring Method as described in Schedule 2, the following information must be provided—

- (a) the Fuel Use Monitoring Method used, namely—
 - (i) Method A,
 - (ii) Method B,
 - (iii) Block-off/Block-on,
 - (iv) Fuel Uplift, or

(19) 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.

(20) 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.

(21) 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).

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. (See end of Document for details)

- (v) Fuel Allocation with Block Hour [^{F7}subject to offsetting requirements, under article 41A, aggregated for all aeroplane operators attributed to the United Kingdom (in tonnes)]^{F8},
- (b) if different Fuel Use Monitoring Methods are to be used for different aeroplane types, the aeroplane operator must specify which method applies to which aeroplane type,
- (c) information on the procedures for determining and recording fuel density values, whether standard or actual, as used for operational and safety reasons, and a reference to the relevant aeroplane operator documentation, and
- (d) the systems and procedures to monitor fuel consumption in both owned and leased aeroplanes. If the aeroplane operator has chosen the Fuel Allocation with Block Hour method, information must be provided on the systems and procedures used to establish the average fuel burn ratios as described in Schedule 2.

(4) If the aeroplane operator is in a parent-subsidiary relationship and seeks to be considered as a single aeroplane operator for the purposes of this Order, it must provide the procedures used for maintaining records of fuel used and emissions monitored during the 2019-2020 period of the various corporate entities. This must be used to establish individual average emissions during the 2019-2020 period for the parent and each subsidiary.

Methods and means for emissions monitoring and compliance on or after 1st January 2021

(5) If the aeroplane operator has international flights [^{F9}which are not subject to offsetting requirements under article 41A], it must confirm whether it plans to use the CERT as described in Schedule 3 or the Fuel Use Monitoring Methods as described in Schedule 2.

(6) If the aeroplane operator meets the eligibility criteria in article 22(8), and it chooses to use the CERT as described in Schedule 3, the following information must be provided—

- (a) an estimate of CO₂ emissions for all international flights [^{F10}which are subject to offsetting requirements under article 41A] for the year before the emissions monitoring is to occur, such as an estimate of such emissions for 2020 for monitoring in 2021, as well as information on how the fuel use and CO₂ 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.

(7) If the aeroplane operator meets the eligibility criteria in article 22(7), or chooses to use a Fuel Use Monitoring Method as described in Schedule 2, the following information must be provided—

- (a) the Fuel Use Monitoring Method used, namely—
 - (i) Method A,
 - (ii) Method B,
 - (iii) Block-off/Block-on,
 - (iv) Fuel Uplift, or
 - (v) Fuel Allocation with Block Hour;
- (b) if different Fuel Use Monitoring Methods are to be used for different aeroplane types, the aeroplane operator must specify which method applies to which aeroplane type;
- (c) information on the procedures for determining and recording fuel density values, whether standard or actual, as used for operational and safety reasons and a reference to the relevant aeroplane operator documentation;

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. (See end of Document for details)

- (d) the systems and procedures to monitor fuel consumption in both owned and leased aeroplanes; and
- (e) if the aeroplane operator has chosen the Fuel Allocation with Block Hour method, information must be provided on the systems and procedures used to establish the average fuel burn ratios as described in Schedule 2.

(8) If the aeroplane operator is using a Fuel Use Monitoring Method, as defined in Schedule 2, it must state whether it plans to use the CERT for international flights that are subject to emissions monitoring but are [F11 not subject to offsetting requirements under article 41A]. If so, the aeroplane operator must also state whether it is using the Great Circle Distance input method or Block Time input method to enter information into the CERT.

