	<p style="text-align: center;"><b>TANZANIA CIVIL AVIATION AUTHORITY AIR NAVIGATION SERVICES INSPECTORATE</b></p>	<p style="text-align: right;"><b>Revision: 0</b></p>
<p><b>Document No: TCAA/QSP/SR/AC/ANS - 41</b></p>	<p style="text-align: center;"><b>Title: Carbon Offsetting and Reduction Scheme</b></p>	<p style="text-align: right;"><b>Page 1 of 5</b></p>

### **1.0 Purpose**

- 1.1. This Advisory Circular (AC) is issued to provide general information and guidance on CORSIA Monitoring, Reporting, and Verification (MRV) to aeroplane operators in the United Republic of Tanzania.
- 1.2. This AC fulfills the responsibilities of the United Republic of Tanzania, under the Chicago Convention to implement the ICAO Standards and Recommended Practices (SARPs) for the Monitoring, Reporting, and Verification of CO<sub>2</sub> emissions from international flights.

### **2.0 References**


- 2.1. Annex 16 – Environmental Protection, Volume IV – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).
- 2.2. Doc 9501- Environmental Technical Manual (ETM); Volume IV- Procedures for the CO<sub>2</sub> Emissions Certification of Aeroplanes
- 2.3. ICAO CORSIA Implementation Elements and Supporting Documents.

### **3.0 . Background**

The 38th Session of the ICAO Assembly in 2013, through Resolution A38-18 decided to develop a Global Market Based Measure (GMBM) which should deliver carbon neutral growth for international aviation as of 2020 (CNG2020). At the 39th Session, on 6 October 2016, ICAO adopted a resolution to implement a global market-based measure for international aviation, in the form of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), as part of basket of measures to achieve the global aspirational goal of keeping the global net CO<sub>2</sub> emissions from international aviation at the same level from 2020. The Assembly requested the Council to develop the Standards and Recommended Practices (SARPs) and related guidance material for the implementation of CORSIA.

### **4.0 CORSIA implementation**

CORSIA will be implemented in three phases. CORSIA enters into a pilot phase (2021-2023) followed by a first phase (2024-2026) and a second phase (2027-2035). It is only until 2026 that the participation of the member states is voluntary after which more stringent requirements from the scheme would be mandated to all the member states.

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## 5.0 . Scope and Applicability

The CORSIA MRV system is intended for aeroplane operators that produce annual CO<sub>2</sub> emissions greater than 10,000 tones (i.e., 10,000 metric tons) from international flights, excluding emissions from excluded flights. The following are excluded from the CORSIA MRV Program:

- i. Domestic flights; - Humanitarian, medical, and firefighting operations, including flight(s) preceding or following a humanitarian, medical, or firefighting flight provided such flight(s) were conducted with the same airplane, were required to accomplish the related humanitarian, medical, or firefighting activities or to reposition thereafter the airplane for its next activity; -
- ii. Operations using an airplane with a maximum certificated take-off mass equal to or less than 5,700 kg.

## 6.0 CORSIA'S MRV components:

### 6.1 Monitoring of CO<sub>2</sub> emissions

The aeroplane operator shall monitor and record its fuel use from international flights. in accordance with an eligible monitoring method as defined in ICAO SAPs and approved by the State to which it is attributed.

#### 6.1.1. Emissions Monitoring Plan (EMP)


Emissions Monitoring Plan requires aeroplane operator to monitor and record its fuel use from international flights on an annual basis for calendar years 2019 and 2020, in accordance with an eligible monitoring method and in accordance with its Emissions Monitoring Plan (EMP).

6.1.2. EMP Developed under the CORSIA MRV Program will enable CAA to collect information and data from aeroplane operators who voluntarily comply with the CORSIA SARPs. Airline operators will be requested to supply a copy of the EMP if they have elected to develop one. Airline operators are encouraged to contact and coordinate with the Authority early in the development of their EMPs.

6.1.3. The Authority will review and approval the EMP of aeroplane operators submitted as soon as practicable approval as per ICAO schedule, bearing in mind that the CORSIA SARPs specify February 28, 2019 as a deadline. The Authority will confirm receipt of the EMP in a timely manner, no later than five (5) business days after receipt.

6.1.4. The CAA will review the EMP for consistency with Appendix 4 of the CORSIA SARPs. If the EMP is incomplete and/or inconsistent with the SARPs, the Authority will engage with the aeroplane operators to resolve outstanding issues. This may

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involve returning the EMP to the aeroplane operators along with an explanation as to why the plan was found deficient, or a request for further information. Aeroplane operators should endeavor to revise and resubmit their EMP within thirty (30) days.

