

Anexa nr. 2
la Ordinul ministrului mediului, apelor și pădurilor nr...../.....
(Anexa nr. 2 la Ordinul ministrul mediului, apelor și pădurilor nr. 203/2020)

Annual Emissions Report for Aircraft Operators

PROIECT



ANNUAL EMISSIONS REPORT FOR AIRCRAFT OPERATORS

Used for combined reporting under the EU ETS, the Swiss ETS and ICAO CORSIA

Updated version 2022

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Reporting year:

Information about this report:

This Annual Emissions Report was submitted by:
Unique Identifier of the aircraft operator (CRCO No.):
Version number of this emission report
Version number of the latest approved monitoring plan:
This emission report is used for CORSIA:

1

Total emissions of the aircraft operator from flights reportable under the EU ETS:

0 t CO₂

This is the amount of allowances to be surrendered by the aircraft operator, as calculated in section 5(c). This figure should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.

Memo-Item: Total (sustainable) biomass emissions

0 t CO₂

Memo-Item: Total non-sustainable biomass emissions

0 t CO₂

Total emissions of the aircraft operator from flights reportable under the CH ETS (Swiss ETS):

0 t CO₂

This is the amount of allowances to be surrendered by the aircraft operator for compliance under the CH ETS, as calculated in section 5(d).

Memo-Item: Total (sustainable) biomass emissions

0 t CO₂

Memo-Item: Total non-sustainable biomass emissions

0 t CO₂

Emissions of the aircraft operator from international flights covered by CORSIA:

Total emissions from international flights:

t CO₂

If your competent authority requires you to hand in a signed paper copy of the monitoring plan, please use the space below for signature:

Date

Name and Signature of
legally responsible person

Template version information:

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GUIDELINES AND CONDITIONS

(I) Legal basis

- 1 Directive 2003/87/EC (the "EU ETS Directive") requires aircraft operators who are included in the EU Emission Trading System (the EU ETS) to monitor and report their emissions and tonne-kilometre data, and to have the reports verified by an independent and accredited verifier. (Note: Simplified requirements may be chosen by aircraft operators emitting less than 25 000 tonnes of CO₂ per year, related to the full scope of the EU ETS, or emitting less than 3 000 tCO₂ per year under the reduced scope. For details see section (I)(d) of this template.)
The EU ETS Directive can be retrieved from:
<http://data.europa.eu/eli/dir/2003/87/2021-01-01>
- 2 Article 26c of that Directive empowers the Commission to adopt delegated acts to supplement the Directive concerning the appropriate monitoring, reporting and verification of emissions for the purpose of implementing CORSIA (ICAO's "Carbon Offsetting and Reduction Scheme for International Aviation").
This delegated act is "Commission Delegated Regulation (EU) 2019/1603 of 18.7.2019 supplementing Directive 2003/87/EC of the European Parliament and of the Council as regards measures adopted by the International Civil Aviation Organisation for the monitoring, reporting and verification of aviation emissions for the purpose of implementing a global market-based measure". Throughout this template it is referred to as "the delegated act [pursuant to Article 28c]".
That delegated act can be downloaded from:
https://eur-lex.europa.eu/eli/reg_del/2019/1603/oj
- 3 The Monitoring and Reporting Regulation (Commission Implementing Regulation (EU) No 2018/2066, as amended, hereinafter the "MRR"), defines further requirements for monitoring and reporting. The MRR can be downloaded from:
http://data.europa.eu/eli/reg_imp/2018/2066/2022-01-01
Note that the MRR has been revised in December 2018. Some amendments - including some relevant for this template - apply as from 1 January 2019. The Article numbers mentioned in this template refer to the MRR version as amended by Regulation (EU) 2066/2018. As from 1 January 2021, Regulation (EU) 604/2012 will be repealed and replaced in its entirety by Regulation (EU) 2066/2018.
Some Article numbers change as consequence of the transition to the new MRR. Therefore, from 2021, Article numbers must be read using the correlation table presented in Annex X to Regulation (EU) 2066/2018. The latter Regulation (i.e. the new MRR) can be downloaded from:
http://data.europa.eu/eli/reg_imp/2018/2066/oj
- 4 **Linking between the EU ETS and the Swiss ETS (CH ETS)**
The EU and Switzerland have concluded an agreement on linking their respective greenhouse gas emission trading systems. The agreement, which can be found under the following internet link, has entered into force on 1 January 2020
[https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:22017A1207\(01\)](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:22017A1207(01))
Consequently, the EU ETS Directive has been amended to exclude flights arriving in an EEA country from aerodromes in Switzerland. This amendment is already included in the EU ETS Directive's consolidated version mentioned under point 1 above.
The excluded flights are covered by the Swiss ETS.
- 5 "One-stop-shop" principle:
In line with the above-mentioned Linking Agreement, every aircraft operator is assigned to one administering Member State, which is responsible for enforcing both the EU ETS and CH ETS. Consequently, it is useful to combine the annual emission reports for both systems in one electronic template. This template serves this combined purpose. Colour indicators highlight which data are relevant under the EU ETS and which under the CH ETS (see section (IV) 12 below).
- 6 Information about the Swiss ETS can be obtained from the following address:
<https://www.bafu.admin.ch/bafu/en/home/topics/climate/info-specialists/climate-policy/emissions-trading/informationen-fuer-luftfahrzeugaerbetreiber.html>
- 7 **Brexit and the UK ETS**
A Trade and Cooperation Agreement was concluded between the European Union and the United Kingdom in December 2020. It is applicable from 1 January 2021. As a consequence, the EU ETS Directive has been amended by a delegated act. This amendment is already included in the EU ETS Directive's consolidated version mentioned under point 1 above.
Flights from the EEA to the UK are included in the EU ETS. Flights from the UK to the EEA and domestic flights in the UK are included in the UK ETS. The Trade and Cooperation Agreement between the EU and the UK can be downloaded here:
https://ec.europa.eu/info/strategy/relations-non-eu-countries/relations-united-kingdom/eu-uk-trade-and-cooperation-agreement_en
- 8 Information about the UK ETS can be obtained from the following address:
<https://www.gov.uk/guidance/complying-with-the-uk-ets-as-an-aircraft-operator>