Textual Amendments

- F7** Words in Sch. 5 Table 5 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, **34(3)(a)(i)**
- F8** Sch. 4 para. 4(3)(v): comma substituted for full stop (9.11.2022) by The Air Navigation (Carbon Offsetting and Reduction Scheme for International Aviation) (Amendment) Order 2022 (S.I. 2022/1050), arts. 1, **33(4)(a)**
- F9** Words in Sch. 4 para. 4(5) 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, **33(4)(b)**
- F10** Words in Sch. 4 para. 4(6)(a) 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, **33(4)(c)**
- F11** Words in Sch. 4 para. 4(8) 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, **33(4)(d)**

Commencement Information

- I14** Sch. 4 para. 4 in force at 26.5.2021, see **art. 1**

Data management, data flow and control

5. The aeroplane operator must provide the following information—
- (a) roles, responsibilities and procedures on data management;
 - (b) procedures to handle data gaps and erroneous data values, including—
 - (i) secondary data reference sources which would be used as an alternative,
 - (ii) an alternative method in case the secondary data reference source is not available, and
 - (iii) for those aeroplane operators using a Fuel Use Monitoring Method, information on systems and procedures for identifying data gaps and for assessing whether the 5 per cent threshold for significant data gaps has been reached;
 - (c) documentation and record keeping plan;
 - (d) assessment of the risks associated with the data management processes and means for addressing significant risks;
 - (e) procedures for making revisions to the Emissions Monitoring Plan and resubmitting relevant portions to the Regulator when there are material changes;

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. (See end of Document for details)

- (f) procedures for providing notice in the Emissions Report of non-material changes that require the attention of the Regulator; and
- (g) a data flow diagram summarising the systems used to record and store data associated with the monitoring and reporting of CO₂ emissions.

Commencement Information

I15 Sch. 4 para. 5 in force at 26.5.2021, see [art. 1](#)

SCHEDULE 5

Article 70(5)

Reporting

Introduction

1.—(1) The procedures specified in this Schedule are concerned with the reporting requirements under Chapter 3 of Part 3 of this Order.

(2) Unless otherwise stated, fuel use and CO₂ emissions must be reported to the nearest tonne.

Commencement Information

I16 Sch. 5 para. 1 in force at 26.5.2021, see [art. 1](#)

Content of Emissions Report from aeroplane operator to the Regulator

2.—(1) The information required for an aeroplane operator’s Emissions Report to the Regulator is set out in Table 1.

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)(22).

<i>Field</i>	<i>Data Field</i>	<i>Details</i>
Field 1	Aeroplane information	operator (a) Name of aeroplane operator. (b) Detailed contact information of aeroplane operator. (c) Name of a point of contact.

(22) 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).

<i>Field</i>	<i>Data Field</i>	<i>Details</i>
		(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 ⁽²³⁾ — (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 ⁽²⁴⁾ .
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).
Field 10	Aeroplane information	(a) List of aeroplane types.

⁽²³⁾ These totals to include CORSIA eligible fuels. Aeroplane operators using the CERT, as described in Schedule 3, do not need to report Field 5.

⁽²⁴⁾ Total (sum of values from Field 7).

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. (See end of Document for details)

Field	Data Field	Details
		(b) Aeroplane identifiers used in Item 7 of the flight plans during the year for all international flights. Where the identifier is based on an ICAO Designator, only the ICAO Designator is to be reported.
		(c) Information on leased aeroplanes.
		(d) AFBR [^{F12} (average fuel burn ratio)] for each aeroplane type under the list in point (a)(25).
Field 11	Eligibility for and use of the CERT in accordance with article 22	(a) Version of the CERT used. (b) Scope of use of the CERT, i.e. on all flights or only on the international flights, [^{F13} not subject to offsetting requirements under article 41A] .
Field 12(26)	CORSIA eligible fuel claimed	(a) Fuel type, i.e. type of fuel, feedstock and conversion process. (b) Total mass of the neat CORSIA eligible fuel claimed in tonnes, per fuel type.
	Emissions information (per fuel type)	(c) Approved Life Cycle Emissions values. (d) Emissions reductions claimed from a CORSIA eligible fuel, as calculated in accordance with equations described in [^{F14} article 41C] and reported in tonnes.
	Emissions reductions (total)	(e) Total emissions reductions claimed from the use of all CORSIA eligible fuels in tonnes(27).
Field 13	Total CO ₂ emissions	(a) Total CO ₂ emissions based on total mass of fuel in tonnes from Field 5 and reported in tonnes(28). (b) Total CO ₂ emissions from flights [^{F15} subject to offsetting requirements under article 41A] in tonnes. (c) Total CO ₂ emissions from international [^{F16} flights that are not subject to offsetting requirements under article 41A] in tonnes.

