



Carbon Offsetting and Reduction Scheme for International Aviation (CORSI) – Overview

Bruce Parry

Environment Director

IBAC

- CORSIA – Brief History
- CORSIA in context
- Key dates for CORSIA
- Am I included?
- What do I need to do?
- What assistance is there?

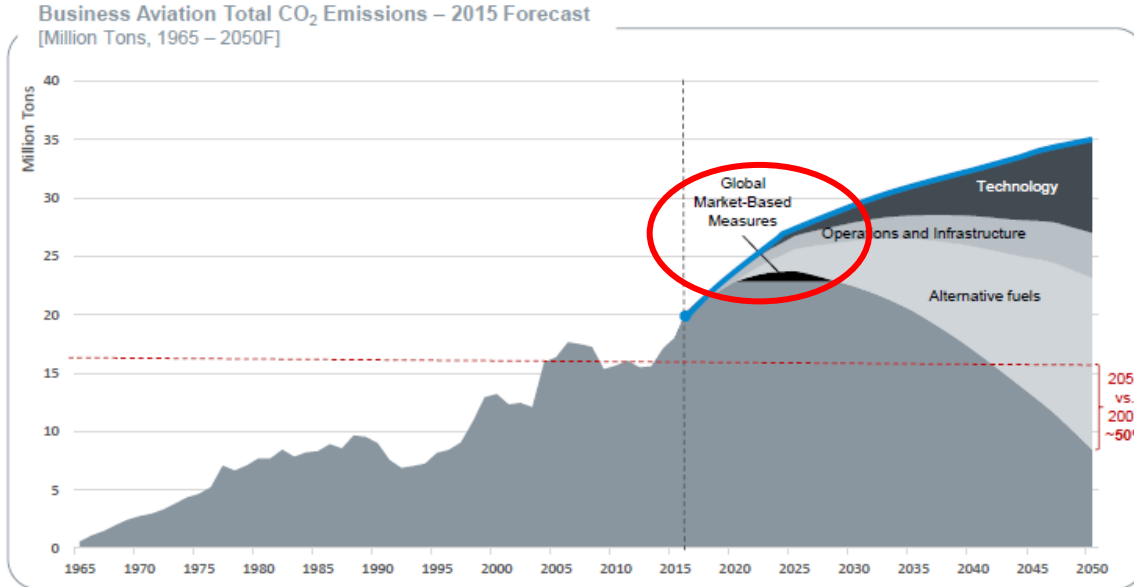
- 2013 – the 38th ICAO Assembly adopted Resolution A38-18 to develop a global MBM
- 2016 – the 39th ICAO Assembly – draft text under Resolution 39-3 adopted by the Assembly
- Adoption created a pathway toward the development of:
 - Standards and Recommended Practices (SARPs) in a new chapter of Annex 16 (Vol IV),
 - monitoring, reporting, and verification (MRV)
 - and emissions unit criteria (EUC)
 - Sustainable aviation fuels sustainability criteria

- The Business Aviation Commitment on Climate Change (BACCC) was developed and published in 2009
- 3 goals
- 4 key pathways
- Guides environmental activity within the business aviation sector
- Identified market based measures as a key contributor to emissions reductions as part of the commitment



MBMs in Context with the BACCC

- Goal 1**
Improving fuel efficiency 2% per year from 2010 until 2020
- Goal 2**
Achieving carbon-neutral growth from 2020
- Goal 3**
Halving total CO₂ emissions by 2050 relative to 2005