(II) Information on CORSIA

Where this template refers to the "CORSIA rules" or "SARPs", it means the "International Standards and Recommended Practices, Environmental Protection — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (Annex 16, Volume IV to the Convention on International Civil Aviation)".
The SARPs are supplemented by the "Environmental Technical Manual, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)" (Doc B501), referred to as the "ETM", and further "ICAO CORSIA Implementation Elements".
The SARPs, the ETM and all Implementation Elements are available under the following address:
<https://www.icao.int/environmental-protection/CORSIA/Cases/default.aspx>
Pursuant to the Delegated Act, and in line with the provisions of the MRR and the Accreditation and Verification Regulation (Commission Implementing Regulation (EU) 2018/2067, hereinafter the "AVR"), it is the EU specific templates which need to be used when reporting emissions, and not the templates found within the ICAO CORSIA ETM, or other ICAO CORSIA supporting guidance.

(III) Scope and relevance

- 1 There are three possible situations in which you are required to use this template: (1) if you have to comply with the EU ETS, (2) if you need to comply with CORSIA requirements as Aircraft Operator from an EEA Member State, or (3) if both conditions apply. Based on your selections, the template guides you regarding which sections you have to fill in by greying-out sections which are not applicable to you. Therefore it is particularly important to fill in section (1) points (c) to (f) of this template.
- 2 Aircraft operators are required to comply with the EU ETS if they carry out aviation activities as included in Annex I to the EU ETS Directive. However, until December 2023, pending potential review by EU legislators, the so-called "reduced scope" is applicable. Furthermore the following aircraft operators are excluded:
 - Commercial air transport operators, operating either fewer than 243 flights per period for three consecutive four-month periods, or operating flights with total annual emissions lower than 10 000 tonnes per year under the "full scope".
 - Non-commercial air transport operators which emit less than 1 000 t CO₂ per year under the "full scope" of the EU ETS.Note that for the purposes of the EU ETS, the threshold applies to the sum of all flights within EEA, outgoing from EEA and incoming to EEA, including those incoming from Switzerland and the UK.
- 3 Note that under the EU ETS some simplified monitoring, reporting and verification requirements apply for small emitters. This template guides you whether you are allowed to use the simplified approaches (see section (B) of this template).
For further information, in particular regarding "full" and "reduced" scope and simplified approaches, please see MRR guidance document No.2 "General guidance for Aircraft Operators", which can be downloaded under:
https://ec.europa.eu/clima/system/files/2022-01/gd2_guidance_aircraft_en.pdf
- 4 Aircraft operators have obligations of "CORSIA reporting" to a Member State if they fall within the scope of Article of the Delegated Act pursuant to Article 28c of the EU ETS Directive, i.e. if they have an Air Operator Certificate (AOC) issued by that Member State or their place of judicial registration is in that Member State (including dependencies or territories of that Member State), if they produce annual CO₂ emissions greater than 10 000 tonnes from the use of aeroplanes (not helicopters) with a maximum certificated take-off mass greater than 5 700 kg conducting flights between aerodromes located in different States.

(IV) Guidance on this template

- 1 Article 68(3) of the MRR requires:
The annual emission reports and tonne-kilometre data reports shall at least contain the information listed in Annex X.
Annex X sets out the minimum content of Annual Emissions Reports.
Furthermore, Article 74(1) states:
