

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka

Implementing Standards

(Issued under Sec. 120, Civil Aviation Act No. 14 of 2010)

Title: Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

Reference No. : IS-16-(iv)-All

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Section 2 of the Civil Aviation Act No.14 of 2010 which is hereinafter referred to as the Civil Aviation (CA) Act states that the Articles of the Convention on International Civil Aviation as are specified in the Schedule to the CA Act relating to safety, regularity, efficiency and security of civil aviation shall govern all activities relating to civil aviation within the territory of Sri Lanka.

Section 120 of the CA Act, empowers Director General of Civil Aviation (DGCA) to issue, Implementing Standards for the purpose of giving effect to any provision in the CA Act, Regulations or Rules made thereunder including the Articles of the Convention. Section 99 of the CA Act empowers DGCA to issue general or special directions on matters of national concern inclusive of environment.

Accordingly, I, being the DGCA do hereby issue the Implementing Standards / directions in order to give effect to the International Standards and Recommended Practices (SARPs) contained in the Annex 16, Environment Protection, Volume IV, Second Edition, July 2023 – “Carbon Offsetting and Reduction Scheme for International Aviation” (CORSIA) which are mentioned in the Attachment hereto (Ref: IS-16-(iv)-All).

This implementing Standard shall be applicable to holders of Air Operator Certificate issued by DGCA and any potential applicant seeking such Air Operator Certificate for operation of commercial air services into, out of, over or within Sri Lanka. And shall come into force with immediate effect from 01st of January 2024 and remain in force unless revoked.

Attention is also drawn to Section 103 of the Act, which states inter alia that failure to comply with Implementing Standard is an offence.

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Record of Revisions

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Implementing Standards

Title : Compliance to Annex 16, Volume IV – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

1. GENERAL:

- i. Requirements contained in this document are based on, the First edition of ICAO Annex 16, Volume IV “Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)”
- ii. Holders of Air Operator Certificate and any applicant seeking a Air Operator Certificate issued by the DGCA to operate Commercial International Air Services into, out of, over or within Sri Lanka shall comply with the requirements published in this Implementing Standards (IS) and are hereby instructed to forward to the DGCA a “Declaration of Conformance” which indicates the degree of compliance with each item detailed in the Implementing Standards (IS).
- iii. This IS may be amended from time to time and the amendments will be reflected with the vertical line on the right side of the text.

1.1.Applicability

The requirements contained in this IS are applicable to person/organizations holding a Air Operator Certificate issued by DGCA Sri Lanka and any potential applicant seeking a Air Operator Certificate issued by the DGCA to operate commercial air services into, out of, over or within Sri Lanka, depending on the notation given in front of each paragraph, as mentioned below

Notation	Applicability
S-I	Operator’s compliance is mandatory and enforcement action will be taken by DGCA against the operator in the event of non-compliance
R-I	Operator is encouraged try and conform to the requirement but failure to do so will not entail any enforcement action
S-R	Steps that are taken by the DGCA for implementation of a SARP
R-R	Steps that may be taken by DGCA for implementation of a SARP
EM	Explanatory Material for application of a particular matter.

1.2.Definitions:

1.2.1. Administrative partnership

Delegation of administering tasks in these Implementing Standards from one State to another State(s).

1.2.2. Aerodrome

A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

1.2.3. Aerodrome pair

A group of two aerodromes composed of a departing aerodrome and an arrival aerodrome.

1.2.4. Aeroplane

A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

1.2.5. Aeroplane owner†

Person(s), organization(s) or enterprise(s) identified via Item 4 (Name of owner) and Item 5 (Address of owner) on the certificate of registration of an aeroplane. (Applicable until

Aeroplane owner ††

Person(s), organization(s) or enterprise(s) identified either through Items 4a and 4b on the certificate of registration of an aeroplane (provided that the selected basis of registration be “ownership of aircraft”), or otherwise through Item 5 of the said certificate.

1.2.6. Air operator certificate (AOC)

A certificate authorizing an operator to carry out specified commercial air transport operations.

1.2.7. Conversion process

A type of technology used to convert a feedstock into aviation fuel

1.2.8. CORSIA eligible fuel

A CORSIA sustainable aviation fuel or a CORSIA lower carbon aviation fuel, which an operator may use to reduce their offsetting requirements.

1.2.9. CORSIA lower carbon aviation fuel

A fossil-based aviation fuel that meets the CORSIA Sustainability Criteria under these Implementing Standards.

1.2.10. CORSIA sustainable aviation fuel

A renewable or waste-derived aviation fuel that meets the CORSIA Sustainability Criteria under these Implementing Standards.

1.2.11. Feedstock

A type of unprocessed raw material used for the production of aviation fuel.

1.2.12. Flight plan

Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

1.2.13. Fuel uplift

† Applicable until 25 November 2026

†† Applicable as of 26 November 2026

Measurement of fuel provided by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight (in litre).

1.2.14. Great Circle Distance

The shortest distance, rounded to the nearest kilometre, between the origin and the destination aerodromes, measured over the earth's surface modelled according to the World Geodetic System 1984 (WGS84).

1.2.15. National accreditation body

A body authorized by a State which attests that a verification body is competent to provide specific verification services.

1.2.16. New entrant

Any aeroplane operator that commences an aviation activity falling within the scope of these Implementing Standards on or after its entry into force and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator.

1.2.17. Notifying State

The State that has submitted to ICAO the request for the registration of or change in the three-letter designator of an aeroplane operator over which it has jurisdiction.

1.2.18. Operator

The person, organization or enterprise engaged in or offering to engage in an aircraft operation.

1.2.19. Pathway

A specific combination of feedstock and conversion process used for the production of aviation fuel.

1.2.20. Reporting period

A period which commences on 1 January and finishes on 31 December in a given year for which an aeroplane operator or State reports required information. The flight departure time (UTC) determines which reporting period a flight belongs to.

1.2.21. State pair

A group of two States composed of a departing State or its territories and an arrival State or its territories.

1.2.22. Verification of report

An independent, systematic and sufficiently documented evaluation process of an emissions report and, when required, a cancellation of eligible emissions units report.

1.2.23. Verification body

A legal entity that performs the verification of an Emissions Report and, when required, an Emissions Unit Cancellation Report, as an accredited impartial third party.

1.2.24. Verification team

A group of verifiers, or a single verifier that also qualifies as a team leader, belonging to a verification body conducting the verification of an Emissions Report and, when required, an Emissions Unit Cancellation Report. The team can be supported by technical experts.

1.2.25. Verification report

A document, drafted by the verification body, containing the verification opinion and required supporting information.

2. ABBREVIATIONS AND UNITS**2.1. Where the following abbreviations are used in this IS, they have the meanings ascribed to them below:**

ACARS	- Aircraft Communications Addressing and Reporting System
AOC	- Air operator certificate
CERT	- CO ₂ Estimation and Reporting Tool
CO ₂	- Carbon dioxide
CO ₂ e	- Carbon dioxide equivalent
CORSIA	- Carbon Offsetting and Reduction Scheme for International Aviation
GHG	- Greenhouse gases
IAF	- International Accreditation Forum
IEC	- International Electrotechnical Commission
ISO	- International Organization for Standardization
MRV	- Monitoring, Reporting and Verification
MJ	- Megajoule
RTK	- Revenue Tonne Kilometres

2.2. Non-SI units

The non-SI units listed in Table 2-1 shall be used either in lieu of, or in addition to, SI units as primary units of measurement under these Implementing Standards.

<i>Specific quantity</i>	<i>Unit</i>	<i>Symbol</i>	<i>Definition (in terms of SI units)</i>
mass	tonne	t	1 t = 10 ³ kg
time	hour	h	1 h = 60 min = 3 600 s
volume	litre	L	1 L = 1 dm ³ = 10 ⁻³ m ³

Table 2-1 - Non-SI units for use with SI

3. CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)

3.1. Administration

The provisions of paragraph 3.2 to 3.6 shall apply to the classifications defined in these Implementing Standards (S-I).

3.2. Attribution of international flights to an aeroplane operator

3.2.1. Aeroplane Operator shall identify international flights, as defined in 1.1.2 and 2.1, that are attributed to it according to the approach in 3.2.2 and 3.2.3 (S-I).

EM-1: Two or more consecutive flights operated under the same flight number are considered as separate flights for the purposes of these Implementing Standards.

3.2.2. For the purpose of these Implementing Standards, an international flight is defined as the operation of an aircraft from take-off at an aerodrome of Sri Lanka and landing at an aerodrome of another State or its territories whilst a domestic flight is defined as the operation of an aircraft from take-off from and landing at an aerodrome of Sri Lanka (S-I) .

3.2.3. The attribution of a specific international flight to an aeroplane operator shall be determined as follows (S-I):

- a) **ICAO Designator:** When Item 7 (aircraft identification) of the flight plan contains the ICAO Designator that flight shall be attributed to Aeroplane Operator that has been assigned this Designator;
- b) **Registration marks:** When Item 7 (aircraft identification) of the flight plan contains the nationality or common mark, and registration mark of an aeroplane that is explicitly listed in an AOC (or equivalent) issued by a State, that flight shall be attributed to Aeroplane Operator that holds the AOC (or equivalent); and
- c) **Other:** When Aeroplane Operator of a flight has not been identified under paragraph 3.2.3 (a) or 3.2.3 (b), that flight shall be attributed to the aeroplane owner who shall then be considered Aeroplane Operator.

EM-2: ICAO Designators are contained in Doc 8585 titled “Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services”.

EM-3: The reference to Item 7 is based on the ICAO model flight plan form contained in Appendix 2 of Doc 4444 titled “Procedures for Air Navigation Services - Air Traffic Management”.

EM-4: Figure A-1, Attachment A of Annex 16, Vol IV gives an illustration on the process for attributing a flight to an aeroplane operator If requested by DGCA, in respect of the aeroplane registered in Sri Lanka, aeroplane owners identified via 3.2.3 c) shall provide all information necessary to identify the actual aeroplane operator of a flight (S-I).

- 3.2.4. If requested by DGCA in respect of aeroplane registered in Sri Lanka, aeroplane owners identified via 3.2.3 c) shall provide all information necessary to identify the actual aeroplane operator of a flight. (S-I)
- 3.2.5. An aeroplane operator may, by contract, delegate the administrative requirements of these Implementing Standards to a third party, as long as the delegation is not to the same entity as the verification body provided that the liability for compliance is not delegated (S-I).
- 3.2.6. DGCA may ensure the correct attribution of an international flight departing from an aerodrome in Sri Lanka to an aeroplane operator using the approach in 3.2.3 and perform the required order of magnitude checks to ensure the completeness of reported data as described in 4.4.1.5 (RP-R).

3.3. Attribution of an aeroplane operator

- 3.3.1. Aeroplane Operator with international flights, as defined in 3.2.2 and 4.1, attributed to it shall identify the State to which it is attributed according to the approach in 1.2.4. (S-I)
- 3.3.2. DGCA shall ensure the correct attribution of an aeroplane operator to it according to the approach in 3.2.4. (S-R)
- 3.3.3. DGCA may use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" that is available on the ICAO CORSIA website to satisfy these requirements. (RP-R)
- 3.3.4. The attribution of an aeroplane operator to a State shall be determined as follows (S-I):
 - a) **ICAO Designator:** Where an aeroplane operator has an ICAO Designator of Sri Lanka, Sri Lanka shall be the Notifying State;
 - b) **Air Operator Certificate:** Where Aeroplane Operator does not possess an ICAO Designator, but has a valid Air Operator Certificate (or equivalent) issued by DGCA Sri Lanka, Sri Lanka shall be the Notifying State and in all other cases the State to which Aeroplane Operator fulfils its requirements under these Implementing Standards will be the State that issued the air operator certificate (or equivalent); and
 - c) **Place of juridical registration:** Where Aeroplane Operator does not possess an ICAO Designator or Air Operator Certificate, the State where Aeroplane Operator is registered as juridical person will be the State to which Aeroplane Operator fulfils its requirements under these Implementing Standards. Where Aeroplane Operator is a natural person, the State of residence and registration of this person will be the State to which Aeroplane Operator fulfils its requirements under these Implementing Standards.

EM-5: ICAO Designators and Notifying States are contained in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services

EM-6: Appendix 1 of these Implementing Standards provides further information on administration procedures.

EM-7: The ICAO documents referred to in these Implementing Standards of Annex 16 and listed below are material approved by the Council for publication by ICAO may be used as guidance for

implementation of the CORSIA. These ICAO documents are available on the ICAO CORSIA website and may only be amended by the Council and includes: 1. CORSIA States for Chapter 3 State Pairs; 2. ICAO CORSIA CO₂ Estimation and Reporting Tool; 3. CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes; 4. CORSIA Approved Sustainability Certification Schemes; 5. CORSIA Sustainability Criteria for CORSIA Eligible Fuels; 6. CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels; 7. CORSIA Methodology for Calculating Actual Life Cycle Emissions Values; 8. CORSIA Eligible Emissions Units; 9. CORSIA Emissions Unit Eligibility Criteria; 10. CORSIA Central Registry (CCR): Information and Data for the Implementation of CORSIA; 11. CORSIA Aeroplane Operator to State Attributions; 12. CORSIA 2020 Emissions; 13. CORSIA Annual Sector's Growth Factor (SGF); and 14. CORSIA Central Registry (CCR): Information and Data for Transparency.

- 3.3.5. If Aeroplane Operator changes its ICAO Designator, AOC (or equivalent) or place of juridical registration, and is subsequently attributed to a new State, but it is not establishing a new entity or a subsidiary, then that State will become the State to which Aeroplane Operator fulfils its requirements under these Implementing Standards at the start of the next compliance period. (S-I)
- 3.3.6. Aeroplane Operator with a wholly owned subsidiary aeroplane operator that is legally registered in Sri Lanka can be treated as a single consolidated aeroplane operator liable for compliance with the requirements of these Implementing Standards, subject to the approval of DGCA. Evidence shall be provided in Aeroplane Operator's Emissions Monitoring Plan to demonstrate that the subsidiary aeroplane operator is wholly owned (S-I).
- 3.3.7. DGCA shall submit to ICAO a list of aeroplane operators which are attributed to it according to the requirements as described in Appendix 5 Table A5-3 (Field 1), and in accordance with the timeline as defined in Appendix 1. DGCA may submit updates to this list to ICAO on a more frequent basis (S-R)

EM-8: See Attachment A, Figure A-2 of Annex 16, Volume IV for an illustration on the attribution of aeroplane operators to States.

3.4.Obligations of DGCA

- 3.4.1. DGCA shall approve Aeroplane Operator compliance on the basis of satisfactory evidence that Aeroplane Operator meets requirements that are at least equal to the applicable Standards specified in these Implementing Standards (S-R).
- 3.4.2. DGCA shall not delegate enforcement of the requirements in these Implementing Standards, or his administrative tasks towards ICAO, to another State. However, DGCA may delegate administration processes of these Implementing Standards to another State through an administrative partnership based on bilateral agreement among the respective States.(S-R)

EM-9: A template for, and guidance on, administrative partnerships 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).

- 3.4.3. DGCA, when providing capacity support through an administrative partnership shall notify ICAO about the contracting administrating authorities, affected aeroplane operators, scope and duration of the administrative partnership and a copy of the bilateral agreement (S-R).

- 3.4.4. DGCA, when providing capacity support should assess whether the administering authority that has been delegated authority, which will provide administering tasks for another State, has the required resources to offer such services (RP-R).
- 3.4.5. DGCA when receiving capacity support shall ensure that aeroplane operators attributed to it are advised of the administrative arrangements prior to start of the administrative partnership and any potential changes thereafter.(S-R).
- 3.4.6. DGCA shall not withdraw from an administrative partnership before completion of the reporting activities at the end of the reporting period, but it may withdraw from an administrative partnership according to the notice period defined in the agreement.(S-R)
- 3.4.7. DGCA shall submit to ICAO a list of verification bodies accredited in Sri Lanka according to the requirements as described in Appendix 5 Table A5-3 (Field 2), and in accordance with the timeline as defined in Appendix 1. DGCA may submit updates to this list to ICAO on a more frequent basis. (S-R)

3.5.Record keeping

- 3.5.1. An aeroplane operator shall keep records relevant to demonstrating compliance with the requirements of Chapters 4, 5, and 6 of this IS for a period of 10 years (S-I)
- 3.5.2. Aeroplane operator shall keep records relevant to its CO₂ emissions per State pair during the 2019-2020 period in order to cross-check its offsetting requirements calculated by Sri Lanka during the 2030-2035 compliance periods.(PR-I)
- 3.5.3. DGCA will keep records relevant to Aeroplane Operator's CO₂ emissions per State pair during the period of 2019-2020 in order to calculate Aeroplane Operator's offsetting requirements during the 2030-2035 compliance periods. (S-R)

3.6.Compliance periods and timeline

- 3.6.1. Aeroplane operators shall comply with the Standards in Chapters 4, 5, and 6 of this IS in accordance with the timeline as defined in Appendix 1. (S-I/R)

3.7.Equivalent procedures

- 3.7.1. The use of equivalent procedures by aeroplane operators which have been attributed in 3.2, in lieu of the procedures specified in these Implementing Standards shall be approved by DGCA (S-I)

EM-10: Equivalent procedures shall demonstrably meet the requirements in these Implementing Standards and Guidance material, for use of equivalent procedures, 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).

4. MONITORING, REPORTING AND VERIFICATION (MRV) OF AEROPLANE OPERATOR ANNUAL CO₂ EMISSIONS

4.1. Applicability of MRV requirements

4.1.1. The Standards and Recommended Practices of this Chapter shall be applicable to an aeroplane operator that produces annual CO₂ emissions greater than 10 000 tonnes from the use of an aeroplane(s) with a maximum certificated take-off mass greater than 5 700 kg conducting international flights, as defined in 3.2.2, on or after 1 January 2019, with the exception of humanitarian, medical and firefighting flights. (S-I).

4.1.2. When considering whether a flight is international or domestic, an aeroplane operator and DGCA should use, for the purpose of these Implementing Standards, Doc 7910 — Location Indicators, which contains a list of aerodromes and the State they are attributed to. (RP-I/R)

EM-11: Further guidance material is also 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).

4.1.3. The Standards and Recommended Practices of this Chapter shall not be applicable to international flights, as defined in 3.2.2, preceding or following a humanitarian, medical or firefighting flight provided such flights were conducted with the same aeroplane, and were required to accomplish the related humanitarian, medical or firefighting activities or to reposition thereafter the aeroplane for its next activity. Aeroplane Operator shall provide supporting evidence of such activities to the verification body or, upon request, to DGCA. (S-I)

4.1.4. The Standards and Recommended Practices of this Chapter shall, as specified in the preamble of this Implementing Standards, be applicable to a new entrant aeroplane operator from the year after it meets the requirements in 4.1.1 and 4.1.3. (S-I)

4.1.5. Recommendation -If Aeroplane Operator is close to the threshold of annual CO₂ emissions, as defined in 4.1.1 and 4.1.3, from international flights, as defined in 3.2.2, it should consider engaging with DGCA for guidance. (RP-I) Likewise, the DGCA should carry out oversight of Aeroplane Operators under his jurisdiction and engage with any that he considers may be close to or above the threshold (RP-R). Aeroplane Operator with annual CO₂ emissions below the threshold may choose to voluntarily engage with DGCA. (RP-I) .Also, an Aeroplan operator that was within the scope of applicability the previous year but falls outside of scope in the given year, should notify the DGCA to which it is attributed of this fact.