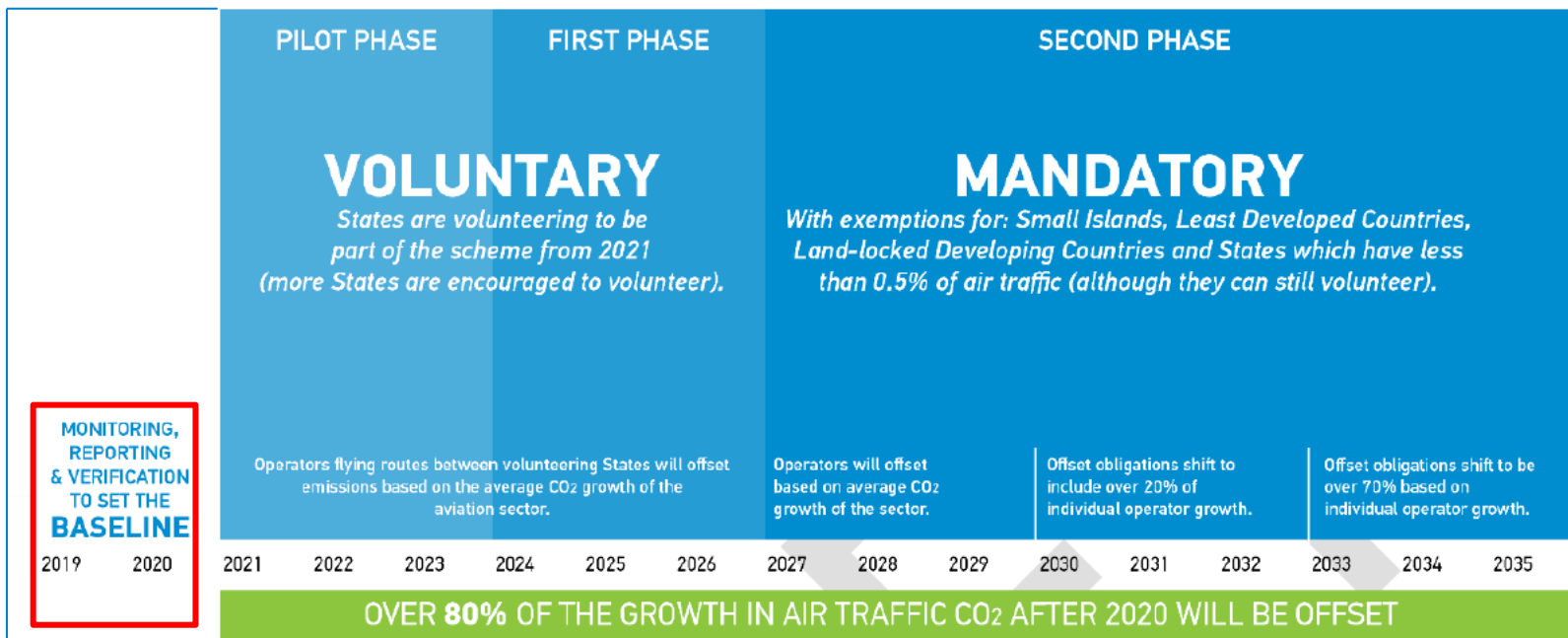


- Invest in new **TECHNOLOGY**
(including sustainable aviation biofuels)
- Fly using more efficient **OPERATIONS**
- Build and use efficient **INFRASTRUCTURE**
- Use effective, global, **MARKET-BASED MEASURES**

Offsetting is not a “licence to pollute”. Rather, it is part of the “basket of measures” for overall emissions reductions and compensates for the other three elements until they have their intended effects in reducing CO₂ levels, as described in the BACCC.

- CORSIA, a market based measure, will be a **simple offsetting scheme** (as opposed to the EU ETS, which is “cap and trade”)
- The purchase of offsets will be required against **growth emissions related to fuel burn** above a 2020 baseline in international flying only.
- For **each unit of fuel used, 3.16 units of carbon are produced**
- A **baseline for industry emission levels** for the industry will be established by ICAO during 2019 & 2020
- Offsets will be required for any **emissions growth above the baseline** – this will be initially calculated for each operator across the civil aviation sector

CORSIA Key Dates



An Emissions Monitoring Plan (EMP) that will detail how you will monitor and report your emissions will be due by all impacted operators to their Administering Authority by 28th February 2019 towards establishing baseline

Am I Included in CORSIA?

- **All operators** must report emissions from **international flights annually**.
 - During the baseline, all operators not excluded by exemption must submit an MRV
 - During the “Pilot Phase”, only operations in “volunteer states” must report
 - *NOTE – exemptions are based on routes, NOT operator nationality*
- **Technical exemptions** from offsetting requirement:
 - Operators with **fewer than 10,000 tonnes of CO₂** emissions in flights covered by the scheme
 - Aircraft of **less than 5,700kg MTOW**
 - **Humanitarian assistance flights**, firefighting etc.
- **Tiered system** based on overall emissions
 - **Tier 1:** annual emissions **greater than 500,000 tonnes of CO₂**.
 - **Tier 2:** annual emissions **greater than 10,000 tonnes of CO₂**.
 - **Tier 3** operators **close to the 10,000 tonne exemption** threshold should engage with their State Administering Authority for guidance.

Who is the operator?

- Operator: Person, organization, or enterprise engaged in or offering to engage in an aircraft operation.
- Identified in Item 7 of International Flight Plan
 - ICAO Designator
 - AOC reference or Registration Number
- Treatment or segmentation of aircraft operator may be complicated
 - Private operation
 - Managed aircraft – with or without AOC
 - Fractional & joint/shared ownership
 - AOC – 135 On-Demand Charter
- Ultimately will depend on implementation by and guidance from administering authority.

Illustrative Annual CO₂ Emissions*

Aircraft Type	@ 400 Hrs/Yr	@ 900 Hrs/Yr
	Tonnes of CO ₂	Tonnes of CO ₂
ACJ 319	2857	6429
BBJ 737	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

Based on average seating, stage length of 600NM

*These figures are for illustrative purposes only and may vary from flight to flight

Available on the IBAC & EBAA CORSIA Webpages

What do I need to do?