Member States may require the operator and aircraft operator to use electronic templates or specific file formats for submission of monitoring plans and changes to the monitoring plan, as well as for submission of annual emissions reports, tonne-kilometre data reports, verification reports and improvement reports.
Those templates or file format specifications established by the Member States shall, at least, contain the information contained in electronic templates or file format specifications published by the Commission.
- 2 This file constitutes the said reporting template for aircraft operators developed by the Commission services and includes the requirements described in Annex X as well as further requirements to assist the aircraft operator in demonstrating compliance with the MRR. Under certain conditions as defined below, it may have been amended to a limited extent by a Member State's competent authority.
- 3 According to the delegated act pursuant to Article 28c of the EU ETS Directive, this template is also to be used for CORSIA reporting.
- 4 This reporting template represents the views of the Commission services at the time of publication.
This is the final version, dated 18 November 2020, providing an update of the final version of the annual emission report template endorsed by the Climate Change Committee by written procedure ending in January 2020 (with corrections of July 2021 and February 2022).
- 5 All Commission guidance documents on the Monitoring and Reporting Regulation can be found at
https://ec.europa.eu/clima/eu-action/eu-emissions-trading-system-eu-ets/monitoring-reporting-and-verification-eu-ets-emissions_en
- 6 The EU ETS for aviation has been expanded to cover the three EEA EFTA States Iceland, Liechtenstein and Norway. This means that aircraft operators also need to monitor and report their emissions and tonne-kilometre data from domestic flights within the EEA EFTA States, flights between the EEA EFTA States and flights between EEA EFTA States and third countries (where full scope is required).
Accordingly, all references to Member States in this template should be interpreted as including all 30 EEA States. The EEA comprises the 27 EU Member States, Iceland, Liechtenstein and Norway.
- 7 Before you use this file, please carry out the following steps:



- (a) **Make sure you know which Member State is responsible for administering you (the aircraft operator who submits this emission report) with regard to EU ETS reporting.** The criteria for defining the administering Member State are set out by Art. 18a of the EU ETS Directive. A list specifying the administering Member State for each aircraft operator can be found on the Commission's website (see below).
If you are not on this list, you may still be subject to EU ETS or CORSIA reporting to a Member State based on the criteria referred to under point III(4) above.
If you are required to report emissions under the EU ETS to a Member State, but under CORSIA to a third country, only the EU ETS-related sections of this template are to be filled. In the same way the template will guide you, if you are required to report only CORSIA-related data. Therefore, make sure to fill section (1) of this template correctly, as non-relevant sections of the report will be automatically greyed-out as soon as that section has been filled.
- (b) Identify the Competent Authority (CA) responsible for your case in that administering Member State (there may be more than one CA per Member State).
- (c) Check the CA's webpage or directly contact the CA in order to find out if you have the correct version of the template. The template version is clearly indicated on the cover page of this file.
- (d) Some Member States may require you to use an alternative system, such as Internet-based forms instead of a spreadsheet. Check your administering Member State requirements. In this case the CA will provide further information to you.
- (e) Read carefully the instructions below for filling this template.