6.1.5. The Authority will approve an EMP through the issuance of a letter of approval. However, since this is a voluntary program, the approval of an EMP signifies only that the Authority has determined the EMP is consistent with the CORSIA SARPs; it is not a finding of compliance.

## **6.2 Reporting of CO<sub>2</sub> emissions data to the Authority, and from the Authority to ICAO**

### **6.2.1 Emission Reporting**

Under the CORSIA MRV, aeroplane operators are required to submit to the Authority a verified Emissions Report on an annual basis. The Authority will send an annual request to aeroplane operators to submit their verified Emissions Report along with the associated Verification.


### **6.2.2 Emissions Report Form**

For consistency and efficient processing, aeroplane operators should use the “Emissions Report Form” found in ICAO document to report their annual CO<sub>2</sub> emissions. If aeroplane operators want to use a different method for reporting, it should contact the Authority at least two months prior to the deadline for submission to coordinate an alternative form of reporting that would be acceptable under the CORSIA.

6.2.3 Aeroplane operators should have their Emissions Report Form verified as described in Civil Aviation regulations. The Emissions Report Form includes fields to input information related to verification.

6.2.4 The annual Emissions Report Form includes CO<sub>2</sub> emissions from all international flights per State pair, regardless of whether these flights are subject to future CORSIA offsetting. A “State pair” in this context means a group of two States composed of a departing State or its territories and an arrival State or its territories (e.g., flights between two States, State A and State B, will be reported as separate State pairs: A-B and B-A).

6.2.5 The Authority will use aggregated CO<sub>2</sub> emissions data from aeroplane operator’s verified Emissions Report Forms as an input, combined with CO<sub>2</sub> emissions data and/or appropriate estimates of CO<sub>2</sub> emissions data from any other operators, to submit to ICAO in total annual CO<sub>2</sub> emissions per State pair aggregated for all

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aeroplane operators attributed to the States to maintain consistency with the CORSIA SARPs.

6.2.6 Much of the operator information and aggregated data to be transmitted to ICAO will eventually be made publicly available through the CORSIA Central Registry (CCR). The CCR is a system developed by ICAO as a tool for States to submit data and information to ICAO as part of the implementation of CORSIA. This tool will assist States in providing a standardized format and means to submit their CORSIA specific data, and allow ICAO to effectively and efficiently receive, consolidate, and develop the necessary reports for CORSIA, as well as to make available the submitted information for transparency.

6.2.7 The Authority will calculate and inform the aeroplane operator's of its average total CO2 emissions by no later than September 30 of each annual reporting period

**6.3 Verification of CO<sub>2</sub> emissions data to ensure that the data is accurate and free of errors.**


6.3.1 Verification of emissions data ensures the consistency of information, and identifies any potential errors in the aeroplane operator's annual Emissions Report.

6.3.2 Pre-Verification is a recommended practice for an operator. This means that the aeroplane operator conducts a verification of its data before submitting it to a verification body. Internal pre-verification is likely to increase the quality of the Emissions Report, but it would not replace third-party verification. Pre-verification provides the operator with an opportunity to identify potential irregularities and refine data prior to third-party verification, potentially saving time and resources later on in the process.

6.3.3 Aeroplane operators will be asked on the Emissions Report Form to complete information concerning whether it had conducted third-party verification of its CO2 emissions data. As part of its Emissions Report submission, an Airline operator will be asked to submit a Verification Report issued by the verification body.

6.3.4 CORSIA would require aeroplane operators to engage a third-party verification body that satisfies the minimum qualifications outlined in Appendix 6 of the CORSIA SARPs.

6.3.5 The Authority shall submit to ICAO a list of verification bodies accredited in the State according to the requirements as described in CORSIA SARPs. The

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Authority may submit updates to this list to ICAO on more frequent basis (by 30 November).

### **7.0 Record keeping**

- 7.1 The Authority recommends that airline operators retain all submissions and supporting data for at least ten (10) years.
- 7.2 The State shall keep records relevant to the aeroplane operator's CO2 emissions per State pair during the period of 2019-2020 in order to calculate the aeroplane operator's offsetting requirements during the 2030-2035 compliance periods.

### **8.0 Confidentiality**

- 8.1 Aeroplane operators should understand that the fact of their participation in the CORSIA MRV Program will not be confidential. The FAA intends to make a listing of aeroplane operator available to the public and ICAO, as appropriate.

### **9.0 Compliance periods and timeline**

The Authority and aeroplane operators shall comply with the Standards in accordance with the timeline as defined in ICAO SARPs.



**Tanzania Civil Aviation Authority**