(2) The supplementary information required for an aeroplane operator's Emissions Report if emissions reductions from the use of CORSIA eligible fuels is being claimed is set out in Table 2.

(25) AFBR is to be noted in line with Doc 8643 – Aircraft Designator in tonnes per hour to 3 decimal places.

(26) If emissions reductions from the use of CORSIA eligible fuel are claimed, see Table 2 for supplementary information that is to be provided with the aeroplane operator's Emissions Report.

(27) During the 2019-2020 period, field 12 is not required as there are no offsetting requirements and no emissions reductions from the use of CORSIA eligible fuels during the 2019-2020 period.

(28) During the 2019-2020 period, only point (a) under field 13 is required.

Table 2**Supplementary information to an aeroplane operator's Emissions Report if emissions reductions from the use of each CORSIA eligible fuel being claimed**

The template of a CORSIA eligible fuels supplementary information to the 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)(29).

<i>Field</i>	<i>Data Field</i>	<i>Details</i>
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)(30).

(29) 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).

(30) 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).

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. (See end of Document for details)

<i>Field</i>	<i>Data Field</i>	<i>Details</i>
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 ⁽³¹⁾	(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 blender.
Field 10	Fuel Blender	(a) Name of the party responsible for blending neat CORSIA eligible fuel with aviation fuel. (b) Contact information of the party responsible for blending neat CORSIA eligible fuel with aviation fuel.
Field 11	Location where neat CORSIA eligible fuel is blended with aviation fuel	
Field 12	Date the neat CORSIA eligible fuel was received by blender	
Field 13	Mass of neat CORSIA eligible fuel received (in tonnes) ⁽³²⁾	

(31) 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.

(32) This number may differ from the number in Field 5 point (c) in cases where only a portion of a batch or batches are received by the blender (i.e. due to sale to intermediate purchaser).

<i>Field</i>	<i>Data Field</i>	<i>Details</i>
Field 14	Blend ratio of neat CORSIA eligible fuel and aviation fuel, rounded to the nearest %	
Field 15	Documentation demonstrating that the batch or batches of neat CORSIA eligible fuel were blended into aviation fuel, such as the subsequent Certificate of Analysis of the blended fuel	
Field 16	Mass of neat CORSIA eligible fuel claimed (in tonnes)(33)	

Textual Amendments

- F12** Words in Sch. 5 Table 1 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, **34(2)(a)**
- F13** Words in Sch. 5 Table 1 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, **34(2)(b)**
- F14** Words in Sch. 5 Table 1 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, **34(2)(c)**
- F15** Words in Sch. 5 Table 1 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, **34(2)(d)(i)**
- F16** Words in Sch. 5 Table 1 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, **34(2)(d)(ii)**

Commencement Information

- I17** Sch. 5 para. 2 in force at 26.5.2021, see [art. 1](#)

Content of reports from the Secretary of State to ICAO

3.—(1) The information required for the Secretary of State’s report to ICAO listing the aeroplane operators attributed to the United Kingdom and verification bodies accredited in the United Kingdom is set out in Table 3.

(33) This number may differ from the number in Field 5 point (c) in cases where only a portion of a batch or batches are claimed by the aeroplane operator.

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. (See end of Document for details)

Table 3

The report of aeroplane operators attributed to the United Kingdom and verification bodies accredited in the United Kingdom(34)

<i>Field</i>	<i>Data Field</i>	<i>Details</i>
Field 1	List of aeroplane operators attributed to the United Kingdom	(a) Name and contact information of aeroplane operator, (b) Aeroplane operator Code, (c) Method and identifier used to attribute aeroplane operator to the United Kingdom in accordance with article 8(1).
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.

(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

<i>Field</i>	<i>Data Field</i>	<i>Details</i>
Field 1	Total annual CO ₂ emissions per State pair aggregated for all aeroplane operators attributed to the United Kingdom (in tonnes)(35)	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.

(34) Information on Fields 1 and 2 in Table 3 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).

(35) 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).