8 This emission report must be submitted to your Competent Authority ("CA") to the following address:

Detail address to be provided by the Member State

9 Contact your Competent Authority if you need assistance to complete your Annual Emissions Report. Some Member States have produced guidance documents which you may find useful in addition to the Commission's guidance mentioned above.

10 **Confidentiality statement:** The information submitted in this report may be subject to public access to information requirements, including Directive 2003/4/EC on public access to environmental information. If you consider that any information you provide in connection with your report should be treated as commercially confidential, please let your Competent Authority know. You should be aware that under the provisions of Directive 2003/4/EC, the Competent Authority may be obliged to disclose information even where the applicant requests that it is kept confidential.

11 **Information sources:**

- EU Websites:
 EU-Legislation: <http://eur-lex.europa.eu/en/index.htm>
 EU ETS general: https://ec.europa.eu/clima/eu-action/eu-emissions-trading-system-eu-ets_en
 Aviation EU ETS: https://ec.europa.eu/clima/eu-action/transport-emissions/reducing-emissions-aviation_en
 Monitoring and Reporting in the EU ETS: https://ec.europa.eu/clima/eu-action/eu-emissions-trading-system-eu-ets/monitoring-reporting-and-verification-eu-ets-emissions_en
 CORSIA Website: <https://www.icao.int/environmental-protection/CORSIA/Pages/default.aspx>

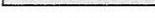
Other Websites:
 <to be provided by Member State>

Helpdesk:
 <to be provided by Member State, if relevant>

12 **How to use this file:**

This template has been developed to accommodate the minimum content of an annual emissions report required by the MRR. Operators should therefore refer to the MRR and additional Member State requirements (if any) when completing. It is recommended that you go through the file from start to end. There are a few functions which will guide you through the form which depend on previous input, such as cells changing colour if an input is not needed (see colour codes below). In several fields you can choose from predefined inputs. For selecting from such a "drop-down list" either click with the mouse on the small arrow appearing at the right border of the cell, or press "Alt-CursorDown" when you have selected the cell. Some fields allow you to input your own text even if such drop-down list exists. This is the case when drop-down lists contain empty list entries.

Colour codes and fonts:

Black bold text:	This is text provided by the Commission template. It should be kept as it is.
Smaller italic text:	This text gives further explanations. Member States may add further explanations in MS specific versions of the template.
	Light yellow fields indicate input fields.
	Green fields show automatically calculated results. Red text indicates error messages (missing data etc.).
	Shaded fields indicate that an input in another field makes the input here irrelevant.
	Grey shaded areas should be filled by Member States before publishing customized version of the template.

Sections added to the EU ETS template related to information required for CORSIA are identified by a light blue frame.

Sections added to this template related to information required for the CH ETS are identified by a light red frame.

Sections that are particularly relevant for both, EU ETS and CH ETS, are marked by red shading.

13 This template has been locked against data entry except for yellow fields. However, for transparency reasons, no password has been set. This allows for complete viewing of all formulae. When using this file for data entry, it is recommended to keep the protection in force. The sheets should only be unprotected for checking the validity of formulae. It is recommended to do this in a separate file.

14 In order to protect formulae against unintended modifications, which usually lead to wrong and misleading results, it is of utmost importance NOT TO USE the CUT & PASTE function. If you want to move data, first COPY and PASTE them, and thereafter delete the unwanted data in the old (wrong) place.

15 Data fields have not been optimized for specific numerical and other formats. However, sheet protection has been limited so as to allow you to use your own formats. In particular, you may decide about the number of decimal places displayed. The number of places is in principle independent from the precision of the calculation. The option "Precision as displayed" of MS Excel should always be deactivated. For more details, consult MS Excel's "Help" function on this topic.