EM-12: See Attachment B, Figure B-1 of Annex 16, Vol. IV for a process flowchart on the determination of the applicability of Chapter 4 to international flights, as defined in 3.2.2.

4.2. Monitoring of CO₂ emissions

4.2.1. Eligibility of monitoring methods

4.2.1.1. Aeroplane Operator shall monitor and record its fuel use from international flights, as defined in 3.2.2 and 4.1, in accordance with an eligible monitoring method as

defined in 4.2.2 and 4.2.3, and approved by DGCA. Following approval of the Emissions Monitoring Plan, Aeroplane Operator shall use the same eligible monitoring method for the entire compliance period. (S-I)

- 4.2.1.2. Aeroplane Operator shall monitor and record its fuel use from international flights, as defined in 3.2.2 and 4.1, in accordance with an eligible monitoring method as defined in 4.2.2 and 4.2.3, and approved by DGCA. Following approval of the Emissions Monitoring Plan, Aeroplane Operator shall use the same eligible monitoring method for the entire compliance period. (S-I)

EM-13: Further guidance material on eligibility of monitoring methods, as well as on associated thresholds and related metrics, 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).

4.2.2. 2019-2020 period

- 4.2.2.1. Aeroplane operator with annual CO₂ emissions from international flights, as defined in 3.2.2 and 4.1, greater than or equal to 500,000 tonnes shall use a Fuel Use Monitoring Method as described in Appendix 2. (S-I)
- 4.2.2.2. Aeroplane Operator with annual CO₂ emissions from international flights, as defined in 3.2.2 and 4.1 of less than 500,000 tonnes shall use either a Fuel Use Monitoring Method or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT), as described in Appendices 2 and 3 respectively. (S-I)
- 4.2.2.3. If Aeroplane Operator's annual CO₂ emissions from international flights, as defined in 3.2.2 and 4.1, increases above the threshold of 500 000 tonnes in 2019, DGCA shall permit, at his discretion, Aeroplane Operator to continue to use the monitoring method chosen in accordance to 4.2.2.1 during 2020. (S-R)
- 4.2.2.4. Aeroplane Operator should use the same monitoring method during the 2019-2020 period that it expects to use during the 2021-2023 period, taking into account its expected annual CO₂ emissions during the 2021-2023 period. If Aeroplane Operator needs to change monitoring method, it will submit a revised Emissions Monitoring Plan by 30 September 2020 in order to implement the new monitoring method from 1 January 2021. (RP-I)
- 4.2.2.5. If Aeroplane Operator does not have an approved Emissions Monitoring Plan as of 1 January 2019, it shall monitor and record its CO₂ emissions in accordance with the eligible monitoring method outlined in the Emissions Monitoring Plan that it will submit, or has submitted, to DGCA. (S-I)
- 4.2.2.6. If Aeroplane Operator's Emissions Monitoring Plan, as defined in 4.2.4 is determined to be incomplete and/or inconsistent with the eligible Fuel Use Monitoring Method in Appendix 2, then DGCA shall, at his discretion, approve a different eligible Fuel Use Monitoring Method within the Emissions Monitoring Plan for a period lasting no later than 30 June 2019. (S-R)

- 4.2.2.7. If Aeroplane Operator does not have sufficient information to use a Fuel Use Monitoring Method, as defined in Appendix 2, DGCA shall, at his discretion,

approve the use of the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) for a period lasting no later than 30 June 2019. (S-R)

EM-14: Attachment B, Figure B-2 of Annex 16, Vol. IV provides for a process flowchart on the eligibility of Fuel Use Monitoring Methods during the 2019-2020 period.

4.2.3. 2021-2035 period

- 4.2.3.1. Aeroplane Operator, with annual CO₂ emissions from international flights subject to offsetting requirements, as defined in 3.2.2 and 5.1, of greater than or equal to 50,000 tonnes, shall use a Fuel Use Monitoring Method as described in Appendix 2 for these flights. For international flights, as defined in 3.2.2 and 4.1, not subject to offsetting requirements, as defined in 5.1, Aeroplane Operator shall use either a Fuel Use Monitoring Method, as described in Appendix 2, or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT), as described in Appendix 3. (S-I)
- 4.2.3.2. Aeroplane Operator, with annual CO₂ emissions from international flights subject to offsetting requirements, as defined in 3.2.2 and 5.1, of less than 50,000 tonnes, shall use either a Fuel Use Monitoring Method or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) as described in Appendices 2 and 3 respectively. (S-I)
- 4.2.3.3. If Aeroplane Operator's annual CO₂ emissions from international flights subject to offsetting requirements, as defined in 3.2.2 and 5.1, increases above the threshold of 50,000 tonnes in a given year (y), and also in year (y+1), Aeroplane Operator shall submit an updated Emissions Monitoring Plan by 30 September of year (y + 2). Aeroplane Operator shall change to a Fuel Use Monitoring Method, as described in Appendix 2, on 1 January of year (y+3). (S-I)
- 4.2.3.4. If Aeroplane Operator's annual CO₂ emissions from international flights subject to offsetting requirements, as defined in 3.2.2 and 5.1, decreases below the threshold of 50,000 tonnes in a given year (y), and also in year (y+1), Aeroplane Operator may change monitoring method on 1 January of year (y+3). If Aeroplane Operator chooses to change its monitoring method, it shall submit an updated Emissions Monitoring Plan by 30 September of year (y + 2). (S-I)
- 4.2.3.5. The aeroplane operator that meets the requirements in 2.1.1 and 2.1.3 after 1 January 2021 for the first time without qualifying as a new entrant may use either a Fuel Use Monitoring Method, as described in Appendix 2, or the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT), as described in Appendix 3, in the year when it first meets the requirements in 2.1.1 and 2.1.3 (year y).
- 4.2.3.6. If the aeroplane operator that meets the requirements in 2.1.1 and 2.1.3 after 1 January 2021 for the first time without qualifying as a new entrant does not have sufficient information to use a Fuel Use Monitoring Method, as defined in Appendix 2, the DGCA to which the aeroplane operator is attributed shall, at its discretion, approve the use of the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) for a period lasting no later than 30 June in the year after the aeroplane operator first meets the requirements in 2.1.1 and 2.1.3 (year y + 1)

EM15: See Attachment B Figure B-3 of Annex 16, Vol. IV for a process flowchart on the eligibility of Fuel Use Monitoring Methods during the 2021-2035 compliance periods.

4.2.4. Emissions Monitoring Plan

- 4.2.4.1. Aeroplane Operator shall submit an Emissions Monitoring Plan to DGCA for approval in accordance with the timeline as defined in Appendix 1. The Emissions Monitoring Plan shall contain the information as defined in Appendix 4. (S-I)
- 4.2.4.2. A new entrant aeroplane operator shall submit an Emissions Monitoring Plan to DGCA for approval within three months of falling within the scope of applicability as defined in 2.1. (S-I)
- 4.2.4.3. The aeroplane operator that meets the requirements in 2.1.1 and 2.1.3 after 1 January 2021 for the first time without qualifying as a new entrant shall submit an Emissions Monitoring Plan within three months of falling within the scope of applicability, as defined in 2.1.1 and 2.1.3, from international flights, as defined in 1.1.2, and the DGCA shall approve it within two months of receiving a complete Emissions Monitoring Plan in accordance with Appendix 4.
- 4.2.4.4. Aeroplane Operator shall resubmit the Emissions Monitoring Plan to DGCA for approval if a material change is made to the information contained within the Emissions Monitoring Plan (i.e., a change to the information presented in the plan that would affect the status or eligibility of Aeroplane Operator for an option under the emissions monitoring requirements, or that would otherwise affect the decision by DGCA with regard to whether Aeroplane Operator's approach to monitoring conforms with the requirements). (S-I).
- 4.2.4.5. Aeroplane Operator shall also inform the DGCA of changes that would affect the DGCA's oversight (e.g., change in corporate name or address), even if the changes do not fall within the definition of a material change. (S-I).
- 4.2.4.6. If Aeroplane Operator's Emissions Monitoring Plan is determined to be incomplete and/or inconsistent with the Emissions Monitoring Plan requirements in Appendix 4, DGCA shall engage with Aeroplane Operator to resolve outstanding issues. This may involve returning the Emissions Monitoring Plan to Aeroplane Operator along with an explanation as to why the plan was found deficient, or a request for further information. (S-R).
- 4.2.4.7. In cases where the aeroplane operator that meets the requirements in 2.1.1 and 2.1.3 after 1 January 2021 for the first time without qualifying as a new entrant falls into scope of 2.1 near the end of year y, or does not realise that it has fallen into scope until the beginning of year y+1, the operator shall engage with its attributed State as soon as possible.
- 4.2.4.8. **Recommendation.**— In cases where the aeroplane operator that meets the requirements in 2.1.1 and 2.1.3 after 1 January 2021 for the first time without qualifying as a new entrant falls into scope of 2.1 near the end of year y, or does not realise that it has fallen into scope until the beginning of year y+1, the aeroplane operator and the DGCA should determine how much, if any, flexibility is needed to meet the deadlines for submitting an Emission Monitoring Plan, State approval of the Emissions Monitoring Plans and completion of the verification process.

- 4.2.4.9.**Recommendation.**— The aeroplane operator should engage with their State well before falling into scope and include the development of the Emissions Monitoring Plan as part of any planning process for situations such as mergers, splits, subsidiary development, expanding from domestic to international operations, or other change in status or activity which may cause them to fall into the scope of applicability of this Volume.

EM 16: Further guidance material on the Emissions Monitoring Plan and material changes is provided in the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

4.2.5. Calculation of CO₂ emissions from aeroplane fuel use

- 4.2.5.1. Aeroplane Operator shall apply a fuel density value to calculate fuel mass where the amount of fuel uplift is determined in units of volume. (S-I)

- 4.2.5.2. Aeroplane Operator shall record the fuel density (which may be an actual or a standard value of 0.8 kg per litre) that is used for operational and safety reasons (e.g., in an operational, flight or technical log). The procedure for informing the use of actual or standard density shall be detailed in the Emissions Monitoring Plan along with a reference to the relevant aeroplane operator documentation. (S-I)

EM-17: Further guidance material on fuel density 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).

- 4.2.5.3. Aeroplane Operator using a Fuel Use Monitoring Method, as defined in Appendix 2, shall determine the CO₂ emissions from international flights, as defined in 3.2.2 and 4.1, using the following equation: (S-I)

$$CO_2 = \sum_f M_f * FCF_f$$

where;

CO₂ = CO₂ emissions (in tonnes);

M_f = Mass of fuel f used (in tonnes); and

FCF_f = Fuel conversion factor of given fuel f, equal to 3.16 (in kg CO₂/kg fuel) for Jet-A fuel / Jet-A1, TS-1 fuel, or No 3 Jet fuel and 3.10 (in kg CO₂/kg fuel) for AvGas or Jet-B fuel.

EM-18: For the purpose of calculating CO₂ emissions the mass of fuel used includes all aviation fuels.

4.2.6. Monitoring of CORSIA eligible fuels claims

4.2.6.1. Aeroplane Operator that intends to claim for emissions reductions from the use of CORSIA eligible fuels shall use a CORSIA eligible fuel that meets the CORSIA Sustainability Criteria as defined within the ICAO document entitled “CORSIA Sustainability Criteria for CORSIA Eligible Fuels” that is available on the ICAO CORSIA website. (S-I)

4.2.6.2. Aeroplane Operator that intends to claim for emissions reductions from the use of CORSIA eligible fuels shall only use CORSIA eligible fuels from fuel producers that are certified by an approved Sustainability Certification Scheme included in the ICAO document entitled “CORSIA Approved Sustainability Certification Schemes”, that is available on the ICAO CORSIA website. Such certification schemes meet the requirements included in the ICAO document entitled “CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes”, that is available on the ICAO CORSIA website. (S-I)

4.2.6.3. If Aeroplane Operator cannot demonstrate the compliance of the CORSIA eligible fuel with the CORSIA Sustainability Criteria, then it shall not be accounted for as CORSIA eligible fuel. (S-I)

EM-19: The provisions of this Chapter consider that aviation fuel supply chains are not segregated at aerodromes, and that CORSIA eligible fuels will be typically co-mingled at various points in the fuel supply infrastructure (e.g., pipelines, storage terminals, aerodrome fuel storage systems). The CORSIA eligible fuels purchased by a particular aeroplane operator may not be physically used in its aeroplane, and it will not be feasible to determine the specific CORSIA eligible fuel content at the point of uplift in an aeroplane. Claims of emissions reductions from the use of CORSIA eligible fuels by an aeroplane operator are based on mass of CORSIA eligible fuels according to purchasing and blending records.

EM-20: The emissions reductions from the use of a CORSIA eligible fuel are calculated as indicated in Chapter 5, 5.3 in the context of the calculation of the CO₂ offsetting requirements in Chapter 5. These calculations use the approved life cycle emissions value (LSf) for the CORSIA eligible fuel. Information on emissions reductions from using CORSIA eligible fuel is included in Aeroplane Operator's Emissions Report (Field 12 of Table A5-1 in Appendix 5), in accordance with Chapter 4, 4.3.1 and 4.3.3.

4.3. Reporting of CO₂ emissions

4.3.1. Aeroplane Operator Reporting

4.3.1.1. Aeroplane Operator shall submit to DGCA a copy of the verified Emissions Report for approval and a copy of the associated Verification Report in accordance with the timeline as defined in Appendix 1. (S-I)

4.3.1.2. DGCA shall decide on the level of aggregation (i.e., State pair or aerodrome pair) for which an aeroplane operator attributed to it shall report the number of international flights, as defined in 3.2.2 (i.e., Table A51 Field 7) and CO₂ emissions (i.e., Table A5-1 Field 8). DGCA shall inform an aeroplane operator whether Field 7 and 8 in the Emissions Report shall be reported at the level of State pair or aerodrome pair during the approval process for the Emissions Monitoring Plan. (S-R)

- 4.3.1.3. The Emissions Report shall contain the information as defined in Appendix 5 Table A5-1. An aeroplane operator that uses the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) is not required to report Field 5. (S-I)
- 4.3.1.4. Aeroplane Operator should use the standardized Emissions Report template 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), or a template approved by DGCA, for submission of information to the DGCA (RP-I)
- 4.3.1.5. When Aeroplane Operator reports its consolidated CO₂ emissions from international flights, as defined in 3.2.2 and 4.1, during the 2019-2020 period, including subsidiary aeroplane operators, disaggregated data relating to each subsidiary aeroplane operator shall be appended to the main Emissions Report. (S-I)
- 4.3.1.6. In specific circumstances where Aeroplane Operator operates a very limited number of State pairs that are subject to offsetting requirements, and/or a very limited number of State pairs that are not subject to offsetting requirements, it may request in writing DGCA that such data not be published at Aeroplane Operator level, as defined in Appendix 5, 3.2, explaining the reasons why disclosure would harm its commercial interests. Based on this request, DGCA shall determine whether this data is confidential. (S-I/R)

EM-21: In the application of 4.3.1.6 and/or 4.3.1.7, the annual CO₂ emissions of an aeroplane operator on a given State pair are considered as commercially sensitive if they are determined using a Fuel Use Monitoring Method as described in Appendix 2.

- 4.3.1.7. In specific circumstances where aggregated State pair data may be attributed to an identified aeroplane operator as a result of a very limited number of aeroplane operators conducting flights on a State pair, that aeroplane operator may request in writing to DGCA that such data not be published at State pair level, explaining the reasons why disclosure would harm their commercial interests. Based on this request, DGCA shall determine whether this data is confidential. (S-I/R).

4.3.2. State reporting

- 4.3.2.1. DGCA shall calculate and inform each of Aeroplane Operators under his jurisdiction of their average total annual CO₂ emissions during the 2019 and 2020 period, in accordance with the timeline as defined in Appendix 1. (S-R)
- 4.3.2.2. DGCA shall submit a report to ICAO in accordance with the timeline as defined in Appendix 1. This report shall contain the information as defined in Appendix 5, Tables A5-4, A5-5 and A5-6, when applicable. (S-R)
- 4.3.2.3. DGCA shall inform ICAO of any reported data deemed confidential in accordance with 4.3.1.6 and 4.3.1.7. (S-R)
- 4.3.2.4. All aeroplane operator data which is deemed confidential in accordance with 4.3.1.6 and 4.3.1.7 shall be aggregated without attribution to the specific aeroplane operator, and included within the ICAO document entitled “CORSIA Central Registry (CCR): Information and Data for Transparency” that is available on the ICAO CORSIA website. (S-R)

4.3.3. Reporting of CORSIA eligible fuels

- 4.3.3.1. Aeroplane Operator shall subtract CORSIA eligible fuels traded or sold to a third party from its total reported quantity of CORSIA eligible fuels. (S-I)
- 4.3.3.2. Aeroplane Operator shall provide a declaration of all other GHG schemes it participates in where the emissions reductions from the use of CORSIA eligible fuels may be claimed, and a declaration that it has not made claims for the same batches of CORSIA eligible fuel under these other schemes. (S-I)
- 4.3.3.3. To claim emissions reductions from the use of CORSIA eligible fuels in the Emissions Report, Aeroplane Operator shall provide the information as described in Appendix 5 Table A5-2 within a given compliance period for all CORSIA eligible fuel received by a blender by the end of that compliance period. The information provided is through to the blend point, and includes information received from both the neat (unblended) fuel producer and the fuel blender. (S-I)
- 4.3.3.4. Aeroplane Operator should make CORSIA eligible fuel claims on an annual basis in order to ensure all documentation is dealt with in a timely manner. However, Aeroplane Operator has the option to decide when to make a CORSIA eligible fuel claim within a given compliance period for all CORSIA eligible fuel received by a blender within that compliance period. For blending that occurs in the second half of the final year of a compliance period, Aeroplane Operator and DGCA should determine what, if any, flexibility is needed in terms of submitting reports. (RP-I/R)
- 4.3.3.5. If Aeroplane Operator purchases fuel from a supplier downstream from the fuel blender (e.g., from a distributor, another aeroplane operator, or an aerodrome-based fuel distributor), this fuel supplier shall provide all of the requisite documentation in order for the emissions reductions from the use of CORSIA eligible fuels to be claimed by Aeroplane Operator in accordance with Chapter 3. (S-I).

4.4. Verification of CO₂ emissions

4.4.1. Annual verification of an aeroplane operator's Emissions Report

- 4.4.1.1. Aeroplane Operator shall engage a verification body for the verification of its annual Emissions Report. (S-I)
- 4.4.1.2 **Recommendation.**— *Before engaging the verification body, the aeroplane operator should conduct a check to confirm the verification body's accreditation status for the purpose of this Volume. Supporting resources for this purpose include the list of verification bodies accredited in States, included within the ICAO document entitled "CORSIA Central Registry (CCR): Information and Data for Transparency" that is available on the ICAO CORSIA website, as well as lists of accredited verification bodies with their corresponding CORSIA scopes provided through the accrediting national accreditation body*
- 4.4.1.3. **Recommendation.**— *The aeroplane operator should perform an internal pre-verification of its Emissions Report prior to the verification by a verification body.*

EM-22: Further guidance material on internal pre-verification and on performing the check to confirm the verification body's accreditation status for the purpose of this Volume 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).