Table 5**Emissions Report from the Secretary of State to ICAO annually from and including 2021**

<i>Field</i>	<i>Data Field</i>	<i>Details</i>
Field 1	Total annual CO ₂ emissions aggregated for all aeroplane operators attributed to the United Kingdom(36)	(a) Total annual CO ₂ emissions on each State pair subject to offsetting requirements, under article 41A,] aggregated for all aeroplane operators attributed to the United Kingdom (in tonnes), (b) Total annual CO ₂ emissions on each State pair [F ¹⁷ not subject to offsetting requirements under article 41A] 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 [F ¹⁸ subject to offsetting requirements, under article 41A,] for each aeroplane operator attributed to the United Kingdom (in tonnes)	
Field 4	Total aggregated annual CO ₂ emissions for all State pairs [F ¹⁹ not subject to offsetting requirements under article 41A] 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.

(36) 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).

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. (See end of Document for details)

Table 6

CORSIA eligible fuels supplementary information to the Emissions Report from the Secretary of State to ICAO(37)

<i>Field</i>	<i>Data Field</i>	<i>Details</i>	<i>Notes</i>
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 (in tonnes).	
Field 5	Total Emissions reductions	Total emissions reductions claimed by all aeroplane operators attributed to the United Kingdom from all CORSIA eligible fuel use (in tonnes).	

(37) 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).

Textual Amendments

- F7** Words in Sch. 5 Table 5 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, **34(3)(a)(i)**
- F17** Words in Sch. 5 Table 5 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, **34(3)(a)(ii)**
- F18** Words in Sch. 5 Table 5 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, **34(3)(b)**
- F19** Words in Sch. 5 Table 5 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, **34(3)(c)**

Commencement Information

- I18** Sch. 5 para. 3 in force at 26.5.2021, see [art. 1](#)

SCHEDULE 6

Article 70(6)

Verification

Introduction

1. The procedures specified in this Schedule are concerned with the verification requirements in Part 3.

Commencement Information

- I19** Sch. 6 para. 1 in force at 26.5.2021, see [art. 1](#)

Verification body

2.—(1) This paragraph sets out the procedures required for verification bodies.

Avoidance of conflict of interest(38)

(2) If the leader of the verification team undertakes six annual verifications for one aeroplane operator, the leader of the verification team must take a three-consecutive year break from providing verification services to that same aeroplane operator. The six year maximum period includes any greenhouse verifications performed for the aeroplane operator prior to it requiring verification services under this Order.

(3) The verification body, or any part of it, must not be an aeroplane operator, the owner of an aeroplane operator or owned by an aeroplane operator.

(4) The verification body, or any part of it, must not be a body that trades emissions units, the owner of a body that trades emissions units or owned by a body that trades emissions units.

(5) The relationship between the verification body and the aeroplane operator must not be based on common ownership, common governance, common management or personnel, shared resources, common finances or common contracts or marketing.

(38) ISO 14065:2013 section 5.4.2.

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. (See end of Document for details)

(6) The verification body must not [^{F20}take over responsibility for] any activities from the aeroplane operator with regard to the preparation of the Emissions Monitoring Plan or the Emissions Report, including monitoring of fuel use and calculation of CO₂ emissions.

(7) To enable an assessment of impartiality and independence by the national accreditation body, the verification body must document how it relates to any other parts of the same legal entity.

Management and personnel(39)

(8) The verification body must establish, implement and document a method for evaluating the competence of the verification team personnel against the competence requirements outlined in ISO 14065:2013, ISO 14066:2011 and [^{F21}sub-paragraphs (10) to (13)].

(9) The verification body must maintain records to demonstrate the competency of the verification team and personnel in accordance with [^{F22}sub-paragraph (10)].

Competencies of personnel(40)

(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(41)

(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(42), the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)(43), 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,

(39) ISO 14065:2013 section 6.1.

(40) ISO 14065:2013 section 6.2.

(41) ISO 14065:2013 section 6.3.2.

(42) 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).

(43) 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).

- (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(44)

(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,
- (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(45), and
- (j) [F²³except when carrying out the verification of an Emissions Report,] 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.

[F²⁴(13A) When conducting the verification of an Emissions Report, paragraphs (12)(a) to (i) apply.]