DISCLAIMER: All formulae have been developed carefully and thoroughly. However, mistakes cannot be fully excluded. As described above, full transparency for checking the validity of calculations is ensured. Neither the authors of this file nor the European Commission can be held liable for eventual damages resulting from wrong or misleading results of the provided calculations. It is the full responsibility of the user of this file (i.e. the aircraft operator) to ensure that correct data is reported to the competent authority.

Note: Formulae must be checked and corrected in particular whenever rows and/or columns are added by aircraft operators.

17 Note: Where country names are provided in lists for selection within this reporting template, this does not imply the expression of any opinion whatsoever on the part of the Commission or the Member State providing this template, concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

18 Member State-specific guidance is listed here:

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GENERAL INFORMATION ABOUT THIS REPORT

1 Reporting Year and Scope

(a) Reporting year:

This is the year in which the reported aviation activities took place, i.e. 2013 for the report which you submit by 31 March 2014.

(b) Version number of this emission report:

This should be a natural number (starting from 1) helping the verifier and competent authority to identify the version of the report verified.

(c) Language in which this report is filled:

For performing automated checks on the data reported, it is important that the complete report is filled consistently in one language (which may deviate from the template's language). Please confirm here the language in which you have filled the report.

(d) Has the Art. 28a(6) derogation been used?

In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO2 per year, related to the full scope of the EU ETS, or emitting less than 3 000 tCO2 per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verifier.

Note that for the purposes of the EU ETS, the threshold applies to the sum of all flights within EEA, outgoing from EEA and incoming to EEA, including those incoming from Switzerland and the UK.

The alternative involves determining their emissions by using the small emitters tool approved under Commission Regulation No 606/2010. In such cases, data used for determining emissions must originate from Eurocontrol. As a result, aircraft operators taking advantage of this simpler method need to use data populated by Eurocontrol with data from its ETS support facility, without any modification.

Scope: EU ETS and/or CORSIA:

Note: If this section is kept empty, it is automatically assumed that this report is filled for EU ETS only.

If you have an obligation under CORSIA to the same country as under the EU ETS, you should fill in the sections of this template which are marked as relating to ICAO's market based mechanism CORSIA (indicated by a light blue frame). In line with paragraph 1.2 of the CORSIA SARPs, the aircraft operator is attributed to the state according to its ICAO designator, if applicable, or to the state that issued the AOC, or the place of juridical registration.

An obligation under CORSIA is given only if you are producing annual CO2 emissions greater than 10,000 tonnes from international flights conducted by aeroplanes with a maximum certificated take-off mass greater than 5,700 kg from 1 January 2019, with the exception of humanitarian, medical and firefighting flights.

If for CORSIA purposes you are attributed to another country, you have to report the data relevant for CORSIA to that country. Therefore please get in touch with the relevant competent authority of that country for further instructions on the need to deliver an annual emissions report.

(e) Please confirm if you want to use this emission report for CORSIA:

(f) Are you required to comply with CORSIA in another state?

(g) Please confirm to which other state you will report under CORSIA:

Some aircraft operators have an obligation under CORSIA only, i.e. no obligation under the EU ETS. If you are filling this emissions report for CORSIA purposes only, please confirm below that this is the case.

(h) Please confirm if you have an obligation under the EU ETS:

2 Identification of the Aircraft Operator

(a) Please enter the name of the aircraft operator:

This name should be the legal entity carrying out the aviation activities defined in Annex I of the EU ETS Directive.

(b) Unique Identifier as stated in the Commission's list of aircraft operators:

This identifier can be found on the list published by the Commission pursuant to Article 18a(3) of the EU ETS Directive. If the aircraft operator is not yet listed, please state "NA" (not applicable).

(c) If different to the name given in 2(a), please also enter the name of the aircraft operator as it appears on the Commission's list of operators:

The name of the aircraft operator on the list pursuant to Article 18a(3) of the EU ETS Directive may be different to the actual aircraft operator's name entered in 2(a) above. Keep empty, if not applicable.