4.4.1.2.A verification body shall conduct the verification according to ISO 14064-3:2019¹, and the relevant requirements in Appendix 6 Section 3. (S-I)

4.4.1.3.Following the verification of the Emissions Report by the verification body, Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, a copy of the Emissions Report and associated Verification Report to DGCA, in accordance with the timeline as defined in Appendix 1. (S-I)

4.4.1.4.DGCA shall perform an order of magnitude check of the Emissions Report in accordance with the timeline, as defined in Appendix 1.(S-R)

EM-23: Further guidance material on the order of magnitude check 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).

4.4.1.5.To facilitate order of magnitude checks and ensure the completeness of reported data, and where necessary to support the implementation of the requirements in these Implementing Standards, the DGCA shall share, upon agreement with another State, specific data and information contained in Aeroplane Operator's Emissions Report for aeroplane operators performing flights to and from the requesting State.(S-R)

EM-24: Such data and information could include aeroplane operator's name, reporting year, number of international flights, as defined in 3.2.2, per aerodrome pair or State pair and aeroplane and emissions data.

4.4.1.6.DGCA shall inform concerned aeroplane operators on the requests for data sharing. In the absence of an agreement between the two States, this information shall not be disclosed to third parties. (S-R)

4.4.1.7.DGCA should share, upon a justified request from another State, data on aeroplane operators which are attributed to it, where the request relates to the correct attribution of flights to aeroplane operators. This includes leased aeroplanes where there is a risk of incorrect attribution of flights due to the complexity of leasing and Parent/Subsidiary arrangements between aeroplane operators. In addition, DGCA should support other States on reciprocity basis and provide flight information (e.g., from ATM systems), especially in cases where the flight is between Sri Lanka and other States which does not include any State to which Aeroplane Operator is attributed. Such data includes origin and destination aerodromes, flight date and time, aircraft type. (RP-R)

EM-25: As an example of leasing complexities, Operator A may lease its aeroplane to Operator B, with both operators using the same aeroplane during the year but Operator B not operating to the State making the request for information. The State regulating Operator A may want to confirm that the leased aeroplane is identified in the Emissions Report from Operator B to be confident that Operator A has not under reported.

4.4.1.8.DGCA shall provide the name of the verification body used to verify each Emissions Report upon a request for information disclosure. (S-R)

4.4.1.9.DGCA should inform concerned aeroplane operators of any request for information disclosure. (RP-R)

4.4.2. Verification body and national accreditation body

4.4.2.1.A verification body shall be accredited to ISO/ICE 17029:2019² ISO14065:2020³ and the relevant requirements in Appendix 6 Section 2 by a national accreditation body, in order to be eligible to verify the Emissions Report of Aeroplane Operator. (S-I).

EM-26: An aeroplane operator may engage a verification body accredited in another State, subject to rules and regulations affecting the provision of verification services in the State to which Aeroplane Operator is attributed.

4.4.2.2.A national accreditation body shall be working in accordance with ISO/IEC 17011:2017⁴ and the relevant requirements in Appendix 6,Section 4.

4.4.3. Verification of CORSIA eligible fuels

4.4.3.1.Fuel purchases, transaction reports, fuel blending records and sustainability credentials shall constitute the documentary proof for the purpose of verification and approval of emissions reductions from the use of CORSIA eligible fuels. (S-I)

4.4.3.2.Aeroplane Operator shall ensure that it, or its designated representative, has audit rights of the production records for the CORSIA eligible fuels that it purchases. (S-I)

4.4.3.3.When an audit provision is triggered, and an audit of the fuel producer is undertaken, Aeroplane Operator should share the results of the audit with the fuel producer so that the producer may then make it available to other aeroplane operators seeking assurance on the fuel producer's internal processes for the purpose of these Implementing Standards. (RP-I)

EM-27: The quality control assurances of CORSIA eligible fuel producers include declarations and/or process certifications, with periodic audits by verifiers, purchasers, or trusted entities. The process certifications, including the sustainability credentials, provide assurance that the CORSIA eligible fuel producer has established business processes to prevent double counting, and the periodic audits verify that the producer is following their established procedures. Purchasers and States may elect to independently audit the production records of the CORSIA eligible fuel producer in order to provide further assurance.

4.4.3.4 In order to ensure this capability exists, CORSIA eligible fuel procurement controls should seek to enable audit rights for fuel purchasers, aeroplane operators, or their designated representatives. (RP-I).

4.5.Data gaps

EM-28: Data gaps occur when an aeroplane operator is missing data relevant for the determination of its fuel use for one or more international flights in accordance with 4.2.1.1.

Gaps in emissions-related data can occur due to various reasons, including irregular operations, data feed issues or critical system failures. Procedures to prevent data gaps are to be detailed in the Emissions Monitoring Plan of Aeroplane Operator in accordance with Appendix 4, 2.4.1. When data gaps are identified by the verification body, it may be unable to obtain sufficient evidence to determine compliance with the requirements, which for severe data gaps, could result in the verification body concluding that the Emissions Report is unsatisfactory. A data gap could also be identified by the State in its review of the verified Emissions Report.

EM-29: Guidance material on data gaps 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 (CORSA).

4.5.1. Aeroplane operator

4.5.1.1. Aeroplane Operator using a Fuel Use Monitoring Method, as described in Appendix 2, shall fill data gaps using the ICAO CORSA CO₂ Estimation and Reporting Tool (CERT), as described in Appendix 3, provided that the data gaps during a compliance period do not exceed the following thresholds: (S-I)

- a) 2019-2020 period: 5 per cent of international flights, as defined in 3.2.2 and 4.1;
- b) 2021-2035 period: 5 per cent of international flights subject to offsetting requirements, as defined in 3.2.2 and 5.1.

4.5.1.2. Aeroplane Operator shall correct issues identified with the data and information management system in a timely manner to mitigate ongoing data gaps and system weaknesses. (S-I)

4.5.1.3. If Aeroplane Operator realizes it has data gaps and system weaknesses that exceed the threshold in 2.5.1.1, then it shall engage with DGCA to take remedial action to address such issues. (S-I).

4.5.1.4. When the threshold is exceeded, Aeroplane Operator shall state the percentage of international flights, as defined in 3.2.2 and 4.1 for the 2019-2020 period, or flights subject to offsetting requirements, as defined in 5.1 for the 2021-2035 period, that had data gaps, and provide an explanation to DGCA in their annual Emissions Report. (S-I)

4.5.1.5. Aeroplane Operator shall fill all data gaps and correct systematic errors and misstatements prior to the submission of the Emissions Report. (S-I).

4.5.2. Responsibility of DGCA

4.5.2.1. If Aeroplane Operator does not provide its annual Emissions Report in accordance with the timeline as defined in Appendix 1, then DGCA shall engage with Aeroplane Operator to obtain the necessary information. If this proves unsuccessful, then DGCA estimate Aeroplane Operator's annual emissions using the best available information and tools, such as the ICAO CORSA CO₂ Estimation and Reporting Tool (CERT) as described in Appendix 3.

4.5.2.2. If DGCA does not provide its annual aggregated Emissions Report to ICAO in accordance with the timeline as defined in Appendix 1, then the data provided by

ICAO will be used to fill these gaps and calculate the total sectoral CO₂ emissions in a given year and the Sectoral Growth Factor, as defined in Chapter 3.

4.6.Error correction to Emissions Reports

- 4.6.1. If an error in Aeroplane Operator's reported emissions is identified by DGCA, the verification body, or Aeroplane Operator after the reported CO₂ emissions have been submitted to ICAO in accordance with the timeline as defined in Appendix 1, DGCA shall update the reported CO₂ emissions to address the error. DGCA shall assess any implications with respect to Aeroplane Operator's offsetting requirements in previous years and, if necessary, make an adjustment to compensate for the error during the compliance period in which the error has been identified. (S-R)
- 4.6.2. DGCA shall report an error in Aeroplane Operator's CO₂ emissions and the follow-up result of the related adjustment to ICAO. (S-R)

EM30: No adjustments will be made to the total sectoral CO₂ emissions or the Sector's Growth Factor (SGF), as defined in Chapter 5, as a result of error correction to Emissions Reports.

5. CO₂ OFFSETTING REQUIREMENTS FROM INTERNATIONAL FLIGHTS AND EMISSIONS REDUCTIONS FROM THE USE OF CORSIA ELIGIBLE FUELS

5.1. Applicability of CO₂ offsetting requirements

- 5.1.1 From 1 January 2021 to 31 December 2035, the offsetting requirements of this Chapter shall be applicable to an aeroplane operator with international flights, as defined in 3.2.2 and 4.1, between States as defined in the ICAO document entitled “CORSIA States for Chapter 5 State Pairs” that is available on the ICAO CORSIA website. (S-I)
- 5.1.2 The Standards of this Chapter shall not be applicable to a new entrant aeroplane operator for three years starting in the year when it meets the requirements in 4.1.1 and 4.1.3, or until its annual CO₂ emissions exceed 0.1 per cent of total CO₂ emissions from international flights, as defined in 3.2.2 and 4.1, in 2019, whichever occurs earlier. The Standards of this Chapter shall then be applicable in the subsequent year. DGCA shall use the information on the total CO₂ emissions in 2019 from the ICAO document entitled “CORSIA 2020 Emissions” that is available on the ICAO CORSIA website. This information will be produced in accordance with the timeline described in Appendix 1. (S-R)
- 5.1.3 DGCA shall notify ICAO of his decision to voluntarily participate, or to discontinue the voluntary participation in CORSIA, for the purpose of the inclusion of Sri Lanka in the ICAO document entitled “CORSIA States for Chapter 3 State Pairs”, according to the timeline described in Appendix 1. (S-R)

EM-31: The ICAO document entitled “CORSIA States for Chapter 3 State Pairs” that is available on the ICAO CORSIA website includes:

- a) States that have volunteered to participate during the compliance periods from 1 January 2021 to 31 December 2026;*
- b) States, with the exception of Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs), which meet the following criteria during the compliance periods from 1 January 2027 to 31 December 2035*
 - (i). an individual share of international aviation activities in RTKs in the year 2018 above 0.5 per cent of total RTKs; or*
 - (ii). whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs in the year 2018.*
- c) States which are not within the applicability scope of (b), but which have volunteered to participate.*

This document is updated on an annual basis according to the timeline as defined in Appendix 1.

- 5.1.4 DGCA shall calculate the annual aeroplane operator’s final CO₂ offsetting requirements based on the data reported in accordance with Chapter 2, the applicability requirements in 5.1, and the application of 5.2, 5.3 and 5.4 where applicable. (S-R)

5.2 CO₂ offsetting requirements

5.2.1 DGCA shall calculate, for each of Aeroplane Operators attributed to it, the amount of CO₂ emissions required to be offset in a given year from 1 January 2021 to 31 December 2023 prior to consideration of the CORSIA eligible fuels, as follows: (S-R)

$$OR_y = OE * SGF_y$$

where:

OR_y = Aeroplane operator's offsetting requirements in the given year y;

OE = Aeroplane operator's CO₂ emissions covered by 3.1 in the given year y or aeroplane operator's CO₂ emissions covered by 5.1 in 2019, depending upon the option selected by DGCA which will be applied to all aeroplane operators that have been attributed to it; and

SGF_y = Sector's Growth Factor.

EM-32: The Sector's Growth Factor applicable for a given year (SGF_y) is provided in the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)" that is available from the ICAO CORSIA website, and is calculated as

$$\frac{(SE_y - SE_{B,y})}{SE_y}$$

, where SE_y = Total sectoral CO₂ emissions covered by 5.1 in the given year y and SE_{B,y} = Total Annual sectoral CO₂ emissions in 2019 covered by 3.1 in the given year y.

EM-33: Sectoral emissions in a given year (SE_y) do not include the CO₂ emissions from new entrants during their exception period, as defined in 5.1.2.

EM-34: As the States which form the "CORSIA States for Chapter 3 State Pairs", as defined by 5.1, change over time, the Total Annual sectoral CO₂ emissions in 2019 covered by these State pairs in the given year y (SE_{B,y}) will be recalculated.

5.2.2 DGCA shall calculate, for each of Aeroplane Operators attributed to it, the amount of CO₂ emissions required to be offset in a given year from 1 January 2024 to 31 December 2035 prior to consideration of the CORSIA eligible fuels, every year as follows:

$$OR_y = \%S_y * (OE_y * SGF_y) + \%O_y * (OE_y * OGF_y)$$

where:

OR_y = Aeroplane operator's offsetting requirements in the given year y;

OE_y = Aeroplane operator's CO₂ emissions covered by 3.1 in the given year y;

%Sy = Per cent Sectoral in the given year y;

%Oy = Per cent Individual in the given year y where %

Oy = (100% - %Sy); SGFy = Sector's Growth Factor; and
OGFy = Aeroplane operator's Growth Factor.

EM 35: The Sector's Growth Factor applicable for a given year (SGFy) is provided in the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)" that is available from the ICAO CORSIA website, and is calculated as

$$\frac{(SE_y - SE_{B,y})}{SE_y}$$

where SEy = Total sectoral CO₂ emissions covered by 3.1 in the given year y and SE_{B,y} = Total annual sectoral CO₂ emissions in 2019 covered by 3.1 in the given year y.

EM 36:— Sectoral emissions in a given year (SEy) do not include the CO₂ emissions from new entrants during their exception period, as defined in 3.1.2.

EM 37:— As the States which form the "CORSIA States for Chapter 3 State Pairs", as defined by 3.1, change over time, the total annual sectoral CO₂ emissions in 2019 covered by these State pairs in the given year y (SE_{B,y}) will be recalculated.

Table 5 -1: Overview of CO₂ of offsetting requirements on a sectoral and individual basis

Year of applicability	% Sy	% Oy
1 January 2024 to 31 December 2029	100 %	0 %
1 January 2030 to 31 December 2032	100 %	0%
1 January 2033 to 31 December 2035	85%	15%

5.2.3 DGCA shall use the Sector Growth Factor applicable for a given year (SGFy) in the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)" that is available from the ICAO CORSIA website. This information will be produced in accordance with the timeline as defined in Appendix 1. (S-R)

5.2.4. DGCA shall calculate, when applicable, Aeroplane Operator's Growth Factor for a given year (OGFy) in accordance with the CO₂ emissions from the verified Emissions Reports submitted by aeroplane operators attributed to it, as follows: (S-R)

$$OGFy = \frac{(OEy - OEB, y)}{OEy}$$

where:

OEy = Total aeroplane operator's CO₂ emissions covered by 5.1 in the given year y;

and $OEB_y = 85\%$ total annual aeroplane operator's CO₂ emissions in 2019 covered by 5.1 in the given year y.

5.2.5 When an aeroplane operator does not have CO₂ emissions covered by 3.1 in 2019, and does not qualify as a new entrant as defined in 3.1.2, the State shall use a value of 10 000 tonnes of CO₂ as the OEB_y .

EM 38: Guidance material on calculation of offsetting requirements 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).

5.2.6. DGCA shall, upon calculating the offsetting requirements in a given year (OR_y) of each of Aeroplane Operators attributed to it, inform Aeroplane Operator of its offsetting requirements according to the timeline as defined in Appendix 1.

5.3 Emissions reductions from the use of CORSIA eligible fuels

5.3.1 Aeroplane Operator that intends to claim for emissions reductions from the use of CORSIA eligible fuels in a given year shall compute emissions reductions as follows:

$$ER_y = FCF * \left[\sum_f MS_{f,y} * \left(1 - \frac{L_{CEF}}{LC} \right) \right]$$

where:

ER_y = Emissions reductions from the use of CORSIA eligible fuels in the given year y (in tonnes);

FCF = Fuel conversion factor, equal to 3.16 kg CO₂/kg fuel for Jet-A fuel, Jet-A1 fuel, TS-1 fuel, or No.3 Jet fuel and 3.10 kg CO₂/kg fuel for AvGas or Jet-B fuel;

$MS_{f,y}$ = Total mass of a neat CORSIA eligible fuel claimed in the given year y (in tonnes), as described and reported in Field 12.b in Table A5-1 from Appendix 5;

L_{CEF} = Life cycle emissions value for a CORSIA eligible fuel (in gCO₂e/MJ); and

LC = Baseline life cycle emissions values for aviation fuel, equal to 89 gCO₂e/MJ for jet fuel and equal to 95 gCO₂e/MJ for AvGas.

EM-39: The ratio also $\left(1 - \frac{L_{CEF}}{LC} \right)$ referred to as the emissions reduction factor (ERF_f) of a CORSIA eligible fuel.

EM-40: For each of the CORSIA eligible fuels claimed, the total mass of the neat CORSIA eligible fuel claimed in the given year y needs to be multiplied by its emissions reduction factor (ERF_f). Then the quantities are summed for all CORSIA eligible fuels.

If a Default Life Cycle Emissions value is used, then Aeroplane Operator shall use the ICAO document entitled "CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels" that is available on the ICAO CORSIA website for the calculation in 5.3.1. (S-I)

If an Actual Life Cycle Emissions value is used, then an approved Sustainability Certification Scheme shall ensure that the methodology, as defined in the ICAO document entitled “CORSIA Methodology for Calculating Actual Life Cycle Emissions Values” that is available on the ICAO CORSIA website, has been applied correctly. (S-I)

5.4.Total final CO₂ offsetting requirements for a given compliance period with emissions reductions from the use of CORSIA eligible fuels

5.3.2 The amount of CO₂ emissions required to be offset by Aeroplane Operator, after taking into account emissions reductions from the use of CORSIA eligible fuels in a given compliance period from 1 January 2021 to 31 December 2035, shall be calculated by DGCA as follows: (S-R)

$$FOR_c = (OR_{1,c} + OR_{2,c} + OR_{3,c}) - (ER_{1,c} + ER_{2,c} + ER_{3,c})$$

where:

FOR_c = Aeroplane operator’s total final offsetting requirements in the given compliance period c;

OR_{y,c} = Aeroplane operator’s offsetting requirements in the given year y (where y = 1, 2 or 3) of the compliance period c; and

ER_{y,c} = Emissions reductions from the use of CORSIA eligible fuels in the given year y (where y = 1, 2 or 3) of the compliance period c.

5.3.3 If the sum of the aeroplane operator’s offsetting requirements in the three years of a given compliance period (OR_{1,c} + OR_{2,c} + OR_{3,c}) is less than 3 000 tonnes of CO₂, then the aeroplane operator has no offsetting requirements for the compliance period.

EM 41: If the sum of the aeroplane operator’s offsetting requirements in the three years of a given compliance period ((OR_{1,c} + OR_{2,c} + OR_{3,c}) is less than 3 000 tonnes of CO₂, the aeroplane operator may choose to voluntarily with the State to which it is attributed in order to offset such emissions.

5.3.4 If Aeroplane Operator’s total final offsetting requirements during a compliance period (i.e., FOR_c) is negative, then Aeroplane Operator has no offsetting requirements for the compliance period. These negative offsetting requirements shall not be carried forward to subsequent compliance periods. (S-R)

5.3.5 Aeroplane Operator’s total final offsetting requirements during a compliance period (i.e., FOR_c) shall be rounded up to the nearest tonne of CO₂. (S-R)

5.3.6 DGCA shall, upon calculating the total final offsetting requirements for a given compliance period of each of Aeroplane Operators attributed to it, inform Aeroplane Operator of its total final offsetting requirements according to the timeline as defined in Appendix 1. (S-R)

EM-42: Information on CORSIA Eligible Emissions Units, which can be used to meet CO₂ offsetting requirements, are contained in Chapter 6.

6 EMISSION UNITS

EM-43: An emissions unit represents one metric tonne of carbon dioxide equivalent.