Validation of verification team data and information auditing(46)

(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(47)

(44) ISO 14065:2013 section 6.3.3.

(45) “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).

(46) ISO 14065:2013 section 6.3.4.

(47) ISO 14065:2013 section 6.4.

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. (See end of Document for details)

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

Outsourcing(48)

(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(49)

(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(50)

(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.

Agreement(51)

(21) The contract between a verification body and an aeroplane operator must specify the conditions for verification by stating—

- (a) scope of verification, verification objectives, level of assurance, materiality threshold and relevant verification standards; namely ISO 14065:2013, ISO 14064-3:2006, this Order and the Environmental Technical Manual, Volume IV,
- (b) amount of time allocated for verification,
- (c) flexibility to change time allocation if this proves necessary because of findings during the verification,
- (d) conditions which must be fulfilled to conduct the verification such as access to all relevant documentation, personnel and premises,
- (e) requirement of the aeroplane operator to accept the audit as a potential witness audit by the national accreditation body’s assessors,
- (f) requirement of the aeroplane operator to authorise the release of the Emissions Report, and the Verification Report by the verification body to the Regulator, and
- (g) liability coverage.

(48) ISO 14065:2013 section 6.6.

(49) ISO 14065:2013 section 7.3.

(50) ISO 14065:2013 section 7.5.

(51) ISO 14065:2013 section 8.2.3.

Textual Amendments

- F20** Words in Sch. 6 para. 2(6) 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, **35(2)(a)**
- F21** Words in Sch. 6 para. 2(8) 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, **35(2)(b)**
- F22** Words in Sch. 6 para. 2(9) 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, **35(2)(c)**
- F23** Words in Sch. 6 para. 2(12)(j) 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, **35(2)(d)**
- F24** Sch. 6 para. 2(13A) 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, **35(2)(e)**

Commencement Information

- I20** Sch. 6 para. 2 in force at 26.5.2021, see **art. 1**

Verification of Emissions Report

3.—(1) This paragraph sets out the procedures required of verification bodies for the verification of Emissions Reports.

ISO standard

(2) The verification team must conduct the verification according to ISO 14064-3:2006, and the following additional requirements.

Level of assurance(52)

(3) A reasonable level of assurance must be required for all verifications under this Order.

Objectives(53)

(4) When conducting the verification of an Emissions Report, the verification body must perform sufficient procedures to conclude whether—

- (a) the greenhouse gas assertion is materially fair and an accurate representation of emissions over the period of the Emissions Report and is supported by sufficient and appropriate evidence,
- (b) the aeroplane operator has monitored, quantified and reported its emissions over the period of the Emissions Report in accordance with this Order and the approved Emissions Monitoring Plan,
- (c) the aeroplane operator has correctly applied the method of flight attribution documented in the approved Emissions Monitoring Plan and in accordance with articles 8 and 9 to ensure a correct attribution of leased aeroplane and international flights, operated by other aeroplane operators under the same corporate structure,

(52) ISO 14064-3:2006 section 4.3.1.

(53) ISO 14064-3:2006 section 4.3.2.

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. (See end of Document for details)

- (d) the stated amount of emissions reductions from the use of CORSIA eligible fuels is materially fair and an accurate representation of emissions reductions over the reporting period, and is supported by sufficient and appropriate internal and external evidence,
- (e) the claimed batches of CORSIA eligible fuels have not also been claimed by the aeroplane operator under any other voluntary or mandatory schemes it has participated in, where the emissions reductions from CORSIA eligible fuels may be claimed, during the 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(54)

(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(55)

(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.

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

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

General(56)

(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(57).

(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.

Validation of verification plan(58)

(12) The verification team must prepare the verification plan on the basis of the strategic analysis and assessment of risks. The verification plan must include a description of the verification activities for each variable that has a potential impact on the reported emissions. The verification team must consider the assessment of risk, and the requirement to deliver a verification opinion with reasonable assurance, when determining sample size.

(13) The verification plan must also include the following—

- (a) verification team members, roles, responsibilities and qualifications,
- (b) any external resources required,
- (c) schedule of verification activities, and
- (d) sampling plan, including the processes, controls and information to be verified and details of the risk assessment conducted to identify these.