(d) Please enter the unique ICAO designator used in the call sign for Air Traffic Control (ATC) purposes, where available:

The ICAO designator should be that specified in box 7 of the ICAO flight plan (excluding the flight identification) as specified in ICAO document 8585. If you do not specify an ICAO designator in flight plans, please select "n.a." from the drop-down list and proceed to 2(e).

(e) Where a unique ICAO designator for ATC purposes is not available, please provide the aircraft registration markings used in the call sign for ATC purposes for the aircraft you operate.

If a unique ICAO designator is not available, enter the identification for ATC purposes (tail numbers) of all the aircraft you operate as used in box 7 of the flight plan. Please separate each registration with a semicolon (;). Otherwise enter "n.a." and proceed.

(f) Please enter the administering Member State of the aircraft operator

pursuant to Art. 18a of the Directive.

(g) Competent authority in this Member State:

In some Member States there is more than one Competent Authority dealing with the EU ETS for aircraft operators. Please enter the name of the appropriate authority, if applicable. Otherwise choose "n.a."

(h) Please enter the number and issuing authority of the Air Operator Certificate (AOC) and Operating Licence granted by a Member State if available:

If you don't find the appropriate name of the Issuing authority in the drop-down list, you can enter its name like in a normal text field.

Air Operator Certificate:
 AOC Issuing authority:
 Operating Licence:



Issuing authority:

- (i) Please enter the address of the aircraft operator, including postcode and country:

Address Line 1
Address Line 2
City
State/Province/Region
Postcode/ZIP
Country
Telephone Number:
Email address

- (j) Who can we contact about your annual emission report?

It will help the competent authority to have someone who they can contact directly with any questions about your report. The person you name should have the authority to act on your behalf. This may be an agent acting on behalf of the aircraft operator.

Title:
First Name:
Surname:
Job title:
Organisation name (if acting on behalf of the aircraft operator):
Telephone number:
Email address:

- (k) Please provide an address for receipt of correspondence

You must provide an address for receipt of notices or other documents under or in connection with the EU Greenhouse Gas Emissions Trading Scheme. Please provide an electronic address and a postal address within the administering Member State.

Title:
First Name:
Surname:
Email address:
Telephone number:
Address Line 1:
Address Line 2:
City:
State/Province/Region:
Postcode/ZIP:
Country:

- (l) Legal representative of the aircraft operator

Please provide contact information of a representative who is legally responsible for the aircraft operator, for the purpose of compliance with the EU ETS, or CORSIA rules, as applicable.

Title:
First Name:
Surname:
Email address:
Telephone number:
Address Line 1:
Address Line 2:
City:
State/Province/Region:
Postcode/ZIP:
Country:

3 Identification of the verifier

In accordance with Article 28a(6) of the EU ETS Directive, aircraft operators emitting less than 25 000 tonnes of CO₂ per year, related to the full scope of the EU ETS, or emitting less than 3 000 tCO₂ per year under the reduced scope, both commercial and non-commercial, can choose an alternative to verification by an independent verifier.

The alternative involves determining their emissions by using the small emitters tool approved under Commission Regulation No 606/2010. In such cases, data used for determining emissions must originate from Eurocontrol. As a result, aircraft operators taking advantage of this simpler method need to use data populated by Eurocontrol with data from its ETS support facility, without any modification.

Where small emitters make use of this simplification, this section can be left empty.

- (a) Name and address of the verifier of your annual emission report

Company Name:
Address Line 1:
Address Line 2:
City:
State/Province/Region:
Postcode/ZIP:
Country:

- (b) Contact person for the accredited verifier:

It will help the competent authority to have someone who they can contact directly with any questions about verification of your report. The person you name should be familiar with this report.

Title:
First Name:
Surname:
Email address:
Telephone number:

- (c) Information about the verifier's accreditation:

Note that pursuant to Article 54(2) of the "AVR" (Accreditation and Verification Regulation; Commission Implementing Regulation (EU) 2018/2067), a Member State may choose to entrust certification of natural persons as verifiers to a national authority other than the national accreditation body.