6.1 Applicability of emissions units

6.1.1. The Standards and Recommended Practices of this Chapter shall be applicable to an aeroplane operator who is subject to offsetting requirements in Chapter 5. (S-I)

6.2 Cancelling CORSIA Eligible Emissions Units

6.2.1 Aeroplane Operator shall meet its offsetting requirements according to 5.4.4, as calculated by DGCA by cancelling CORSIA Eligible Emissions Units in a quantity equal to its total final offsetting requirements for a given compliance period (i.e., FORc). The CORSIA Eligible Emissions Units are only those units described in the ICAO document entitled “CORSIA Eligible Emissions Units”, which meet the CORSIA Emissions Unit Eligibility Criteria contained in the ICAO document entitled “CORSIA Emissions Unit Eligibility Criteria”. These ICAO documents are available on the ICAO CORSIA website.

EM-44: The CORSIA Eligible Emissions Units are determined by the Council, upon recommendation of a technical advisory body established by the Council, and meet the CORSIA Emissions Unit Eligibility Criteria. The CORSIA Emissions Unit Eligibility Criteria are approved and may only be amended by the Council, with the technical contribution of CAEP, taking into account relevant developments in the UNFCCC and the Paris Agreement. The emissions units generated from mechanisms established under the UNFCCC and the Paris Agreement are eligible for use in CORSIA, provided that they align with decisions by the Council with the technical contribution of CAEP, including on avoiding double counting and on eligible vintage and timeframe.

6.2.2 To fulfil the provisions in 4.2.1, Aeroplane Operator shall: (S-I)

- a) cancel such CORSIA Eligible Emissions Units within a registry designated by a CORSIA Eligible Emissions Unit Programme in accordance with the timeline as defined in Appendix 1; and
- b) request each CORSIA Eligible Emissions Unit Programme registry to make visible on the registry’s public website, information on each of Aeroplane Operator’s cancelled CORSIA Eligible Emissions Units for a given compliance period, as defined in Appendix 1. Such information for each cancelled CORSIA Eligible Emissions Unit shall include the consolidated identifying information in Field 5 of Table A5-7, except fields 5.j, 5.k and 5.m.

EM45: “Cancel” means the permanent removal and single use of a CORSIA Eligible Emissions Unit within a CORSIA Eligible Emissions Unit Programme designated registry such that the same emissions unit may not be used more than once. This is sometimes also referred to as “retirement”, “cancelled”, “cancelling” or “cancellation”.

Recommendation.— The DGCA should develop procedures to ensure aeroplane operators are notified of programme eligibility changes involving a decision by the Council to immediately revoke eligibility within 14 days of the publication of the changes by ICAO.

6.3 Reporting emissions unit cancellation

- 6.3.1 Aeroplane Operator shall report to DGCA, the cancellation of CORSIA Eligible Emissions Units carried out in accordance with 6.2 to meet its total final offsetting requirements for a given compliance period, by submitting to DGCA a copy of the verified Emissions Unit Cancellation Report for approval and a copy of the associated Verification Report. The Emissions Unit Cancellation Report shall contain information using the required fields defined in Appendix 5 Table A5-7 and shall be submitted to DGCA, according to the timeline as defined in Appendix 1. (S-I)
- 6.3.2 DGCA shall report to ICAO in accordance with the timeline as defined in Appendix 1. This report shall contain the information as defined in Appendix 5 Table A5-8, using an ICAO approved form. (S-R)
- 6.3.3 DGCA should publish the following information, once submitted to ICAO, for a given compliance period: (RP-R)
- a) Total final offsetting requirements over the compliance period for each aeroplane operators attributed to DGCA; and
 - b) Total quantity of emissions units cancelled over the compliance period by each aeroplane operator to reconcile the total final offsetting requirements, as reported by each aeroplane operator attributed to DGCA.

6.4 Verification of Emissions Unit Cancellation Report

- 6.4.1 Verification of an aeroplane operator's Emissions Unit Cancellation Report
- 6.4.1.1 Aeroplane Operator shall engage a verification body for the verification of its Emissions Unit Cancellation Report. (S-I)

EM46: Aeroplane Operator may choose to use the same verification body engaged for the verification of its Emissions Report, although it is not obligated to do so.

Recommendation.— Before engaging the verification body, the aeroplane operator should conduct a check to confirm the verification body's accreditation status for the purpose of this Volume. Supporting resources for this purpose include the list of verification bodies accredited in States, included within the ICAO document entitled "CORSIA Central Registry (CCR): Information and Data for Transparency" that is available on the ICAO CORSIA website, as well as lists of accredited verification bodies with their corresponding CORSIA scopes provided through the accrediting national accreditation body.

- 6.4.1.2 A verification body shall conduct the verification according to ISO 14064-3:2019¹, and the relevant requirements in Appendix 6, Section 3. (S-I)
- 6.4.1.3 If required by the verification body, Aeroplane Operator shall provide access to relevant information on the cancellation of emissions units. (S-I)
- 6.4.1.4 Following the verification of the Emissions Unit Cancellation Report by the verification body, Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, a copy of the Emissions Unit Cancellation Report and associated Verification Report to DGCA in accordance with the timeline in Appendix 1. (S-I)

¹ ISO 14064-3:2019 entitled "Greenhouse gases — Part 3: Specification with guidance for the verification and validation of greenhouse gas statements."

6.4.1.5 DGCA shall perform an order of magnitude check of the Emissions Unit Cancellation Report in accordance with the timeline, as defined in Appendix 1. (S-R)

EM-47: Further guidance material on performing the check to confirm the verification body's accreditation status for the purpose of this Volume and the verification of Emissions Unit Cancellation Report 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).

6.5 Verification body and national accreditation body

6.5.1 A verification body shall be accredited to ISO/ICE 17029:2019² and ISO 14065:2020³ the relevant requirements in Appendix 6, Section 2 by a national accreditation body, in order to be eligible to verify the Emissions Unit Cancellation Report of an aeroplane operator.

EM-48: An aeroplane operator may engage a verification body accredited in another State, subject to rules and regulations affecting the provision of verification services in the State to which Aeroplane Operator is attributed.

6.5.2 A national accreditation body shall be working in accordance with ISO/IEC 17011:2017⁴ and the relevant requirements in Appendix 6, Section 4.

2. ISO/IEC 17029:2019 entitled "Conformity assessment — General principles and requirements for validation and verification bodies."

3. ISO 14065:2020 entitled "General principles and requirements for bodies validating and verifying environmental information."

4. ISO/IEC 17011:2017 entitled "Conformity assessment — Requirements for accreditation bodies accrediting conformity assessment bodies"

APPENDIX 1 - ADMINISTRATION PROCEDURES

1.0.INTRODUCTION

1.1.The procedures specified in this Appendix summaries administrative roles and responsibilities of the stakeholders involved in implementing Part II of these Implementing Standards. Section 2 provides a list of activities, and the associated date by which the activities shall be completed. (S-I)

2.0.COMPLIANCE PERIODS AND TIMELINE

EM-49:Further information and guidance on timeline prior to 1 January 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).

2.1.2019-2020 period

During the period of 2019-2020, aeroplane operators and DGCA shall comply with the requirements according to the following timeline, where applicable: Table 1-1. Details of compliance timeline for 2019-2020 period

Table A1-1. Details of compliance timeline for 2019-2020 period

	Timeline	Activity	Status
1.	1 January 2019 to 31 December 2019	Aeroplane Operator shall monitor, in accordance with Chapter 4, 4.2, CO ₂ emissions for 2019 from international flights, as defined in Chapter 3, 3.2.2 and Chapter 4, 4.1.	S-I
2.	28 February 2019	Aeroplane Operator shall submit Emissions Monitoring Plan to DGCA (only once, unless there is a need to review) in accordance with Chapter 4, 4.2.4.1	S-I
3.	30 April 2019	DGCA shall approve Emissions Monitoring Plans (only once, unless there is a review) in accordance with Chapter 4, 4.2.4.1	S-R
4.	30 April 2019	DGCA shall submit a list of aeroplane operators that are attributed to it to ICAO in accordance with Chapter 3, 3.3.7, as well as a list of verification bodies accredited in DGCA in accordance with Chapter 3, 3.4.7.	S-R
5.	31 May 2019	DGCA should obtain and use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Chapter 3, 3.3.3. The document is available on the ICAO CORSIA website	RP-R
6.	1 January 2020 to 31 December 2020	Aeroplane Operator shall monitor, in accordance with Chapter 2, 4.2, CO ₂ emissions for 2020 from international flights, as defined in Chapter 3, 3.2.2 and Chapter 4, 4.1.	S-I
7.	1 January 2020 to 31 May 2020	Aeroplane Operator shall compile 2019 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 4, 4.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report	RP-I
8.	31 May 2020	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2019 to DGCA in accordance with Chapter 4, 4.4.1.4.	S-I

9.	1 June 2020 to 31 August 2020	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2019 in accordance with Chapter 4, 4.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Chapter 4, 4.5.2.	S-R
10.	30 June 2020	DGCA shall notify ICAO of its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Chapter 5 from 1 January 2021 in accordance with Chapter 5, 5.1.3. DGCA shall also notify ICAO which option it has selected for calculating Aeroplane Operator's CO ₂ emissions during the 2021-2023 period in accordance with Chapter 5, 5.2.1.	S-R
11.	1 August 2020	DGCA shall obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2021 compliance year in accordance with Chapter 5, 5.1.1.	S-R
12.	31 August 2020	DGCA shall submit required information regarding CO ₂ emissions for 2019 to ICAO in accordance with Chapter 4, 4.3.2.2.	S-R
13.	30 November 2020	DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in DGCA in accordance with Chapter 3, 3.4.7.	S-R
14.	31 December 2020	DGCA should obtain and use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Chapter 3, 3.3.3. The document is available on the ICAO CORSIA website.	RP-R

EM-50: The time for verification of Aeroplane Operator's Emissions Report is longer during the 2019/2020 period than subsequent periods.

2.2.2021-2023 period

During the period of 2021-2023, aeroplane operators and DGCA shall comply with the requirements according to the following timeline, where applicable:

Table A1-2: Details of compliance timeline for 2021-2023 period

	Timeline	Activity	Status
1.	1 January 2021 to 31 December 2021	Aeroplane Operator shall monitor, in accordance with Chapter 4, 4.2, CO ₂ emissions for 2021 from international flights, as defined in Chapter 3, 3.2.2 and Chapter 4, 4.1.	S-I
2.	1 January 2021 to 31 May 2021	Aeroplane Operator shall compile 2020 CO ₂ emissions data to be verified by a verification body, in accordance with Chapter 3, 3.2.2	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	S-R
3.	31 May 2021	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2020 to DGCA in accordance with Chapter 4, 4.4.1.4.	S-I
4.	1 June 2021 to 31 August 2021	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2020 in accordance with Chapter 4, 4.4.1.5,	S-R

		including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Chapter 4, 4.4.1.5.	
5.	30 June 2021	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Chapter 5 from 1 January 2022 in accordance with Chapter 5, 5.1.3.	S-R
6.	1 August 2021	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 5 State Pairs” applicable for the 2022 compliance year in accordance with Chapter 5, 5.1.1.	S-R
7.	31 August 2021	DGCA shall submit required information regarding CO2 emissions for 2020 to ICAO in accordance with Chapter 4, 4.3.2.2.	S-R
8.	30 September 2021	DGCA shall calculate and inform aeroplane operators attributed to it of their average total CO2 emissions during 2019 and 2020, in accordance with Chapter 4, 4.3.2.1.	S-R
9.	30 November 2021	DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Chapter 3, 3.3.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Chapter 3, 3.4.7.	S-R
		DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Chapter 3, 3.3.7. The document is available on the ICAO CORSIA website.	RP-R
10.	1 January 2022 to 31 December 2022	Aeroplane Operator shall monitor, in accordance with Chapter 4, 4.2 CO2 emissions for 2022 from international flights, as defined in Chapter 3, 3.2.2 and Chapter 4, 4.1.	S-I
11.	1 January 2022 to 30 April 2022	Aeroplane Operator shall compile 2021 emissions data to be verified by a verification body, in accordance with Chapter 4, 4.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
12.	30 April 2022	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2021 to DGCA in accordance with Chapter 4, 4.4.1.4.	S-I
13.	1 May 2022 to 31 July 2022	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2021 in accordance with Chapter 4, 4.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Chapter 4, 4.5.2.	S-R
14.	30 June 2022	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Chapter 5 from 1 January 2023 in accordance with Chapter 5, 5.1.3.	S-R
15.	31 July 2022	DGCA shall submit required information regarding CO2 emissions for 2021 to ICAO in accordance with Chapter 4, 4.3.2.2.	S-R
16.	1 August 2022	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 5 State Pairs” applicable for the 2023 compliance year in accordance with Chapter 5, 5.1.1.	S-R
17.	31 October 2022	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2021 from the ICAO document entitled “CORSIA Annual Sector’s	S-R

		Growth Factor (SGF)” that can be found on the ICAO CORSIA website in accordance with Chapter 5, 5.2.1.	
18.	30 November 2022	DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Chapter 3, 3.3.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Chapter 3, 3.4.7. DGCA shall calculate and inform aeroplane operators of offsetting requirements for 2021 in accordance with Chapter 5, 5.2, and based on a chosen formula in accordance with Chapter 5, 5.1.	S-R
19.	31 December 2022	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators in accordance with Chapter 3, 3.3.3. The document is available on the ICAO CORSIA website.	RP-R
20.	1 January 2023 to 31 December 2023	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 4, 4.2, CO2 emissions for 2023 from international flights, as defined in Chapter 3, 3.2.2 and Chapter 4, 4.1.	S-I
21.	1 January 2023 to 30 April 2023	Aeroplane Operator shall compile 2022 emissions data to be verified by a verification body, in accordance with Chapter 4, 4.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report	RP-I
22.	30 April 2023	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2022 to DGCA in accordance with Chapter 4, 4.4.1.4.	S-I
23.	1 May 2023 to 31 July 2023	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2022 in accordance with Chapter 4, 4.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Chapter 4, 4.5.2.	S-R
24.	30 June 2023	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Chapter 3 from 1 January 2024 in accordance with Chapter 5, 5.1.3.	S-R
25.	31 July 2023	DGCA shall submit required information regarding CO2 emissions for 2022 to ICAO in accordance with Chapter 4, 4.3.2.2.	S-R
26.	1 August 2023	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2024 compliance year in accordance with Chapter 5, 5.1.1.	S-R
27.	31 October 2023	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2022 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” that is available on the ICAO CORSIA website in accordance with Chapter 5, 5.2.1.	S-R
28.	30 November 2023	DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Chapter 3, 3.3.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Chapter 3, 3.3.7 DGCA shall calculate and inform aeroplane operators of offsetting requirements for 2022 in accordance with Chapter 5, 5.2, and based on a chosen formula in accordance with Chapter 5, 5.1.	S-R
29.	31 December 2023	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising	RP-R

		a list of aeroplane operators in accordance with Chapter 3, 3.3.3. The document is available on the ICAO CORSIA website.	
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EM-51: The time for verification of Aeroplane Operator's Emissions Report is shorter during the 2021-2023 period than the 2019-2020 period.

EM-52: During the 2021-2023 period, States may determine the basis of Aeroplane Operator offsetting requirements in accordance with, Chapter 3, 5.2.1.

2.3.2024-2026 period

During the period of 2024-2026, aeroplane operators and States shall comply with the requirements according to the following timeline, where applicable: (S-I)

Table A1-3: Details of compliance timeline for 2024-2026 period

	Timeline	Activity	Status
1.	1 January 2024 to 31 December 2024	Aeroplane Operator shall monitor, in accordance with Chapter 4, 4.2, CO ₂ emissions for 2024 from international flights, as defined in Chapter 3, 3.2.2 and Chapter 4, 4.1.	S-I
2.	1 January 2024 to 30 April 2024	Aeroplane Operator shall compile 2023 emissions data to be verified by a verification body, in accordance with Chapter 4, 4.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report	RP-I
3.	30 April 2024	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2023 to DGCA in accordance with Chapter 4, 4.4.1.4.	S-I
4.	1 May 2024 to 31 July 2024	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2023 in accordance with Part II, Chapter 4, 4.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R
5.	30 June 2024	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2025 in accordance with Part II, Chapter 3, 3.1.3.	S-R
6.	31 July 2024	DGCA shall submit required information regarding CO ₂ emissions for 2023 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.	S-R
7.	1 August 2024	DGCA shall obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2025 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
8.	31 October 2024	DGCA shall obtain and use the Sector's Growth Factor (SGF) for 2023 from the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)" in accordance with Part II, Chapter 3, 3.2.1.	S-R
9.	30 November 2024	DGCA shall calculate and inform aeroplane operators of offsetting requirements for 2023 in accordance with Part II, Chapter 3, 3.2, and based on a chosen formula in accordance with Part II, Chapter 3, 3.1.	S-R

		DGCA shall calculate and inform aeroplane operators of their total final offsetting requirements for the 2021 to 2023 period in accordance with Part II, Chapter 3, 3.4.4. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	
10.	31 December 2024	DGCA should obtain and use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" summarising a list of aeroplane operators and DGCA in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R
11.	1 January 2025 to 31 December 2025	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO ₂ emissions for 2025 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.	S-I
12.	31 January 2025	or 60 days after DGCA informs aeroplane operators of their total final offsetting requirements for the 2021-2023 period, whichever date comes later Aeroplane Operator shall cancel emissions units for compliance during the 2021 to 2023 period in accordance with Part II, Chapter 4, 4.2.	S-I
13.	7 February 2025	Aeroplane Operator shall request that their cancellation of Eligible Emissions Units for the 2021-2023 period is communicated on the respective Eligible Emissions Units Programme registry (or registries) public website(s) in accordance with Part II, Chapter 4, 4.2.2 b).	S-I
14.	1 December 2024 to 30 April 2025	Aeroplane Operator shall compile their Emissions Unit Cancellation Report covering the 2021-2023 period to be verified by a verification body, in accordance with Part II, Chapter 4, 4.4.	S-I
15.	1 January 2025 to 30 April 2025	Aeroplane Operator shall compile 2024 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
16.	30 April 2025	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2024 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4. Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Unit Cancellation Report and associated Verification Report for the 2021-2023 period to DGCA in accordance with Part II, Chapter 4, 4.4.1.4.	S-I
17.	1 May 2025 to 31 July 2025	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2024 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R

		DGCA shall undertake an order of magnitude check of the verified Emissions Unit Cancellation Report for the 2021-2023 period in accordance with Part II, Chapter 4, 4.4.1.5.	
18.	30 June 2025	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2026 in accordance with Part II, Chapter 3, 3.1.3.	S-R
19.	31 July 2025	DGCA shall submit required information regarding CO2 emissions for 2024 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2. DGCA shall report to ICAO the required information regarding emissions unit cancellation for the 2021-2023 period in accordance with Part II, Chapter 4, 4.3.2.	S-R
20.	1 August 2025	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2026 compliance year in accordance with Part II, Chapter 3, 3.1.1	S-R
21.	31 October 2025	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2024 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
22.	30 November 2025	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2024, in accordance with Part II, Chapter 3, 3.2. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	S-R
23.	31 December 2025	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and DGCA in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R
24.	1 January 2026 to 31 December 2026	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO2 emissions for 2026 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.	S-I
25.	1 January 2026 to 30 April 2026	Aeroplane Operator shall compile 2025 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
26.	30 April 2026	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2025 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4.	S-I
27.	1 May 2026 to 31 July 2026	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2025 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R