Sampling plan(59)

(14) The Emissions Report sampling plan must include the following—

- (a) number and type of records and evidence to be examined,
- (b) methodology used to determine a representative sample, and
- (c) justification for the selected methodology.

Assessment of GHG data and information(60)

(15) The verification team must confirm that the Emissions Report data has been collected in accordance with the approved Emissions Monitoring Plan and monitoring requirements specified in this Order.

(16) In accordance with the Emissions Report sampling plan, the verification body must carry out substantive data testing consisting of analytical procedures and data verification to assess the plausibility and completeness of data.

(17) The verification team must, as a minimum, assess the plausibility of fluctuations and trends over time or between comparable data items as well as identify and assess immediate outliers, unexpected data, anomalies, and data gaps.

(18) Depending on the outcome of Emissions Report data testing and assessment, the assessment of risk, verification and sampling plan must be amended, where necessary.

Evaluation of the GHG assertion(61)

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

(57) 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).

(58) ISO 14064-3:2006 section 4.4.2.

(59) ISO 14064-3:2006 section 4.4.3.

(60) ISO 14064-3:2006 section 4.6.

(61) ISO 14064-3:2006 section 4.8.

(19) The verification body must use an independent reviewer not involved in the verification activities to assess the internal verification documentation, and the Verification Report, prior to its submission to the aeroplane operator and Regulator.

(20) The independent review, whose scope must include the complete verification process, must be recorded in the internal verification documentation.

(21) The independent review must be performed to ensure that the verification process has been conducted in accordance with ISO 14065:2013, ISO 14064-3:2006 and this Order, and that the evidence gathered is appropriate and sufficient to enable the verification body to issue a Verification Report with reasonable assurance.

Validation and verification statement(62)

(22) The verification body must submit a copy of the Verification Report to the aeroplane operator. Upon authorisation by the aeroplane operator, the verification body must forward a copy of the Verification Report together with the Emissions Report to the Regulator. The Verification Report must include—

- (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 [F25 sub-paragraph (4)] 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’.

(62) ISO 14064-3:2006 section 4.9.

(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(63)

(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.

Textual Amendments

F25 Words in Sch. 6 para. 3(23) 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, **35(3)**

Commencement Information

I21 Sch. 6 para. 3 in force at 26.5.2021, see [art. 1](#)

SCHEDULE 7

Article 70(7)

Appeals to Scottish Land Court

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;

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. (See end of Document for details)

- (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⁽⁶⁴⁾;
- “decision” includes a deemed refusal under this Order.

Commencement Information

I22 Sch. 7 para. 1 in force at 26.5.2021, see [art. 1](#)

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 [^{F26}date of the relevant notice for appeal under article 65(1)(b) or date of deemed refusal].

(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.

Textual Amendments

F26 Words in [Sch. 7 para. 2\(1\)](#) 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, [36](#)

Commencement Information

I23 Sch. 7 para. 2 in force at 26.5.2021, see [art. 1](#)

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.

Commencement Information

I24 Sch. 7 para. 3 in force at 26.5.2021, see [art. 1](#)

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”).

- (2) A notice under sub-paragraph (1) must—
 - (a) state that an appeal has been initiated;

⁽⁶⁴⁾ S.S.I. 2014/229.

- (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.

Commencement Information

I25 Sch. 7 para. 4 in force at 26.5.2021, see [art. 1](#)

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(**65**); 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.

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*. (See end of Document for details)

Commencement Information

I26 Sch. 8 para. 1 in force at 26.5.2021, see [art. 1](#)

2. A notice of appeal under paragraph 1 must be given before the expiry of the period of 47 days beginning with the [^{F27}date of the relevant notice for appeal under article 65(1)(b) or date of deemed refusal].

Textual Amendments

F27 Words in [Sch. 8 para. 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, [37](#)

Commencement Information

I27 Sch. 8 para. 2 in force at 26.5.2021, see [art. 1](#)

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.

Commencement Information

I28 Sch. 8 para. 3 in force at 26.5.2021, see [art. 1](#)

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.

Commencement Information

I29 Sch. 8 para. 4 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.