In such cases, "accreditation" should be read as "certification", and "accreditation body" as "national authority".

Member State where accreditation has been granted:

Registration number issued by the accreditation body:

The availability of such registration information may depend on the accrediting Member State's practice of accreditation of verifiers.



EMISSION DATA OVERVIEW

4 Information about the monitoring plan

Note: it is assumed, that one joint monitoring plan for the EU ETS, the CH ETS and CORSIA is used.

- (a) Version number of the latest approved monitoring plan:
- (b) Date of approval of the used monitoring plan:
- (c) Have there been any deviations from your approved monitoring plan during the reporting year?
- (d) If you have answered "True", please describe all relevant changes in the operations and all deviations from your approved monitoring plan, providing information about each deviation and the consequence for the calculation of annual emissions.

5 Total emissions in EU ETS and CH ETS

For limiting administrative burden, this sections (a) and (b) should cover emissions of both systems, EU ETS and CH ETS.

- (a) Total number of flights in the reporting year:
- (a).i Total number of flights in the reporting year covered by the EU ETS:
- (a).ii Total number of flights in the reporting year covered by the CH ETS:
- (a).iii Total number of flights in the reporting year covered by an ETS:

(b) Properties of the fuels used:

Please provide here the calculation factors needed for describing each fuel's properties for calculating the emissions. Input is required only if you are using other fuels than the standard fuels already defined. Please note:

preliminary EF The „preliminary emission factor“ is the assumed total emission factor of a mixed fuel or material based on the total carbon content composed of biomass fraction and fossil fraction before multiplying it with the fossil fraction to result in the emission factor. For Aviation, the EF is usually reported as t CO₂t.

NCV Net calorific value. Proxy data is to be reported for completeness purposes. In this template it is not used for emission calculation.

biomass content (sustainable) For fuels which contain biomass, compliance with the sustainability criteria pursuant to the RES Directive has to be demonstrated (see guidance document no. 2) in order to assign an emission factor of zero to the biomass. Please enter here the percentage of biomass (% of the carbon content) contained in the fuel, which is demonstrated to comply with the sustainability criteria. This amount is used for calculating the fossil and biomass emissions under point (c).

biomass content (non-sustainable) Please enter here the percentage of biomass (% of the carbon content) contained in the fuel which cannot be demonstrated to comply with the sustainability criteria. This biomass is treated like fossil material, i.e. it contributes to fossil emissions under point (c), but is also presented as a separate memo-item.

Note: If you use a biofuel or mixed fuel, for which the sustainability criteria are demonstrated only for a part of the annual used quantity, you have to define two different fuels here, one with sustainable biomass and one with non-sustainable biomass.

Fuel No.	Name of fuel	preliminary EF [t CO ₂ / t fuel]	NCV [GJ/t]	biomass content (sustainable) [%]	biomass content (non-sustainable) [%]
1	Jet kerosene (Jet A1 or Jet A)	3,15	44,10	0,00	0,00
2	Jet gasoline (Jet B)	3,10	44,30	0,00	0,00
3	Aviation gasoline (AvGas)	3,10	44,30	0,00	0,00
4					
5					
6					
7					
8					
9					
10					
11					
12					

If required, you may add further fuels by inserting rows above this one. This is best done by inserting a copied row.

(b1) Further information on alternative fuels:

Please provide important information related to the biomass content of alternative fuels used here. Life cycle emissions should be calculated according to the methods provided by the Renewable Energy Directive (RED).

Note that here only biofuels used for EU ETS purposes are to be listed. "CORSIA eligible fuels", if applicable, are to be reported in section (12)(b1) of this template.

Fuel No.	Name of fuel	Fuel type	Feedstock	Conversion process	Life cycle emissions
4					
5					
6					
7					



8					
9					
10					
11					
12					

If required, you may add further fuels by inserting rows above this one. This is best done by inserting a copied row.