28.	30 June 2026	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2027 in accordance with Part II, Chapter 3, 3.1.3.	S-R
29.	31 July 2026	DGCA shall submit required information regarding CO ₂ emissions for 2025 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2	S-R
30.	1 August 2026	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2027 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
31.	31 October 2026	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2025 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
32.	30 November 2026	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2025, in accordance with Part II, Chapter 3, 3.2. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	S-R
33.	31 December 2026	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R

EM-53: If the Sector’s Growth Factor (SGF) for 2023 is not available by 31 October 2024 and States are delayed in their ability to inform operators of their total final offsetting requirements for the 2021 to 2023 period, ICAO will publish updated deadlines related to the cancellation of emissions units for compliance during the 2021 to 2023 period, including:

- no sooner than 90 days after the SGF for 2023 is made available for Aeroplane Operator to cancel emissions units for compliance during the 2021 to 2023 period in accordance with Part II, Chapter 4, 4.2;*
- no sooner than 180 days after the SGF for 2023 is made available for Aeroplane Operator and the verification body to both submit the verified Emissions Unit Cancellation Report and associated Verification Report for the 2021-2023 period to the State in accordance with Part II, Chapter 4, 4.4.1.4; and*
- no sooner than 270 days after the SGF for 2023 is made available for the State to report to ICAO the required information regarding emissions unit cancellation for the 2021-2023 period in accordance with Part II, Chapter 4, 4.3.2.*

2.4.2027-2029 period

During the period of 2027-2029, aeroplane operators and States shall comply with the requirements according to the following timeline, where applicable:

Table 1-3: Details of compliance timeline for 2027-2029 period

	Timeline	Activity	Status
1.	1 January 2027 to 31 December 2027	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO ₂ emissions for 2027 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.	S-I

2.	1 January 2027 to 30 April 2027	Aeroplane Operator shall compile 2026 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report	RP-I
3.	30 April 2027	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2026 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4.	S-I
4.	1 May 2027 to 31 July 2027	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2026 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R
5.	30 June 2027	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2028 in accordance with Part II, Chapter 3, 3.1.3.	S-R
6.	31 July 2027	DGCA shall submit required information regarding CO2 emissions for 2026 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.	S-R
7.	1 August 2027	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2028 compliance year in accordance with Part II, Chapter 3, 3.1.1	S-R
8.	31 October 2027	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2026 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
9.	30 November 2027	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2026, in accordance with Part II, Chapter 3, 3.2. DGCA shall calculate and inform aeroplane operators of their total final offsetting requirements for the 2024 to 2026 period, in accordance with Part II, Chapter 3, 3.4.4. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7	S-R
10.	31 December 2027	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R
11.	1 January 2028 to 31 December 2028	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2 2.2, CO2 emissions for 2028 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.	S-I
12.	31 January 2028	or 60 days after DGCA informs aeroplane operators of their total final offsetting requirements for the 2024-2026 period, whichever date comes later	S-I

		Aeroplane Operator shall cancel emissions units for compliance during the 2024 to 2026 period in accordance with Part II, Chapter 4, 4.2.	
13.	7 February 2028	Aeroplane Operator shall request that their cancellation of Eligible Emissions Units for the 2024-2026 period is communicated on the respective Eligible Emissions Units Programme registry (or registries) public website(s) in accordance with Part II, Chapter 4, 4.2.2 b).	S-I
14.	1 December 2027 to 30 April 2028	Aeroplane Operator shall compile their Emissions Unit Cancellation Report covering the 2024-2026 period to be verified by a verification body, in accordance with Part II, Chapter 4, 4.4	S-I
15.	1 January 2028 to 30 April 2028	Aeroplane Operator shall compile 2027 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
16.	30 April 2028	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2027 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4. Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Unit Cancellation Report and associated Verification Report for the 2024-2026 compliance period to DGCA in accordance with Part II, Chapter 4, 4.4.1.4.	S-I
17.	1 May 2028 to 31 July 2028	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2027 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2. DGCA shall undertake an order of magnitude check of the verified Emissions Unit Cancellation Report for the 2024-2026 period in accordance with Part II, Chapter 4, 4.4.1.5.	S-R
18.	30 June 2028	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2028 in accordance with Part II, Chapter 3, 3.1.3.	S-R
19.	31 July 2028	DGCA shall submit required information regarding CO2 emissions for 2027 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2. DGCA shall report to ICAO the required information regarding emissions unit cancellation for the 2024-2026 period in accordance with Part II, Chapter 4, 4.3.2.	S-R
20.	1 August 2028	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2029 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
21.	31 October 2028	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2027 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R

22.	30 November 2028	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2027, in accordance with Part II, Chapter 3, 3.2. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7	S-R
23.	31 December 2028	DGCA should obtain and use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website	RP-R
24.	1 January 2029 to 31 December 2029	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO ₂ emissions for 2029 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.	S-I
25.	1 January 2029 to 30 April 2029	Aeroplane Operator shall compile 2028 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
26.		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
27.	30 April 2029	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2028 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4.	S-I
28.	1 May 2029 to 31 July 2029	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2028 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R
29.	30 June 2029	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2030 in accordance with Part II, Chapter 3, 3.1.3.	S-R
30.	31 July 2029	DGCA shall submit required information regarding CO ₂ emissions for 2028 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.	S-R
31.	1 August 2029	DGCA shall obtain and use the ICAO document entitled "CORSIA States for Chapter 3 State Pairs" applicable for the 2030 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
32.	31 October 2029	DGCA shall obtain and use the Sector's Growth Factor (SGF) for 2028 from the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)" in accordance with Part II, Chapter 3, 3.2.2.	S-R
33.	30 November 2029	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2028, in accordance with Part II, Chapter 3, 3.2. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	S-R

34.	31 December 2029	DGCA should obtain and use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R
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EM-54: If the Sector's Growth Factor (SGF) for 2026 is not available by 31 October 2027 and States are delayed in their ability to inform operators of their total final offsetting requirements for the 2024 to 2026 period, ICAO will publish updated deadlines related to the cancellation of emissions units for compliance during the 2024 to 2026 period, including: • no sooner than 90 days after the SGF for 2026 is made available for Aeroplane Operator to cancel emissions units for compliance during the 2024 to 2026 period in accordance with Part II, Chapter 4, 4.2; • no sooner than 180 days after the SGF for 2026 is made available for Aeroplane Operator and the verification body to both submit the verified Emissions Unit Cancellation Report and associated Verification Report for the 2024-2026 period to DGCA in accordance with Part II, Chapter 4, 4.4.1.4; and • no sooner than 270 days after the SGF for 2026 is made available for DGCA to report to ICAO the required information regarding emissions unit cancellation for the 2024-2026 period in accordance with Part II, Chapter 4, 4.3.2.

2.5.2030-2032 period

During the period of 2030-2032, aeroplane operators and States shall comply with the requirements according to the following timeline, where applicable:

Table 1-5: Details of compliance timeline for 2030-2032 period

	Timeline	Activity	Status
1.	1 January 2030 to 31 December 2030	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO ₂ emissions for 2030 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.	S-I
2.	1 January 2030 to 30 April 2030	Aeroplane Operator shall compile 2029 CO ₂ emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
3.	30 April 2030	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2029 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4.	S-I
4.	1 May 2030 to 31 July 2030	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2029 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R
5.	30 June 2030	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary	S-R

		participation in the applicability of Part II, Chapter 3 from 1 January 2031 in accordance with Part II, Chapter 3, 3.1.3.	
6.	31 July 2030	DGCA shall submit required information regarding CO ₂ emissions for 2029 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.	S-R
7.	1 August 2030	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2031 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
8.	31 October 2030	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2029 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
9.	30 November 2030	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2029, in accordance with Part II, Chapter 3, 3.2. DGCA shall calculate and inform aeroplane operators of their total final offsetting requirements for the 2027 to 2029 period, in accordance with Part II, Chapter 3, 3.4.4. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	S-R
10.	31 December 2030	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R
11.	1 January 2031 to 31 December 2031	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO ₂ emissions for 2031 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1	S-I
12.	31 January 2031	or 60 days after DGCA informs aeroplane operators of their total final offsetting requirements for the 2027-2029 period, whichever date comes later Aeroplane Operator shall cancel emissions units for compliance during the 2027 to 2029 period in accordance with Part II, Chapter 4, 4.2.	S-I
13.	7 February 2031	Aeroplane Operator shall request that their cancellation of Eligible Emissions Units for the 2027-2029 period is communicated on the respective Eligible Emissions Units Programme registry (or registries) public website(s) in accordance with Part II, Chapter 4, 4.2.2 b).	S-I
14.	1 December 2030 to 30 April 2031	Aeroplane Operator shall compile their Emissions Unit Cancellation Report covering the 2027-2029 period to be verified by a verification body, in accordance with Part II, Chapter 4, 4.4.	S-I
15.	1 January 2031 to 30 April 2031	Aeroplane Operator shall compile 2030 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	S-I
16.	30 April 2031	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator,	S-I

		the verified Emissions Report and associated Verification Report for 2030 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4. Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Unit Cancellation Report and associated Verification Report for the 2027-2029 period to DGCA in accordance with Part II, Chapter 4, 4.4.1.4.	
17.	1 May 2031 to 31 July 2031	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2030 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2. DGCA shall undertake an order of magnitude check of the verified Emissions Unit Cancellation Report for the 2027-2029 period in accordance with Part II, Chapter 4, 4.4.1.5.	S-R
18.	30 June 2031	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2032 in accordance with Part II, Chapter 3, 3.1.3.	S-R
19.	31 July 2031	DGCA shall submit required information regarding CO2 emissions for 2030 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2. DGCA shall report to ICAO the required information regarding emissions unit cancellation for the 2027-2029 period in accordance with Part II, Chapter 4, 4.3.2.	S-R
20.	1 August 2031	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2032 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
21.	31 October 2031	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2030 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
22.	30 November 2031	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2030, in accordance with Part II, Chapter 3, 3.2. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	S-R
23.	31 December 2031	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R
24.	1 January 2032 to 31 December 2032	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO2 emissions for 2032 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.	S-I
25.	1 January 2032 to 30 April 2032	Aeroplane Operator shall compile 2031 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I

		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	S-I
26.	30 April 2032	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2031 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4.	S-I
27.	1 May 2032 to 31 July 2032	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2031 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R
28.	30 June 2032	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2033 in accordance with Part II, Chapter 3, 3.1.3.	S-R
29.	31 July 2032	DGCA shall submit required information regarding CO ₂ emissions for 2031 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.	S-R
30.	1 August 2032	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2033 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
31.	31 October 2032	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2031 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
32.	30 November 2032	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2031, in accordance with Part II, Chapter 3, 3.2. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	S-R
33.	31 December 2032	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R

EM-55: If the Sector’s Growth Factor (SGF) for 2029 is not available by 31 October 2030 and States are delayed in their ability to inform operators of their total final offsetting requirements for the 2027 to 2029 period, ICAO will publish updated deadlines related to the cancellation of emissions units for compliance during the 2027 to 2029 period, including:

- no sooner than 90 days after the SGF for 2029 is made available for Aeroplane Operator to cancel emissions units for compliance during the 2027 to 2029 period in accordance with Part II, Chapter 4, 4.2;*
- no sooner than 180 days after the SGF for 2029 is made available for Aeroplane Operator and the verification body to both submit the verified Emissions Unit Cancellation Report and associated Verification Report for the 2027-2029 period to the State in accordance with Part II, Chapter 4, 4.4.1.4; and*
- no sooner than 270 days after the SGF for 2029 is made available for the State to report to ICAO the required information regarding emissions unit cancellation for the 2027-2029 period in accordance with Part II, Chapter 4, 4.3.2.*

2.6.2033-2035 period

During the period of 2033-2035, aeroplane operators and States shall comply with the requirements according to the following timeline, where applicable:

Table 1-6: Details of compliance timeline for 2033-2035 period

	Timeline	Activity	Status
1.	1 January 2033 to 31 December 2033	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO ₂ emissions for 2033 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.	S-I
2.	1 January 2033 to 30 April 2033	Aeroplane Operator shall compile 2032 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
3.	30 April 2033	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2032 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4.	S-I
4.	1 May 2033 to 31 July 2033	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2032 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2	S-R
5.	30 June 2033	DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2034 in accordance with Part II, Chapter 3, 3.1.3.	S-R
6.	31 July 2033	DGCA shall submit required information regarding CO ₂ emissions for 2032 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2	S-R
7.	1 August 2033	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2034 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
8.	31 October 2033	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2032 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
9.	30 November 2033	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2032, in accordance with Part II, Chapter 3, 3.2. DGCA shall calculate and inform aeroplane operators of their total final offsetting requirements for the 2030 to 2032 period, in accordance with Part II, Chapter 3, 3.4.4. State shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	S-R
10.	31 December 2033	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and DGCA to which they have been	RP-R

		attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	
11.	1 January 2034 to 31 December 2034	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO ₂ emissions for 2034 from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1	S-I
12.	31 January 2034	or 60 days after DGCA informs aeroplane operators of their total final offsetting requirements for the 2030-2032 period, whichever date comes later Aeroplane Operator shall cancel emissions units for compliance during the 2030 to 2032 period in accordance with Part II, Chapter 4, 4.2.	S-I
13.	7 February 2034	Aeroplane Operator shall request that their cancellation of Eligible Emissions Units for the 2030-2032 period is communicated on the respective Eligible Emissions Units Programme registry (or registries) public website(s) in accordance with Part II, Chapter 4, 4.2.2 b).	S-I
14.	1 December 2033 to 30 April 2034	Aeroplane Operator shall compile their Emissions Unit Cancellation Report covering the 2030-2032 period to be verified by a verification body, in accordance with Part II, Chapter 4, 4.4.	S-I
15.	1 January 2034 to 30 April 2034	Aeroplane Operator shall compile 2033 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
16.	30 April 2034	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2033 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4. Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Unit Cancellation Report and associated Verification Report for the 2030-2032 compliance period to DGCA in accordance with Part II, Chapter 4, 4.4.1.4.	S-I
17.	1 May 2034 to 31 July 2034	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2033 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2. DGCA shall undertake an order of magnitude check of the verified Emissions Unit Cancellation Report for the 2030-2032 period in accordance with Part II, Chapter 4, 4.4.1.5. 30 June 2034 DGCA shall notify ICAO of any change in its decision to voluntarily participate, or to discontinue the voluntary participation in the applicability of Part II, Chapter 3 from 1 January 2035 in accordance with Part II, Chapter 3, 3.1.3.	S-R
18.	31 July 2034	DGCA shall submit required information regarding CO ₂ emissions for 2033 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.	S-R

		DGCA shall report to ICAO the required information regarding emissions unit cancellation for the 2030-2032 period in accordance with Part II, Chapter 4, 4.3.2.	
19.	1 August 2034	DGCA shall obtain and use the ICAO document entitled “CORSIA States for Chapter 3 State Pairs” applicable for the 2035 compliance year in accordance with Part II, Chapter 3, 3.1.1.	S-R
20.	31 October 2034	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2033 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
21.	30 November 2034	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2033, in accordance with Part II, Chapter 3, 3.2. DGCA shall submit updates to the list of aeroplane operators that are attributed to it to ICAO in accordance with Part II, Chapter 1, 1.2.7, as well as updates to the list of verification bodies accredited in Sri Lanka in accordance with Part II, Chapter 1, 1.3.7.	S-R
22.	1 December 2034	DGCA should obtain and use the ICAO document entitled “CORSIA Aeroplane Operator to State Attributions” summarising a list of aeroplane operators and DGCA to which they have been attributed in accordance with Part II, Chapter 1, 1.2.3. The document is available on the ICAO CORSIA website.	RP-R
23.	1 January 2035 to 31 December 2035	Aeroplane Operator shall monitor, in accordance with Part II, Chapter 2, 2.2 CO2 emissions for 2035 for international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1.	S=I
24.	1 January 2035 to 30 April 2035	Aeroplane Operator shall compile 2034 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
25.	30 April 2035	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2034 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4.	S-I
26.	1 May 2035 to 31 July 2035	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2034 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R
27.	31 July 2035	DGCA shall submit required information regarding CO2 emissions for 2034 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.	S-R
28.	31 October 2035	DGCA shall obtain and use the Sector’s Growth Factor (SGF) for 2034 from the ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” in accordance with Part II, Chapter 3, 3.2.2.	S-R
29.	30 November 2035	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2034, in accordance with Part II, Chapter 3, 3.2.	S-R

To complete the period of 2033-2035, aeroplane operators and States shall comply with the requirements according to the following timeline, where applicable:

	Timeline	Activity	Status
1.	1 January 2036 to 30 April 2036	Aeroplane Operator shall compile 2035 emissions data to be verified by a verification body, in accordance with Part II, Chapter 2, 2.4.	S-I
		Aeroplane Operator should submit its Emissions Report for verification as soon as possible after completing its Emissions Report.	RP-I
2.	30 April 2036	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Report and associated Verification Report for 2035 to DGCA in accordance with Part II, Chapter 2, 2.4.1.4.	S-I
3.	1 May 2036 to 31 July 2036	DGCA shall conduct an order of magnitude check of the verified Emissions Report for 2035 in accordance with Part II, Chapter 2, 2.4.1.5, including any filling in of data gaps in case of non-reporting by aeroplane operators in accordance with Part II, Chapter 2, 2.5.2.	S-R
4.	31 July 2036	DGCA shall submit required information regarding CO2 emissions for 2035 to ICAO in accordance with Part II, Chapter 2, 2.3.2.2.	S-R
5.	31 October 2036	DGCA shall obtain and use the Sector's Growth Factor (SGF) for 2035 from the ICAO document entitled "CORSIA Annual Sector's Growth Factor (SGF)" in accordance with Part II, Chapter 3, 3.2.2.	S-R
6.	30 November 2036	DGCA shall calculate and inform aeroplane operators of their offsetting requirements for 2035, in accordance with Part II, Chapter 3, 3.2. DGCA shall calculate and inform aeroplane operators of their total final offsetting requirements for the 2033 to 2035 period, in accordance with Part II, Chapter 3, 3.4.4.	S-R
7.	31 January 2037	or 60 days after DGCA informs aeroplane Aeroplane Operator shall cancel emissions units for compliance during the 2033-2035 period in accordance with Part II, Chapter 4, 4.2. operators of their total final offsetting requirements for the 2033-2035 period, whichever date comes later	S-I
8.	7 February 2037	Aeroplane Operator shall request that their cancellation of Eligible Emissions Units for the 2033-2035 period is communicated on the respective Eligible Emissions Units Programme registry (or registries) public website(s) in accordance with Part II, Chapter 4, 4.2.2 b).	S-I
9.	1 December 2036 to 30 April 2037	Aeroplane Operator shall compile their Emissions Unit Cancellation Report covering the 2033-2035 period to be verified by a verification body, in accordance with Part II, Chapter 4, 4.4.	S-I
10.	30 April 2037	Aeroplane Operator and the verification body shall both independently submit, upon authorization by Aeroplane Operator, the verified Emissions Unit Cancellation Report and associated Verification Report for the 2033-2035 compliance period to DGCA in accordance with Part II, Chapter 4, 4.4.1.4.	S-I
11.	1 May 2037 to 31 July 2037	DGCA shall undertake an order of magnitude check of the verified Emissions Unit Cancellation Report for the 2033-2035 period in accordance with Part II, Chapter 4, 4.4.1.5.	S-R

12.	31 July 2037	DGCA shall report to ICAO the required information regarding emissions unit cancellation for the 2033-2035 period in accordance with Part II, Chapter 4, 4.3.2.	S-R
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EM56: If the Sector's Growth Factor (SGF) for 2035 is not available by 31 October 2036 and States are delayed in their ability to inform operators of their total final offsetting requirements for the 2033 to 2035 period, ICAO will publish updated deadlines related to the cancellation of emissions units for compliance during the 2033 to 2035 period, including:

- no sooner than 90 days after the SGF for 2035 is made available for Aeroplane Operator to cancel emissions units for compliance during the 2033 to 2035 period in accordance with Part II, Chapter 4, 4.2;*
- no sooner than 180 days after the SGF for 2035 is made available for Aeroplane Operator and the verification body to both submit the verified Emissions Unit Cancellation Report and associated Verification Report for the 2033-2035 period to the State in accordance with Part II, Chapter 4, 4.4.1.4; and*
- no sooner than 270 days after the SGF for 2035 is made available for the State to report to ICAO the required information regarding emissions unit cancellation for the 2033-2035 period in accordance with Part II, Chapter 4, 4.3.2.*

APPENDIX 2 - FUEL USE MONITORING METHODS

1.0 INTRODUCTION

EM-57: The procedures specified in this Appendix are concerned with the monitoring of fuel use by aeroplane operators. The methods proposed are representative of the most accurate established practices.

