

**Number 026**  
**13 February 2018**  
**Version 2**  
**Pages 3**

## **Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)**

### **Introduction**

The CORSIA is a carbon offsetting measure, under which international flights covered by the scheme will be required to purchase emissions units from other sectors to offset the growth in international aviation emissions over 2020 levels.

The United Kingdom (UK) is among 73 States that have volunteered to participate in the pilot phase. For the purposes of the Chicago Convention, British Overseas Territories and Crown Dependencies are treated as part of the UK; therefore, Isle of Man registered aircraft are captured by the scheme.

For a list of participating States, please see: <https://www.icao.int/environmental-protection/Pages/market-based-measures.aspx>.

### **Which operations are captured by CORSIA?**

The CORSIA will apply to international flights between participating States by aircraft operators that produces annual CO<sub>2</sub> 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, on or after 1 January 2019, with the exception of humanitarian, medical and firefighting flights.

Note: Flights within a Crown Dependency or Overseas Territory, between the UK and Crown Dependencies or Overseas Territories or between Crown Dependencies and Overseas Territories, are classified as 'domestic'. These flights will not be subject to monitoring or offsetting obligations under the scheme.

### **How will CORSIA be administered?**

The UK Environment Agency will be taking on the role of the UK administering authority for CORSIA purposes and we expect that this will also include administration of Isle of Man registered aircraft. The administering authority role will include:

- Authorising Emissions Monitoring Plans, which set out the methodology to be used by the operator to monitor their emissions;
- Reporting aggregated emissions and emissions units cancelled to ICAO; and
- Providing guidance and support to operators to help them comply with the scheme.

### **What will operators subject to the scheme need to do?**

Operators who are subject to the scheme will be required to:

- Submit an Emissions Monitoring Plan to the UK Environment Agency for approval **by the end of September 2018**.
- Monitor and report their emissions from 1st January 2019 until 31st December 2020, after which operators will start to accrue offsetting obligations for their emissions above the 2020 baseline.

- Every 3 years, an operator will have to purchase and cancel enough emissions units to meet their offsetting obligations, with the first such deadline in January 2025.

A calendar view of operator responsibilities is available in the ICAO implementation diagram: [https://www.icao.int/environmental-protection/Documents/CorsiaBrochureRevised\\_8Panels-Web\\_Final.pdf](https://www.icao.int/environmental-protection/Documents/CorsiaBrochureRevised_8Panels-Web_Final.pdf).

### **The CO2 Estimation and Reporting Tool (CERT)**

To help small emitters estimate and report their emissions, ICAO are developing a CO2 Estimation and Reporting tool (CERT). This tool will help operators identify if they meet the 10,000 tonne CO<sub>2</sub> threshold, and report their CO<sub>2</sub> emissions from 2019.

The CERT will be available on the ICAO website, to operators who produce <500,000 tonnes CO<sub>2</sub> on all international flights in the monitoring phase (2019 – 2020). From 2021, the CERT will only be available to operators who produce <50,000 tonnes CO<sub>2</sub> on international flights with offsetting obligations (2021 – 2035).

### **Where can I find more information?**

[EBAA Guidance](#)

[Air Transport Action Group Resources Page](#)

[Air Transport Action Group CORSIA FAQ](#)

[ICAO CORSIA Page](#)

### **Next Steps**

Operators are strongly advised to research from the information sources provided above.

Operators that are subject to the scheme are recommended to focus on creating their Emissions Monitoring Plan in time for the requirement to submit this to the UK Environment Agency for approval by the end of September 2018. The illustrative table at the Appendix sourced from the EBAA could help you have a general idea of the degree to which your operations may be affected.

The Isle of Man Aircraft Registry will communicate further information as we receive it and will assist to the best of our abilities.

**Illustrative Annual CO<sub>2</sub> Emissions**

The figures in the table below are for illustrative purposes only, are based on average seating and stage length of 600nm and may vary from flight to flight.

Another useful measure to consider is that 10,000 tonnes of CO<sub>2</sub> emissions are roughly equivalent to one million U.S. gallons or 4 million litres of fuel.

<b>Aircraft Type</b>	<b>@400 Hrs/Yr</b>	<b>@900 Hrs/Yr</b>
	Tonnes of CO <sub>2</sub>	Tonnes of CO <sub>2</sub>
ACJ319	2857	6429
BBJ737	2920	6569
Bombardier 605	1270	2857
Bombardier Global Express	2051	4615
Cessna Mustang	348	783
Cessna Sovereign	1081	2432
Embraer 100	421	947
Embraer 300	672	1513
Falcon 2000LXS	1081	2432
Falcon 7X	1481	3333
Gulfstream G450	2000	4500
Gulfstream G550	1739	3913
Gulfstream G650	1932	4348