- If you are not subject to exemption, you will need to **engage with your state of registration** and their appointed **Administrative Authority**.
- If your state of registration is one of the states that has volunteered for the scheme (73 States to date) and your operations are not exempt, **you will be included**.
 - *NOTE – exemptions are based on routes, NOT operator nationality*
- You will need to submit a **Emissions Monitoring Plan** (how you will monitor & report your emissions) to your state of registration by **28th February 2019**.
 - *It is recommended that you submit as early as possible as the scheme starts 01/01/2019*
- **Engage a verifier** who will assess your MRV and emissions accounting practices.
 - Engaged verifier must be accredited to a national standards authority (in the UK, this body is UKAS)

What Assistance is There?

- There will be a specific section of the ICAO website dedicated to CORSIA that will have tools and tutorials available to assist operators
- ICAO has chosen to reduce the burden for Tier 2 operators through the use of the ***CO₂ Estimation and Reporting Tool (CERT)***. It will be based on great circle distance (GCD) or block fuel
 - This tool will be free and available from the **ICAO CORSIA website**.
 - Once all flights are entered into the CERT, it will automatically determine which of these are part of CORSIA and **calculate total covered emissions**.
- There will also be an **Emissions Monitoring Plan** and **Emissions Report** templates available in 2018 & 2020 respectively
- IBAC has called on ICAO to make sure documents are available in a timely manner to allow operators to prepare properly

- There have recently been a series of CORSIA Workshops held by IATA and supported by IBAC
- Although now over, there will be a special workshop held at EBACE on 28th May 2018 – register at corsia@ibac.org
- There may be more workshops planned for later in the year – TBD, but there will be other events where CORSIA updates will be given
- ICAO will also hold regional seminars on CORSIA during March and April
 - Antigua, Guatemala, Skopje, the Former Yugoslav Republic of Macedonia, Cairo, Egypt, Johannesburg, South Africa and Brisbane, Australia


Communications on CORSIA

- IBAC has developed a **“Countdown to CORSIA”** information card dedicated to business aviation operators, which will help to prepare operators on what to do between now and 2020
 - Available at IBAC attended industry events and published on the IBAC Web site
- The Air Transport Action Group (ATAG) has developed **excellent CORSIA related material**
 - IBAC and its members have access to this material.
 - Excellent Q&A section
 - Can be accessed via the IBAC CORSIA Web page.
- ICAO CORSIA website (as previously mentioned)





Countdown to CORSIA Webpage






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The ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)



The global aviation industry has taken leadership on climate change, with a robust plan to reduce emissions based on a comprehensive set of goals. After 2020, technological, infrastructure, and operational efficiency measures will be complemented by the ICAO Carbon Offsetting and Reduction Scheme for International Aviation – better known as “CORSIA”.

The CORSIA will help industry meet its goal of carbon neutral growth from 2020 in support of the [Business Aviation Commitment on Climate Change](#). Basically, aircraft operators whose operations are covered will offset the growth in their carbon emissions in international flying on an annual basis from a

Newsletters

- [IBAC Update](#)
- [IS-BAH Programme Update](#)
- [IS-BAO Programme Update](#)



IBAC Welcomes Global Carbon-offsetting Scheme for International Aviation

[Read the press release here.](#)

[Click here for more CORSIA info](#)

[CORSIA Workshops](#)

IBAC Learning Events

-  [IS-BAH Workshops: Madrid, Spain](#)
January 18, 2018, 8:00 am - January 19, 2018, 4:00 pm
-  [IS-BAH Workshops: West Palm Beach, FL USA](#)

<http://www.ibac.org/business-aviation-and-the-environment/corsia>

CORSIA-dedicated email address: corsia@ibac.org. Central mailing for queries and updates – register now!

Recap – Key Takeaways

- Check for your inclusion in CORSIA & appropriate tier
- EMP to be submitted by 28th February 2019
- Engage with Administering Authority
- Engage verifier

- You might want to consider;
 - Designating a **focal point**
 - Creating a corsia@xxxxx.co.uk etc. for communication with AA's
 - Mapping existing **monitoring systems** (fuel, ETS, etc.)
 - Are you eligible for **simplified procedures?**

Thank you!

Q & A



- The CORSIA will be applied to international aviation in several phases:
 - By 28 February 2019 – Aeroplane operators should **submit MRV plan** to the State Administering Authority
 - 2019 to 2020 – establishment of **baseline CO₂ emissions**
 - 2021 to 2023 – a **‘pilot’ voluntary phase** of the 73 countries that have chosen to participate.
 - 2024 to 2026 – **first implementation phase** (same group)
 - 2027 to 2035 – the **second phase** (all States with more than 1% of international RTKs)
- CORSIA will apply to **international flights** between the participating countries only. Domestic flights *will not* be covered by CORSIA.