Any equivalent procedures to those contained in this Appendix shall only be allowed after prior application to and approval by DGCA (S-I).

2.0. FUEL USE MONITORING METHODS

2.1. Aeroplane Operator, with the exception of an aeroplane operator eligible to use the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT), shall choose from the following fuel use monitoring methods: (S-I)

- a) Method A;
- b) Method B;
- c) Block-off / Block-on;
- d) Fuel Uplift; or
- e) Fuel Allocation with Block Hour

2.2. Method A

EM :58 See Attachment C-1 for process diagram for monitoring fuel use by flight using Method A.

2.2.1. Aeroplane Operator shall use the following formula to compute fuel use according to Method A: (S-I)

$$FN = TN - (TN+1) + (UN+1)$$

where:

FN = Fuel used for the flight under consideration (=flight N) determined using Method A (in tonnes);

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

TN+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

UN+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).

EM59: See Part II, Chapter 2, 2.2.3.1 for requirements on fuel density values.

EM60: Fuel uplift UN+1 is determined by the measurement by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight; see Attachment C-2 for process diagram for collecting the required data to implement Method A.

EM61: 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 subsequent flight (i.e., flight N+1). This is of particular importance when a domestic flight is followed by an international flight, as defined in Part II, Chapter 1, 1.1.2, or vice versa. In order to avoid data gaps it is therefore recommended that the Block-on fuel or the amount of fuel in the tank after all fuel uplifts for a flight is always recorded on flights of aeroplanes which are used for international flights, as defined in Part II, Chapter 1, 1.1.2. For the same reasons, fuel uplift data for all flights of those aeroplanes should be collected, before deciding which flights are international.

2.2.2. For short term leasing where the previous or subsequent flight(s) (or both) is performed by another aeroplane operator, then the necessary data shall be acquired from the third party. When this information is not available, the use of Block-on or Block-off data is allowed.

2.2.3. Where no fuel uplift for the flight or subsequent flight takes place, the amount of fuel contained in aeroplane tanks (TN or TN+1) shall be determined at block-off for the flight or subsequent flight. In exceptional cases the variable TN+1 cannot be determined. This is the case when an aeroplane performs activities other than a flight, including undergoing major maintenance involving the emptying of the tanks, after the flight to be monitored. In such case Aeroplane Operator may substitute the quantity “TN+1 + UN+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. (S-I)

2.3. Method B

EM62: See Attachment C-3 for process diagram for monitoring fuel use by flight using Method B.

2.3.1. Aeroplane Operator shall use the following formula to compute fuel use according to Method B: (S-I)

$$FN = RN-1 - RN + UN$$

where:

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

RN-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);

RN = 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

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

EM63: See Part II, Chapter 2, 2.2.3.1 for requirements on fuel density values.

EM64: 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 for process diagram for collecting the required data to implement Method B.

EM65: 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, 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 aeroplane which are used for international flights, as defined in Part II, Chapter 1, 1.1.2. For the same reasons, fuel uplift data for all flights of those aeroplane should be collected, before deciding which flights are international.

2.3.2. For short term leasing where the previous or subsequent flight(s) (or both) is performed by another aeroplane operator, then the necessary data shall be acquired from the third party. When this information is not available, the use of Block-on or Block-off data is allowed.

2.3.3. 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), Aeroplane Operator may substitute the quantity RN-1 with the amount of fuel remaining in aeroplane tanks at the end of the previous activity of the aeroplane, as recorded by technical logs. (S-I)

2.4. Block-off / Block-on

EM66: See Attachment C-5 for process diagram for monitoring fuel use by flight using Method Block-off / Block-on, and Attachment C-6 for the process for collecting the required data to implement Method Block-off / Block-on.

2.4.1. Aeroplane Operator shall use the following formula to compute fuel use according to the Block-off / Block-on Method:

$$FN = TN - RN$$

where:

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

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

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

2.5.Fuel Uplift

EM67: See Attachment C-7 for process diagram for monitoring fuel use by flight using the Fuel Uplift Method.

- 2.5.1. For flights with a fuel uplift unless the subsequent flight has no uplift, Aeroplane Operator shall use the following formula to compute fuel use according to the Fuel Uplift Method: (S-I)

$$F_N = U_N$$

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).

EM68: See Part II, Chapter 2, 2.2.3.1 for requirements on fuel density values.

- 2.5.2. For flight(s) without a fuel uplift (i.e., flight N+1, ..., flight N+n), Aeroplane Operator shall use the following formula to allocate fuel use from the prior fuel uplift (i.e., from flight N) proportionally to block hour: (S-I)

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

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

...

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

where:

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

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

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

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

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

BHN+1 = Block hour for the subsequent flight (i.e., flight N+1) (in hours); and ...

BHN+n = Block hour for the follow-on flight (i.e., flight N+n) (in hours).

EM69: Fuel uplift is determined by the measurement by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight.

2.6. Fuel Allocation with Block Hour

EM70: See Attachment C-8 for process diagram for monitoring fuel use by flight using Fuel Allocation with Block Hour method.

2.7. Computation of average fuel burn ratios

2.7.1. For an aeroplane operator which can clearly distinguish between international and domestic fuel uplifts, Aeroplane Operator shall compute, for each aeroplane type, the average fuel burn ratios by summing up all actual fuel uplifts determined by using the Fuel Use Monitoring Method Fuel Uplift from international flights, as defined in Part II, Chapter 1, 1.1.2, divided by the sum of all actual block hours from international flights for a given year, as defined in Part II, Chapter 1, 1.1.2, according to the following formula: (S-I)

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

where:

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

UAO, AT, N = Fuel uplifted for the international flight N for aeroplane operator (AO) and aeroplane type (AT) determined using the Fuel Use Monitoring Method Fuel Uplift (in tonnes); and

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

2.7.2. For an aeroplane operator which cannot clearly distinguish between international and domestic fuel uplifts, Aeroplane Operator shall compute, for each aeroplane type, the average fuel burn ratios by summing up all actual fuel uplifts from international and domestic flights divided by the sum of all actual block hours from these flights for a given year, according to the following formula: (S-I)

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

where:

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

UAO, 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); and

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

- 2.7.3. An aeroplane operator specific average fuel burn ratios shall be calculated on a yearly basis by using the yearly data from the actual reporting year. The average fuel burn ratios shall be reported, for each aeroplane type, in Aeroplane Operator's Emissions Report. (S-I)

EM71: See Part II, Chapter 2, 2.2.3.1 for requirements on fuel density values.

EM72: Aeroplane types are contained in Doc 8643 — Aircraft Type Designators.

2.8.Computation of fuel use for individual flights

- 2.8.1. Aeroplane Operator shall compute the fuel consumption for each international flight by multiplying Aeroplane Operator specific average fuel burn ratios with the flight's block hour according to the following formula: (S-I)

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

where:

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

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

BHAO, AT, N = Block hour for the international flight under consideration (=flight N) for aeroplane operator (AO) and aeroplane type (AT) (in hours).

EM73: Fuel uplift is determined by the measurement by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight.

EM74: The Verification Report of the external verification body includes an assessment of Aeroplane Operator specific average fuel burn ratio per ICAO aircraft type designator used.

EM75: Average fuel burn ratio (AFBR) based on all flights for a reporting year and rounded to at least three decimal places.

APPENDIX 3 - CO₂ EMISSIONS ESTIMATION AND REPORTING METHODS AND TOOLS

1.0. INTRODUCTION

EM76: The procedures specified in this Appendix 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.

EM77: The ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) can be obtained from the ICAO document entitled "ICAO CORSIA CO₂ Estimation and Reporting Tool" for use in a given year. The CERT can be found on the ICAO CORSIA website.

2. ICAO CORSIA CO₂ ESTIMATION AND REPORTING TOOL (CERT)

2.1. Use of the ICAO CORSIA CERT for complying with monitoring and reporting requirements

EM78: The ICAO CORSIA CERT is developed for and made available to aeroplane operators to support the monitoring and reporting of their CO₂ emissions. The CERT supports aeroplane operators in fulfilling their monitoring and reporting requirements by populating the standardized Emissions Monitoring Plan and Emissions Report templates 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). This support includes:

- a) assessing its eligibility to use the CERT, as defined in Appendix 3, in support of their Emissions Monitoring Plan (e.g., CO₂ emissions threshold requirements);*
- b) assessing whether or not it is within the applicability scope of Part II, Chapter 2 MRV requirements; and*
- c) filling any CO₂ emissions data gaps.*

EM79: The ICAO CORSIA CERT is also made available to States to support order of magnitude checks and fill any CO₂ emissions data gaps as described in Part II, Chapter 2, 2.5.2.1.

2.1.1. Aeroplane Operator shall use the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) according to the eligibility criteria as described in Part II, Chapter 2 and upon approval by DGCA (S-I).

2.1.2. Aeroplane Operator shall use either the (1) Block Time input method or (2) the Great Circle Distance input method to enter the necessary information into the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) (S-I)

2.1.3. Aeroplane Operator approved to use the Block Time input method shall collect the following data and shall enter it into the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) to estimate its CO₂ emissions during the compliance year: (S-I)

- a) ICAO aircraft type - model designator;
- b) Origin aerodrome ICAO Designator;
- c) Destination aerodrome ICAO Designator;
- d) Block time (in hours);
- e) Number of flights;
- f) Date (optional); and
- g) Flight ID (optional).

2.1.4. Aeroplane Operator approved to use the Great Circle Distance input method shall collect the following data and shall enter it into the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) to estimate its CO₂ emissions during the compliance year: (S-I)

- a) ICAO aircraft model - type designator;
- b) Origin aerodrome;
- c) Destination aerodrome;
- d) Number of flights;
- e) Date (optional); and
- f) Flight ID (optional).

EM79: The ICAO aircraft type - model designators are contained in Doc 8643 — Aircraft Type Designators.

EM80: The origin aerodrome and destination aerodrome designators are contained in Doc 7910 — Location Indicators.

EM81: The ICAO CORSIA CERT will automatically compute Great Circle Distance based on the origin aerodrome and destination aerodrome.

2.2. Collection of data to develop and maintain the ICAO CO₂ estimation module used within the ICAO CORSIA CERT

2.2.1. DGCA should contribute to improving the ICAO CO₂ estimation module used within the ICAO CORSIA CERT by collecting flight level fuel burn data from aeroplane operators who are willing to share this information. Aeroplane operator data should include: (RP-R)

- a) Date and time (in Universal Time Coordinated);
- b) ICAO aircraft type - model designator;
- c) Origin aerodrome ICAO Designator;
- d) Destination aerodrome ICAO Designator;
- e) Block hour (in hours to 2 decimal places);
- f) Fuel used (in tonnes to at least 1 decimal place) based on a Fuel Use Monitoring Method as described in Appendix 2;
- g) Type of Fuel Use Monitoring Method used;
- h) Aircraft maximum certificated take-off mass (in kg); and
- i) Flight Great Circle Distance (in km).

2.2.2. DGCA should share data with ICAO for continuous improvement of the ICAO CO₂ estimation module used within the ICAO CORSIA CERT. If a State shares data, then this will include: (RP-R)

- a) Date and time (in Universal Time Coordinated);
- b) Generic code to de-identify aeroplane operator information and allow integration of information;
- c) ICAO aircraft type - model designator;
- d) Flight Great Circle Distance (in km);
- e) Block hour (in hours to 2 decimal places);
- f) Fuel used (in tonnes to at least 1 decimal place based on a fuel use monitoring method as described in Appendix 2; and
- g) Type of Fuel Use Monitoring Method used.

2.2.3. DGCA shall anonymize Aeroplane Operator data shared with ICAO under 2.2.2, if data is shared as per 2.2.2. (S-R)

APPENDIX 4 - EMISSIONS MONITORING PLANS

1.0.INTRODUCTION

The Emissions Monitoring Plan of an aeroplane operator shall contain the information listed in Section 2 of this Appendix. (S-I)

2.0.CONTENT OF EMISSIONS MONITORING PLANS

EM82: 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).

2.1.Aeroplane operator identification

2.1.1. Name and address of Aeroplane Operator with legal responsibility.

2.1.2. Information for attributing Aeroplane Operator to a State:

- a) **ICAO Designator:** ICAO Designator(s) used for air traffic control purposes, as listed in Doc 8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.
- b) **Air operator certificate:** If Aeroplane Operator does not have an ICAO Designator, then a copy of the air operator certificate.
- c) **Place of juridical registration:** If Aeroplane Operator does not have an ICAO Designator or an air operator certificate, then Aeroplane Operator's place of juridical registration.

2.1.3. Details of ownership structure relative to any other aeroplane operators with international flights, as defined in Part II, Chapter 1, 1.1.2, including identification of whether Aeroplane Operator is a parent company to other aeroplane operators with international flights, as defined in Part II, Chapter 1, 1.1.2, a subsidiary of another aeroplane operator(s) with international flights, as defined in Part II, Chapter 1, 1.1.2, and/or has a parent and or subsidiaries that are aeroplane operators with international flights, as defined in Part II, Chapter 1, 1.1.2.

2.1.4. If Aeroplane Operator in a parent-subsidiary relationship seeks to be considered a single aeroplane operator for purposes of this Volume, then confirmation shall be provided that the parent and subsidiary(ies) are attributed to the same State and that the subsidiary(ies) are wholly-owned by the parent.

2.1.5. Contact information for the person within Aeroplane Operator's company who is responsible for the Emissions Monitoring Plan.

2.1.6. Description of Aeroplane Operator's activities (e.g. scheduled/non-scheduled, passenger/cargo/executive, and geographic scope of operations).

2.2.Fleet and operations data

2.2.1. List of the aeroplane types and type of fuel (e.g. Jet-A, Jet-A1, TS-1, No 3 Jet fuel, Jet-B, AvGas) used in aeroplanes operated for international flights, as defined in Part II, Chapter 1, 1.1.2, at the time of submission of the Emissions Monitoring Plan, recognizing that there may be changes over time. The list shall include: (S-I)

- a) Aeroplane types with a maximum certificated take-off mass of 5 700 kg or greater and the number of aeroplane per type, including owned and leased aeroplanes; and

EM 83: Aeroplane types are contained in Doc 8643 — Aircraft Type Designators.

EM 84: Aeroplane Operator using the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) could use the functionality of the CERT to identify applicable aeroplane types.

- b) Type of fuel(s) used by the aeroplanes (e.g., Jet-A, Jet-A1, TS-1, No 3 Jet fuel, Jet-B, AvGas).

EM85: Aeroplane Operator using the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) does not need to specify the type of fuel used by aeroplanes.

2.2.2. Information used for attributing international flights, as defined in Part II, Chapter 1, 1.1.2, to Aeroplane Operator: (S-I)

- a) ICAO Designator: List of the ICAO Designator(s) used in Item 7 of Aeroplane Operator's flight plans.
- b) Registration marks: If Aeroplane Operator does not have an ICAO Designator, then a list of the nationality or common mark, and registration mark of aeroplanes that are explicitly stated in the air operator certificate (or equivalent) and used in Item 7 of Aeroplane Operator's flight plans.

2.2.3. Procedures on how changes in the aeroplane fleet and fuel used will be tracked, and subsequently integrated in the Emissions Monitoring Plan. (S-I)

2.2.4. Procedures on how the specific flights of an aeroplane will be tracked to ensure completeness of monitoring. (S-I)

2.2.5. Procedures for determining which aeroplane flights meet the definition of international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1, and are therefore subject to the Part II, Chapter 2 requirements. (S-I)

EM86: Aeroplane Operator using the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) could use the functionality of the CERT to identify international flights, as defined in Part II, Chapter 1, 1.1.2, as long as all flights (i.e., domestic and international) conducted during the reporting year are entered as input into the tool.

2.2.6. List of States to where Aeroplane Operator operates international flights, as defined in Part II, Chapter 1, 1.1.2, at the time of initial submission of the Emissions Monitoring Plan. (S-I)

EM87: Aeroplane Operator using the estimation functionality of the ICAO CORSIA CO₂ Estimation and Reporting Tool (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.

- 2.2.7. Procedures for determining which international aeroplane flights are subject to Part II, Chapter 3 requirements. (S-I)

EM88: Aeroplane Operator using the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) could use the functionality of the CERT to identify flights subject to offsetting requirements in accordance with Part II, Chapter 3, 3.1 in a given year of compliance as long as Aeroplane Operator uses the correct version (i.e., year of compliance) of the CERT.

- 2.2.8. Procedures for identifying domestic flights and/or humanitarian, medical or firefighting international flights, as defined in Part II, Chapter 1, 1.1.2, that would not be subject to Part II, Chapter 2 requirements. (S-I)

2.3.Methods and means of calculating emissions from international flights

- 2.3.1. Methods and means for establishing the average emissions during the 2019-2020 period. (S-I)

2.3.1.1.If Aeroplane Operator meets the eligibility criteria in Part II, Chapter 2, 2.2.1.2.2 and chooses to use the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) as described in Appendix 3, then the following information shall be provided: (S-I)

- a) An estimate of CO₂ emissions for all international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1, for 2019 with supporting information on how the estimation was calculated.
- b) The type of input method used in the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT):
 - Great Circle Distance input method; or
 - Block Time input method.

EM89: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).

2.3.1.2.If Aeroplane Operator meets the eligibility criteria in Part II, Chapter 2, 2.2.1.2.1, or chooses to use a Fuel Use Monitoring method as described in Appendix 2, then the following information shall be provided: (S-I)

- a) The Fuel Use Monitoring Method that will be used:
 - Method A;
 - Method B;
 - Block-off / Block-on;
 - Fuel Uplift; or
 - Fuel Allocation with Block Hour.
- b) If different Fuel Use Monitoring Methods are to be used for different Aeroplane types, then Aeroplane Operator shall specify which method applies to which Aeroplane type;

- c) Information on the procedures for determining and recording fuel density values (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 aeroplane. If Aeroplane Operator has chosen the Fuel Allocation with Block Hour method, information shall be provided on the systems and procedures used to establish the average fuel burn ratios as described in Appendix 2.

2.3.1.3.If Aeroplane Operator is in a parent-subsidary relationship and seeks to be considered as a single aeroplane operator for purposes of this Volume, then it shall provide the procedures that will be used for maintaining records of fuel used and emissions monitored during the 2019-2020 period of the various corporate entities. This shall be used to establish individual average emissions during the 2019-2020 period for the parent and subsidiary (or subsidiaries). (S-I)

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

2.3.2.1.If Aeroplane Operator has international flights, as defined in Part II, Chapter 1, 1.1.2, but these are not subject to offsetting requirements as defined in Part II, Chapter 3, 3.1, then it shall confirm whether it plans to use the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) as described in Appendix 3 or the Fuel Use Monitoring Methods as described in Appendix 2. (S-I)

2.3.2.2.If Aeroplane Operator meets the eligibility criteria in Part II, Chapter 2, 2.2.1.3.2, and it chooses to use the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT) as described in Appendix 3, then the following information shall be provided: (S-I)

- a) An estimate of CO₂ emissions for all international flights, as defined in Part II, Chapter 1, 1.1.2, subject to offsetting requirements, as defined in Part II, Chapter 3, for the year before the emissions monitoring is to occur (for example, 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.
- b) The type of input method used in the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT):
 - Great Circle Distance input method; or
 - Block Time input method.

2.3.2.3. If Aeroplane Operator meets the eligibility criteria in Part II, Chapter 2, 2.2.1.3.1, or chooses to use a Fuel Use Monitoring method as described in Appendix 2, then the following information shall be provided: (S-I)

- a) The Fuel Use Monitoring Method that will be used:
 - Method A;
 - Method B;
 - Block-off / Block-on;
 - Fuel Uplift; or
 - Fuel Allocation with Block Hour.
- b) If different Fuel Use Monitoring Methods are to be used for different aeroplane types, then Aeroplane Operator shall specify which method applies to which aeroplane type;

- c) Information on the procedures for determining and recording fuel density values (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 aeroplane. If Aeroplane Operator has chosen the Fuel Allocation with Block Hour method, information shall be provided on the systems and procedures used to establish the average fuel burn ratios as described in Appendix 2.

2.3.2.4. If Aeroplane Operator is using a Fuel Use Monitoring Method, as defined in Appendix 2, it shall state whether it plans to use the ICAO CORSIA CERT for international flights, as defined in Part II, Chapter 1, 1.1.2, that are subject to emissions monitoring but not offsetting requirements. If so, Aeroplane Operators shall also state which input method into the ICAO CORSIA CERT is being used (i.e., Great Circle Distance input method, or Block Time input method). (S-I)

2.4. Data management, data flow and control

2.4.1. Aeroplane Operator shall provide the following information: (S-I)

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

APPENDIX 5 - REPORTING

1.0.INTRODUCTION

EM90: The procedures specified in this Appendix are concerned with the reporting requirements under Part II of this Volume.

4.7. Unless otherwise stated, fuel use and CO₂ emissions shall be reported to the nearest tonne. (S-I)

2.0.CONTENT OF EMISSIONS REPORT FROM AEROPLANE OPERATOR TO DGCA

EM91: The template of an Emissions Report (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).

Table 5-1: Content of aeroplane operator Emissions Report

Field #	Data Field	Details
Field 1	Aeroplane operator information	1.a Name of aeroplane operator 1.b Address of aeroplane operator 1.c Contact information for the person within the aeroplane operator's company who is responsible for the Emissions Monitoring Plan 1.d Method and identifier used to attribute an aeroplane operator to a State in accordance with Part II, Chapter 1, 1.2.4 1.e State
Field 2	Reference details of aeroplane operator Emissions Monitoring Plan	2 Reference to the Emissions Monitoring Plan that is the basis for emissions monitoring that year Note. - State may require providing reference to updated Emissions Monitoring Plan, if applicable.
Field 3	Information to identify the verification body and Verification Report	3.a Name and contact information of the verification body 3.b Name and contact information of the National accreditation body Note:- Verification Report to be a separate report from airplane operator's Emissions Report.
Field 4	Reporting year	4. a Year during which emissions were monitored 4. b Date on which Emissions Report was compiled 4. c Versions of the Emissions Report
Field 5	Fuel Use Monitoring Method	5.a Indicate whether the aeroplane operator used ICAO CORSIA CO ₂ Emissions and Reporting Tool (CERT). 5. b Indicate whether the aeroplane operator used the Fuel Allocation with Block Hour method during the reporting year.
Field 6	Type and mass of fuel(s) used	6.a Total fuel mass per type of fuel: • Jet-A (in tonnes)

		<ul style="list-style-type: none"> • Jet-A1 (in tonnes) • TS-1(in tonnes) • No.3 Jet fuel (in tonnes) • Jet-B (in tonnes) • AvGas (in tonnes) <p>Note 1. – Above totals to include CORSIA eligible fuels.</p> <p>Note 2.- The aeroplane operator using the ICAO CORSIA CERT, as described in Appendix 3, does not need to report Field 6</p>
Field 7	Fuel density	7.a Specify whether standard and/ or actual fuel density was used to determine the fuel uplift in the reporting year.
Field 8	Total number of international flights during the reporting period	6.a Total number of international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1, during the reporting period Note. - Total (sum of values from Field 9)
Field 9	Number of international flights per State pair or aerodrome pair	7.a Number of international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1, per State pair (no rounding); or 7.b Number of international flights, as defined in Part II, Chapter 1, 1.1.2 per aerodrome pair (no rounding).
Field 10	CO2 emissions per aerodrome pair or State pair	8.a CO2 emissions from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1 per State pair (in tonnes); or 8.b CO2 emissions from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1 per aerodrome pair (in tonnes).
Field 11	Scale of data gaps	9.a Per cent of data gaps (according to criteria defined in Part II, Chapter 2, 2.5.1 and rounded to the nearest 0.1%) 9.b Reas on for data gaps if per cent of data gaps exceeds the threshold defined in Part II, Chapter 2, 2.5.1
Field 12	Aeroplane information	10.a List of aeroplane types 10.b Aeroplane identifiers used in flight plans' Item 7 during the year for all international flights, as defined in Part II, Chapter 1, 1.1.2. Where the identifier is based on an ICAO Designator, only the ICAO Designator is to be reported 10.c Information on leased aeroplanes 10.d Average fuel burn ratio (AFBR) for each aeroplane type under 10.a in line with Doc 8643 — Aircraft Type Designator (in tonnes per hour to 3 decimal places) Note: - 10.d is only required if the aeroplane operator is using the Fuel Allocation with Block Hour method, as defined in Appendix 2.
Field 13	Eligibility for and use of the ICAO CORSIA CO2 Estimation and Reporting Tool	11.a Version of the ICAO CORSIA CERT used 11.b Scope of use of the ICAO CORSIA CERT i.e., on all flights or only on the international

	(CERT) as per Part II, Chapter 2, 2.2.1	flights, as defined in Part II, Chapter 1, 1.1.2, not subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1
Field 14 Note.- If emissions reductions from the use of CORSIA eligible fuel are claimed, see Table A5-2 for supplementary information that is to be provided with the aeroplane operator's Emissions Report.	CORSIA eligible fuel claimed	12.a Fuel type (i.e., type of fuel, feedstock and conversion process) 12.b Total mass of the neat CORSIA eligible fuel claimed (in tonnes) per fuel type
	Emissions information (per fuel type)	12.c Approved Life Cycle Emissions values 12.d Emissions reductions claimed from a CORSIA eligible fuel (as calculated in accordance with equations described in Part II, Chapter 3, 3.3 and reported in tonnes)
	Emissions reductions (total)	12.e Total emissions reductions claimed from the use of all CORSIA eligible fuels (in tonnes) Note. – During the 2019-2020 period, fields 12.a to 12.e are not required as the applicability of Part II, Chapter 3 starts on 1 January 2021 i.e., there are no offsetting requirements and no emissions reductions from the use of CORSIA eligible fuels during the 2019-2020 period.
Field 15	Total CO ₂ emissions	13.a Total CO ₂ emissions (based on total mass of fuel in tonnes from Field 5 and reported in tonnes) 13.b Total CO ₂ emissions from flights subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1 (in tonnes) 13.c Total CO ₂ emissions from international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1 and that are not subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1 (in tonnes) Note. – During the 2019-2020 period, only fields 13.a is required as the applicability of Part II, Chapter 3 starts on 1 January 2021 i.e., there are no State pairs subject to offsetting requirements during the 2019-2020 period. Note. — The State may expand on this list to include additional or more detailed data from aeroplane operators registered in their State.

EM92 - The template of a CORSIA eligible fuels supplementary information to the Emissions Report (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).

Table 5-2: Supplementary information to an aeroplane operator's emissions reductions from the use of each CORSIA eligible fuel being claimed

Field #	Data Field	Details
Field 1	Aeroplane operator information and reporting information	1.a Name of the aeroplane operator 1.b Address of aeroplane operator 1.c Reporting Year
Field 2	Purchase date of the neat CORSIA eligible fuel	
Field 3	Identification of the producer of the neat CORSIA eligible fuel	3.a Name of producer of the neat CORSIA eligible fuel 3.b. Address of the producer of the neat CORSIA eligible fuel
Field 4	Fuel Production	4.a Production date of the neat CORSIA eligible fuel 4.b Production location of the neat CORSIA eligible fuel 4.c. Batch identification number of each batch of neat CORSIA eligible fuel 4.d Mass of each batch of neat CORSIA eligible fuel produced
Field 5	Fuel type	5.a Type of fuel (i.e., Jet-A, Jet-A1, TS-1, No.3 Jet fuel, Jet-B, AvGas) 5.b Feedstock used to create the neat CORSIA eligible fuel 5.c Conversion process used to create the neat CORSIA eligible fuel
Field 6	Fuel Purchased	6.a Proportion of neat CORSIA eligible fuel batch purchased (rounded to the nearest %) Note. - If less than an entire batch of CORSIA eligible fuel is purchased. 6.b Total mass of each batch of neat CORSIA eligible fuel purchased (in tonnes) 6.c Mass of neat CORSIA eligible fuel purchased (in tonnes) Note. — Field 5.c is equal to the total for all batches of CORSIA eligible fuels reported in Field 5.b.
Field 7	Evidence that fuel satisfies the CORSIA Sustainability Criteria	i.e., valid sustainability certification document
Field 8	Life cycle emissions values of the CORSIA eligible fuel	8.a Default or Actual Life Cycle Emissions Value (Lcef) for given

		<p>CORSIA eligible fuel f, which is equal to the sum of 8.b and 8.c (in gCO₂e/MJ rounded to the nearest whole number)</p> <p>8.b Default or Actual Core Life Cycle Assessment (LCA) value for given CORSIA eligible fuel f (in gCO₂e/MJ rounded to the nearest whole number)</p> <p>8.c Default Induced Land Use Change (ILUC) value for given CORSIA eligible fuel f (in gCO₂e/MJ rounded to the nearest whole number)</p>
Field 9	Intermediate purchaser	<p>9.a Name of the intermediate purchaser</p> <p>9.b Address of the intermediate purchaser</p> <p>Note. — 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 (e.g., 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.</p>
Field 10	Party responsible for shipping of the neat CORSIA eligible fuel to the fuel blender	<p>10.a Name of party responsible for shipping of the neat CORSIA eligible fuel to the fuel blender</p> <p>10.b Address of party responsible for shipping of the neat CORSIA eligible fuel to the fuel blender</p>
Field 11	Fuel Blender	<p>11.a Name of the party responsible for blending neat CORSIA eligible fuel with aviation fuel</p> <p>11.b Address of the party responsible for blending neat CORSIA eligible fuel with aviation fuel</p>
Field 12	Location where neat CORSIA eligible fuel is blended with aviation fuel	

Field 13	Date the neat CORSIA eligible fuel was received by blender	
Field 14	Mass of neat CORSIA eligible fuel received (in tonnes)	Note. - This number may differ from the number in Field 5.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).
Field 15	Blend ratio of neat CORSIA eligible fuel and aviation fuel (rounded to the nearest %)	
Field 16	Documentation demonstrating that the batch or batches of neat CORSIA eligible fuel were blended into aviation fuel (e.g., the subsequent Certificate of Analysis of the blended fuel)	
Field 17	Mass of neat CORSIA eligible fuel claimed (in tonnes)	Note. - This number may differ from the number in Field 5.c in cases where only a portion of a batch or batches are claimed by the aeroplane operator.

3.0.CONTENT OF EMISSIONS REPORT FROM STATE TO ICAO

3.1.List of aeroplane operators attributed to the State and verification

Table 5-3: State Report of aeroplane operators attributed to the State and verification bodies accredited on the State

Field #	Data Field	Details
Field 1	List of aeroplane operators attributed to the State	1.a Name of aeroplane operator 1.b Address of aeroplane operator 1.c Method and identifier used to attribute aeroplane operator to a State in accordance with Part II, Chapter 1, 1.2.4
Field 2	List of verification bodies accredited in the State (for a given year of compliance)	2.a State

		2.b Name of verification body and accreditation certificate number 2.c State of verification body registration 2.d. Copy of accreditation certificate or weblink to online certificate 2.e Weblink to main national accreditation body website
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EM93 - Information on the following fields can be found in the ICAO document entitled “CORSIA Central Registry (CCR): Information and Data for Transparency” that is available from the ICAO CORSIA website:

- *List of aeroplane operator attributed to the State; and*
- *List of verification bodies accredited in each State.*

3.2.Emission report from State to the ICAO

Table 5-4: Emissions Report from a State to ICAO for 2019 and 2020

Field #	Data Field	Details
Field 1	Total annual CO ₂ emissions per State pair aggregated for all aeroplane operators attributed to the State (in tonnes)	Note. – Include emissions from CORSIA eligible fuels, calculated using fuel conversion factor(s) from corresponding aviation fuels, in accordance with Part II, Chapter 2, 2.2.3.3.

Table 5-5: Emissions Report from a State to ICAO annually after 2021

Field #	Data Field	Details
Field 1	Total annual CO ₂ emissions on each State pair aggregated for all aeroplane operators attributed to the State	1.a Total annual CO ₂ emissions on each State pair subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1, aggregated for all aeroplane operators attributed to the State (in tonnes) 1.b Total annual CO ₂ emissions on each State pair not subject to offsetting requirements, as defined in Part II, Chapter 3,

		3.1, aggregated for all aeroplane operators attributed to the State (in tonnes)
Field 2	Total annual CO ₂ emissions for each aeroplane operator attributed to the State	2.a Total annual CO ₂ emissions for each aeroplane operator attributed to the State (in tonnes) 2.b Indicate whether the ICAO CORSIA CO ₂ Estimation and Reporting Tool (CERT), as defined in Appendix 3 is used
Field 3	Total aggregated annual CO ₂ emissions for all State pairs subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1, for each aeroplane operator attributed to the State (in tonnes)	
Field 4	Total aggregated annual CO ₂ emissions for all State pairs not subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1 for each aeroplane operator attributed to the State (in tonnes)	

EM 94– Information on the following fields can be found in the ICAO document entitled “CORSIA Central Registry (CCR): Information and Data for Transparency” that is available from the ICAO CORSIA website:

- a) Total average CO₂ emissions for 2019 and 2020 aggregated for all aeroplane operators on each State pair;*
- b) Total annual CO₂ emissions aggregated for all aeroplane operators on each State pair (with identification of State pairs subject to offsetting requirements i.e., Part II, Chapter 3 in a given year) (Field 1); and*
- c) For each aeroplane operator:*
 - o Aeroplane operator name;*
 - o State in which aeroplane operator is attributed;*
 - o Reporting year; o Total annual CO₂ emissions (Field 2);*
 - o Total aggregated annual CO₂ emissions for all State pairs subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1 (Field 3); and*
 - o Total aggregated annual CO₂ emissions for all State pairs not subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1 (Field 4).*

EM95- Where CO₂ emissions are based on the ICAO CORSIA CO₂ Estimation and Reporting Tool as described in Appendix 3, this will be indicated.

EM96– All data recognized as confidential in accordance with Part II, Chapter 2, 2.3.1.6 will be aggregated and published by ICAO without attribution to a specific aeroplane operator. All data recognized as confidential in accordance with Part II, Chapter 2, 2.3.1.7 will be aggregated and published by ICAO without attribution to specific State pair, but with distinction between State pairs subject to offsetting requirements, as defined in Part II, Chapter 3, 3.1 and those not subject to offsetting requirements.

3.3.Use of CORSIA eligible fuels

Table 5-6: CORSIA eligible fuels supplementary information to the Emissions Report from a State to ICAO

Field#	Data Field	Details	Notes
Field 1	Production	1.a Production year of CORSIA eligible fuel claimed 1.b Producer of CORSIA eligible fuel 1.c Production location of the neat CORSIA eligible fuel	
Field 2	Batch of CORSIA eligible fuel	2.a Batch number(s) of each CORSIA eligible fuel claimed 2.b Total mass of each batch of CORSIA eligible fuel claimed (in tonnes)	
Field 3	CORSIA eligible fuel claimed	3.a Fuel types (i.e., type of fuel, feedstock and conversion process) 3.b Total mass of the neat CORSIA eligible fuel (in tonnes) per fuel type being claimed by all the aeroplane operators attributed to the State 3.c Default or Actual Life Cycle Emissions Value (Lcef) for given	This would provide a total mass for each fuel type being claimed by all aeroplane operators attributed to the State.

		CORSIA eligible fuel	
Field 4	Emissions information (per fuel type)	4. Total emissions reductions claimed from the use of a CORSIA eligible fuel (in tonnes)	
Field 5	Emissions reductions (total)	5. Total emissions reductions claimed by all aeroplane operators attributed to the State from the use of all CORSIA eligible fuel use (in tonnes)	

EM 97 – In order to avoid double claiming of CORSIA eligible fuels, information on the following fields can be found in the ICAO document entitled “CORSIA Central Registry (CCR): Information and Data for Transparency” that is available from the ICAO CORSIA website:

- a) Production year of the CORSIA eligible fuel claimed;*
- b) Producer of the CORSIA eligible fuel claimed;*
- c) Production location of the neat CORSIA eligible fuel*
- d) Type of fuel, feedstock and conversion process for each CORSIA eligible fuel claimed;*
- e) Default or Actual Life Cycle Emissions Value (Lcef) for given CORSIA eligible fuel (in gCO₂e/MJ rounded to the nearest whole number)*
- f) Batch number(s) of each CORSIA eligible fuel claimed; and*
- g) Total mass of each batch of CORSIA eligible fuel claimed.*

4.0.CONTENTS OF EMISSIONS UNIT CANCELLATION REPORT FROM AEROPLANE OPERATOR TO STATE

Table 5-7: Emissions Unit Cancellation Report from aeroplane operator to State

Field #	Data Field	Details
Field 1	Aeroplane operator information	1.a Name of aeroplane operator 1.b Address of aeroplane operator 1.c Contact information for the person within the aeroplane operators’s company who is responsible for the Emissions Unit Cancellation Report 1.d Unique identifier by which an aeroplane operator is attributed to a State, in accordance with Part II, Chapter 1, 1.2.4 1.e State

Field 2	Compliance period years reported	2. Year(s) in the reported compliance period for which offsetting requirements are reconciled in this report
Field 3	Aeroplane operator's total final offsetting requirements	3. Aeroplane operator's total final offsetting requirements (in tonnes), as informed by the State
Field 4	Total quantity of emissions units cancelled	4. Total quantity of emissions units cancelled to reconcile the total final offsetting requirements in Field 3
Field 5	Consolidated identifying information for cancelled emissions units	<p>For each batch of cancelled emissions units (batch defined as a contiguous quantity of serialized emissions units), identify the following:</p> <p>5.a Quantity of emissions units cancelled;</p> <p>5.b Start of serial numbers;</p> <p>5.c End of serial numbers;</p> <p>5.d Date of cancellation;</p> <p>5.e CORSIA Eligible Emissions Unit Programme;</p> <p>5.f Unit type;</p> <p>5.g Host country;</p> <p>5.h Methodology⁷;</p> <p>5.i Demonstration of unit date eligibility;</p> <p>5.j Programme-designated registry name;</p> <p>5.k Unique identifier for registry account to which the batch was cancelled;</p> <p>5.l Aeroplane operator in whose name the unit was cancelled; and</p> <p>5.m The unique identifier for the registry account from which the cancellation was initiated.</p>

5.0.CONTENT OF EMISSIONS UNIT CANCELTION REPORT FROM STATE TO ICAO

Table 5-8: Content of Emissions Unit Cancellation Report from State to ICAO

Field #	Data Field	Details
Field 1	Aeroplane operators attributed to the State	1.a Aeroplane operators attributed to the State with offsetting requirements in the reported compliance period
Field 2	Compliance period years reported	2. Year(s) in the reported compliance period for which offsetting requirements are reconciled in the report
Field 3	Total final offsetting requirements	3. Total aggregated aeroplane operators' final offsetting requirements (in tonnes), as informed by the State
Field 4	Total quantity of emissions units cancelled	4. Total aggregated quantity of emissions units cancelled to reconcile the total final offsetting requirements in Field 3
Field 5	Consolidated identifying information for cancelled emission units	For each batch of cancelled emissions units (batch defined as a contiguous quantity of serialized emissions units), identify the following: 5.a Quantity of emissions units cancelled; 5.b Start of serial numbers; 5.c End of serial numbers; 5.d Date of cancellation; 5.e CORSIA eligible emissions unit programme; 5.f Unit type; 5.g Host country; 5.h Methodology; 5.i Demonstration of unit date eligibility; and 5.j Programme-designated registry name.

³ EM98 — The information in Field 5 will be required for ensuring critical CORSIA registry functions, including ICAO monitoring, periodic review, and statistical analysis of CORSIA.

EM99 — The information on the following fields can be found in the ICAO document entitled “CORSIA Central Registry (CCR): Information and Data for Transparency” that is available on the ICAO CORSIA website:

⁷ Methodology may also be described as a 'protocol' or 'framework'

- a) *Information at a State and global aggregate level for a specific compliance period:*
- 1) *Total final offsetting requirements over the compliance period;*
 - 2) *Total quantity of emissions units cancelled over the compliance period to reconcile the total final offsetting requirements; and*
 - 3) *Consolidated identifying information for cancelled emissions units included in Field 5 of Table A5-8.*

APPENDIX 6 - VERIFICATION

1.0.INTRODUCTION

EM100 – The procedures specified in this appendix are covered with the verification requirements in Part II of this Volume

2.0.VERIFICATION BODY

- 2.1.The verification body shall be accredited to ISO /ICE 17029:2019 and 14065:2020, and meet the following additional requirements in order to be eligible to verify the Emissions Report, and the Emissions Unit Cancellation Report where applicable, of an aeroplane operator.

EM101 — The following documents should be used as normative references that provide guidance for the application of this Volume:

- a) *Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA); and*
- b) *The International Accreditation Forum (IAF) document entitled, “IAF Mandatory Document for the Application of ISO 14065:2013 (IAF MD 6:2014)”;* and

2.2.Management of impartiality (ISO 14065:2020 section 5.4.3)

- 2.2.1. If the team leader undertakes six annual verifications for one aeroplane operator, then the team leader shall take a three consecutive year break from providing verification services to that same aeroplane operator. The six year maximum period includes any greenhouse gas verifications performed for the aeroplane operator prior to it requiring verification services under this Volume.
- 2.2.2. The verification body, and any part of the same legal entity, shall not be an aeroplane operator, the owner of an aeroplane operator or owned by an aeroplane operator.
- 2.2.3. The verification body, and any part of the same legal entity, shall 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.
- 2.2.4. The relationship between the verification body and the aeroplane operator shall not be based on common ownership, common governance, common management or personnel, shared resources, common finances and common contracts or marketing.
- 2.2.5. The verification body shall not take over any delegated activities from the aeroplane operator with regard to the preparation of the Emissions Monitoring Plan, the Emissions Report

(including monitoring of fuel use and calculation of CO₂ emissions) and the Emissions Unit Cancellation Report.

- 2.2.6. To enable an assessment of impartiality and independence by the national accreditation body, the verification body shall document how it relates to other parts of the same legal entity.

2.3 Personnel (ISO 14065:2020 section 7.2)

- 2.3.1 Personnel who have provided consultancy in relation to any greenhouse gas statement of the aeroplane operator shall not perform verification activities, under this Volume, for that aeroplane operator for a period of three consecutive years from the date the consultancy was provided.
- 2.3.2 The verification body shall:
- 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, at a minimum, includes a team leader who is responsible for the engagement planning and management of the team;

2.4 Management process for the competence of personnel (ISO 14065:2020) section 7.3.2

2.4.1 The verification body shall establish, implement and document a method for evaluating the competence of the verification team personnel against the competence requirements outlines in ISO 14065:2020, ISO 14066:2011 and paragraphs 2.3.2, 2.5.2 and 2.6 of this Appendix.

2.4.2 The verification body shall maintain records to demonstrate the competency of the verification team and personnel in accordance with paragraph 2.3.2 of this Appendix.

2.5 Management process for the competence of personnel (ISO 14065:2020 section 7.3.5)

2.5.1 The verification body shall:

- a) Ensure continued competence of all personnel conducting verification activities, including continual professional development and training for verifiers to maintain and/or develop competencies; and
- b) Conduct regular evaluations of the competence assessment process to ensure that it continuous to be relevant for this volume.

2.5.2 The verification team as a whole, and the independent reviewer, shall demonstrate knowledge of:

- a) the requirements as outlined in this Volume, the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), and any public ICAO explanatory material;
- b) the verification requirements as outlined in this Volume, and Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), including materiality threshold, verification criteria, verification scope and objectives and the Verification Report preparation and submission requirements;

- c) the eligibility criteria for technical exceptions, scope of applicability, State pair phase-in rules, and State pair coverage as outlined in this Volume
- d) the monitoring requirements as outlined in this Volume; and
- e) the national requirements in addition to the provisions set out in this Volume.

2.5.3 When conducting the verification of an Emissions Unit Cancellation Report, only 2.5.1 (a), (b) and (e) shall be applicable.

2.6 Management process for the competence of personnel (ISO 14065:2020 section 7.3.6)

2.6.2 The verification team as a whole, and the independent reviewer, shall demonstrate knowledge in 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 as outlined in this Volume, 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 Volume, including certification scopes; and
- j) basic knowledge of greenhouse gas markets and emissions units programme registries.

2.6.3 Evidence of the above competencies shall include proof of relevant professional experience, complemented by appropriate training and education credentials.

2.6.4 When conducting the verification of an Emissions Report, 2.6.1 (a) to (i) shall be applicable.

2.6.5 When conducting the verification of an Emissions Unit Cancellation Report, only 2.6.1 (g) and (j) shall be applicable.

2.7 Process for the competence of personnel (ISO 14065:2020 section 7.3.7)

2.7.2 The verification team as a whole shall 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.

2.7.3 Evidence of data and information auditing expertise and competencies shall include previous professional experience in auditing and assurance activities, complemented by appropriate training and education credentials

2.8 Pre- engagement (ISO 14065:2020 section 9.2)

2.8.1 In the pre-engagement process step, the verification body shall require the aeroplane operator to provide the following information relevant for the period of the contractual engagement between the verification body and the aeroplane operator:

- a) number and type of aeroplane;
- b) number of international flights;
- c) applicable Fuel Use Monitoring Method(s) as described in Appendix 2;
- d) information on the complexity of the implemented data flow, procedures and control activities;
- e) compliance period for which emissions units have been or will be cancelled;
- f) total quantity of emissions units that have been or will be cancelled for the indicated compliance period; and
- g) information on CORSIA Eligible Emission Unit Programme(s) used to source the emissions units, including name of the programme(s), programme-designated registries, eligible unit dates and activity and/or unit types.

2.8.2 When conducting the verification of an Emissions Report, 2.8.1 (a) to (d) shall be applicable. When conducting the verification of an Emissions Unit Cancellation Report, 2.8.1 (e) to (g) shall be applicable.

2.9 Engageemnt (ISO 14065: 2020 section -9.3)

2.9.1 The contract between verification body and aeroplane operator shall specify the conditions for verification by stating:

- a) scope of verification, verification objectives, level of assurance, materiality threshold and relevant verification standards (ISO/ICE 17029, 14065, ISO 14064-3, this Volume and the Environmental Technical Manual (Doc9501) Volume IV); - Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)
- b) flexibility to change time allocation if this proves necessary because of findings during the verification;
- c) requirement of the aeroplane operator to accept the audit as a potential witness audit by national accreditation body's assessors, potentially accompanied by peer review assessors or other observers.
- d) requirement of the aeroplane operator to authorize the release of the Emissions Report, the Emissions Unit Cancellation Report, where applicable, and the Verification Report by the verification body to the State;
- e) requirement of the verification body to communicate any suspected intentional misstatement or non-compliance by the aeroplane operator to the State as soon as practicable (ISO 14064-3:2019 section 5.4.3); and
- f) liability coverage.

2.10 Records (ISO 14065:2020 section 9.11)

The verification body shall keep records on the verification process for a minimum of 10 years, including:

- a) client's Emissions Monitoring Plan, Emissions Report and Emissions Unit Cancellation Report where applicable;
- b) Verification Report and related internal documentation;
- c) requests for clarification, all misstatements and non-conformities arising from the verification and the conclusions reached, communication with the responsible party on all misstatements (ISO 14064-3:2019 section 5.4.4);

- d) identification of team members and criteria for selection of team; and
- e) 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.

3.11 Confidentiality (ISO 14065:2020 section 10.4)

The verification body shall ensure it has the express consent of the aeroplane operator prior to submission of the verified Emissions Report, the Emissions Unit Cancellation Report where applicable, and the Verification Report to the State. The mechanism for authorizing this consent shall be specified in the contract between the verification body and aeroplane operator.

3 VERIFICATION OF EMISSIONS REPORT AND EMISSIONS UNIT CANCELLATION REPORT

The verification team shall conduct the verification according to ISO 14064-3:2019, and the following additional requirements.

3.1 Type of engagement (ISO 14064-3:2019 section 5.1.2)

The engagement type shall be verification. The “agreed-upon procedure” engagement type is not applicable to CORSIA.

3.2 Level of assurance (ISO 14064-3:2019 section 1.3)

A reasonable level of assurance shall be required for all verifications under this Volume.

3.3 Objectives (ISO 14064-3:- 2019 section -1.4)

3.3.1 When conducting the verification of an Emissions Report, the verification team shall perform sufficient procedures to conclude whether:

- a) the greenhouse gas statement 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 Volume 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 Part II, Chapter 1 of this Volume, to ensure a correct attribution of leased aeroplane and international flights, as defined in Part II, Chapter 1, 1.1.2, operated by other aeroplane operators under the same corporate structure;
- 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 from the use of CORSIA eligible fuels over the period of the reporting period in accordance with this Volume.

3.3.2 When conducting the verification of an Emissions Unit Cancellation Report, the verification team shall perform sufficient procedures to conclude whether:

- a) the aeroplane operator has accurately reported cancellations of its CORSIA Eligible Emissions Units in accordance with this Volume;
- b) the stated number of cancelled CORSIA Eligible Emissions Units is sufficient for meeting the aeroplane operator's total final offsetting requirements associated with the relevant compliance period, after accounting for any claimed emissions reductions from the use of CORSIA eligible fuels, and the aeroplane operator can demonstrate sole right of use to such cancelled CORSIA Eligible Emissions Units; and
- c) the eligible emissions units cancelled by the aeroplane operator to meet its offsetting requirements under this Volume have not been used by the aeroplane operator to offset any other emissions.

3.4 Scope (ISO 14064-3: 2019 section 5.1.6)

3.4.1 When conducting the verification of an Emissions Report, the scope of the verification shall reflect the period of time and information covered by the report and the CORSIA eligible fuels claim(s) where applicable. This includes:

- a) CO₂ emissions from aeroplane fuel monitoring methods, calculated in accordance with Part II, Chapter 2, 2.2; and
- b) Emissions reductions from the use of CORSIA eligible fuel(s).

3.4.2 The scope of the verification of the CORSIA eligible fuel claim(s) in the Emissions Report shall include the following:

- a) Any internal aeroplane operator procedures for CORSIA eligible fuels, including aeroplane operator controls to ensure the claimed CORSIA eligible fuels satisfies the CORSIA Sustainability Criteria;
- b) Checks for double claiming are limited to the specific aeroplane operator. Any findings outside of this scope are not relevant for the verification ,opinion however they should still be included in the Verification Report for further consideration by the State;
- 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 fuels claim is considered either inappropriate or insufficient, further information should be sought directly from the fuel producer with direct access facilitated through the aeroplane operator.

- 3.4.3 When conducting the verification of an Emissions Unit Cancellation Report, the scope of the verification shall reflect the period of time and information covered by the report and the verification team shall confirm that the cancelled eligible emissions units used to meet the aeroplane operator's offsetting requirements under this Volume have not been used to offset any other emissions.

3.5 Materiality (ISO 14064-3: section 1.7)

- 3.5.1 When conducting the verification of an Emissions Report, the verification body shall apply the following materiality thresholds:
- a) of 2 per cent for aeroplane operators with annual emissions on international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1, above 500 000 tonnes; and
 - b) of 5 per cent for aeroplane operators with annual emissions on international flights, as defined in Part II, Chapter 1, 1.1.2 and Part II, Chapter 2, 2.1, equal or less than 500 000 tonnes of CO₂.
- 3.5.2 When conducting the verification of an Emissions Report, the over and understatements in shall be allowed to balance out in both cases.

3.6 -GHG data and information (ISO 14064-3: 2019 section 1.3-)

- 3.6.1 The verification team shall confirm that the Emissions Report data has been collected in accordance with the approved Emissions Monitoring Plan and monitoring requirements specified in this Volume.
- 3.6.2 In accordance with the Emissions Report evidence-gathering plan, the verification team shall carry out substantive data testing consisting of analytical procedures and data verification to assess the plausibility and completeness of data. The verification team shall, 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. The verification team shall cross-check whether the emissions reported are reasonable in comparison to other fuel-related data of the aeroplane operator.
- 3.6.3 Depending on the outcome of Emissions Report data testing and assessment, the risk assessment, verification and evidence-gathering plans shall be amended, where necessary

3.7 Circumstances requiring a site or facility visit (ISO 14064-3:2019 section 6.1.4.2)

A member of the verification team shall conduct a site visit if the risk assessment and evidence-gathering plan require a site visit to reduce the verification risk to an acceptable level. Site visits can only be waived upon approval by the State.

3.8 Validation or verification plan (ISO 14064-3: 2019 section 6.1.5)

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

- 3.8.2 The verification plan shall include the following:

- a) verification team members, roles, responsibilities and qualifications; and
- b) any external resources required;

3.9 Evidence -gathering plan (ISO 14064-3: 2019 section 6.16)

3.9.1 The Emissions Report evidence -gathering plan shall include the following:

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

3.9.2 When conducting the verification of an Emissions Unit Cancellation Report, the verification team shall not rely on sampling.

3.10 General (ISO 14064-3:2019 section 6.3.2.1)

When conducting the verification of an Emissions Report or an Emissions Unit Cancellation Report, the verification team shall choose between two types of verification opinion statements, either 'verified as satisfactory' or 'verified as unsatisfactory'. If the report includes non-material misstatements and/or non-material non-conformities, the report shall be 'verified as satisfactory with comments', specifying the misstatements and non-conformities. If the report contains material misstatements and/or material non-conformities, or if the scope of the verification is too limited or the verification team is not able to obtain sufficient confidence in the data, then the report shall be 'verified as unsatisfactory'.

3.11 The Verification Report (ISO 14064-3:2019 section 6.3.3)

3.11.1 The verification team shall submit a copy of the Verification Report to the aeroplane operator. Upon authorization by the aeroplane operator, the verification team shall forward a copy of the Verification Report together with the Emissions Report, the Emissions Unit Cancellation Report, or both, to the State. The Verification Report shall 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) criteria against which the Emissions Unit Cancellation Report was verified;
- g) aeroplane operator information and data used by the verification team to cross-check data and carry out other verification activities;
- h) main results of the strategic analysis and risk assessment;
 - i) description of verification activities undertaken, where each was undertaken (on-site vs off-site) and results of checks made on the CO₂ emissions information system and controls;
 - j) description of data sampling and testing conducted, including records or evidence sampled, sample size, and sampling method(s) used;
 - k) the results of all data sampling and testing, including cross-checks, and in the case of the Fuel Allocation with Block Hour method, an assessment on the accuracy of the aeroplane operator's specific average fuel burn ratio per ICAO aircraft type designator used;
 - l) compliance with the Emissions Monitoring Plan;
 - m) any non-compliances of the Emissions Monitoring Plan with this Volume;
 - n) non-conformities and misstatements identified (including a description of how these have been resolved);

- o) conclusions on data quality and materiality;
- p) conclusions on the verification of the Emissions Report;
- q) conclusions on the verification of the Emissions Unit Cancellation Report;
- r) justifications for the verification opinion made by the verification team;
- s) results of the independent review and the name of the independent reviewer; and
- t) concluding verification opinion.

3.11.2 When conducting the verification of an Emissions Unit Cancellation Report, only 3.11.1 (a), (b), (c), (d), (f), (g), (h), (n), (q), (r), (s) and (t) shall be applicable.

3.11.3 When conducting the verification of an Emissions Report, only 3.11.1 (a), (b), (c), (d), (e), (g), (h), (i), (j), (k), (l), (m), (n), (o), (p), (r), (s) and (t) shall be applicable.

3.11.4 The verification team shall provide a conclusion on each of the verification objectives listed in 3.3, as applicable, in the concluding verification opinion.

3.12 Independent review (ISO 14064-3:2019 section 8)

The independent review shall be performed to ensure that the verification process has been conducted in accordance with ISO 14065:2020, ISO 14064-3:2019 and this Volume, and that the evidence gathered is appropriate and sufficient to enable the verification body to issue a Verification Report with reasonable assurance.

3.13 Facts discovered after the verification/validation (ISO 14064-3:2019 section 10)

3.13.1 On request of the State, the verification body shall disclose the internal verification documentation on a confidential basis to the State.

3.13.2 Where issues that may render a previously issued verification opinion invalid or inaccurate are brought to the attention of the verification body, then it shall notify the State.

4. NATIONAL ACCREDITATION BODY

A national accreditation body shall be working in accordance with ISO/IEC 17011:2017 and the following requirements.

4.1 Accreditation cycle (ISO 17011:2017 section 7.9.3)

An on-site assessment serving surveillance purposes of the national accreditation body shall consist of an office assessment and a representative witness assessment, where the office assessment emphasizes the documented procedures of the verification body, and the witness assessment provides for an observation of the verification body carrying out verification activities.