(c) Fuel consumption and emissions in the EU ETS

Here you have to enter the quantity of each fuel used in the reporting year (also referred to as "activity data"). The emissions and the biomass-related memo-items are calculated automatically using the calculation factors defined under point (b).

(final) EF	This is calculated from the preliminary emission factor and the sustainable biomass content (where the sustainable biomass content is zero-rated).
fuel consumption	Please enter here the total fuel consumption of each fuel in tonnes in the reporting year. Please note that this figure should only include fuel consumption to be reported under the EU ETS, i.e. relate to the reduced scope.
CO2 emissions [t CO2]	This is the amount of "fossil" emissions (including emissions from biomass for which no evidence for compliance with the sustainability criteria has been provided). It is identical to the emissions for which allowances are to be surrendered.
CO2 from sustainable biomass	This figure shows as a memo-item the emissions from sustainable biomass.
CO2 from non-sustainable biomass	This figure shows as a memo-item the emissions from non-sustainable biomass. Note that these emissions are part of the "fossil" emissions and do not need to be added once more.

Fuel No.	Name of fuel	(final) EF [t CO2 / t fuel]	fuel consumption [tonnes]	CO2 emissions [t CO2]	CO2 from sustainable biomass	CO2 from non-sustainable biomass
1	Jet kerosene (Jet A1 or Jet A)	3,15				
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10				
4						
5						
6						
7						
8						
9						
10						
11						
12						

If required, you may add further fuels by inserting rows above this one. This is best done by inserting a copied row. However, formulae will need corrections!

Total CO2 emissions (EU ETS) in the reporting year: 0

IMPORTANT NOTE: This total emissions figure is considered the correct figure for the annual emissions. If aggregation in the sheet "Emissions Data" or in the Annex deviates from this figure, make sure that the data in all tables is consistent.
This figure should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.

Memo Item: Sustainable biomass:	0
Memo Item: Non-sustainable biomass:	0

(d) Fuel consumption and emissions in the CH ETS

For instructions on filling this section see above under section (c).

Fuel No.	Name of fuel	(final) EF [t CO2 / t fuel]	fuel consumption [tonnes]	CO2 emissions [t CO2]	CO2 from sustainable biomass	CO2 from non-sustainable biomass
1	Jet kerosene (Jet A1 or Jet A)	3,15				
2	Jet gasoline (Jet B)	3,10				
3	Aviation gasoline (AvGas)	3,10				
4						
5						
6						
7						
8						
9						
10						
11						
12						

If required, you may add further fuels by inserting rows above this one. This is best done by inserting a copied row. However, formulae will need corrections!

Total CO2 emissions (CH ETS) in the reporting year: 0

IMPORTANT NOTE: This total emissions figure is considered the correct figure for the annual emissions. If aggregation in the sheet "Emissions Data" or in the Annex deviates from this figure, make sure that the data in all tables is consistent.
This figure should only include emissions to be reported under the CH ETS.

Memo Item: Sustainable biomass:	0
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6 Use of simplified procedures

For limiting administrative burden, this sections (a) to (f) should cover emissions of both systems, EU ETS and CH ETS.

- (a) Have you been using the simplified approach allowed for small emitters pursuant to Article 54(2) of the MRR?
Small emitters are aircraft operators which operate fewer than 243 flights per period for three consecutive four-month periods and aircraft operators with total annual emissions lower than 25,000 t CO₂ per year, related to the EU ETS full scope.

Note that for the purposes of the EU ETS, the threshold applies to the sum of all flights within EEA, outgoing from EEA and incoming to EEA, including those incoming from Switzerland and the UK.

- (b) Please report the total number of full scope flights covered by the EU ETS in each four-month period during the reporting year for which you are the aircraft operator:

The local time of departure of the flight determines in which four-month period that flight shall be taken into account.

Four-month period	Number of flights
January to April	
May to August	
September to December	
Total:	0

- (c) Total emissions in the reporting year:

Please enter here the total emissions related to the full scope. t CO₂

- (d) Confirmation of eligibility for simplified approach:

Note: If you are using the simplified approach for small emitters, but have exceeded the applicable threshold (which is indicated here by the message "not eligible"), the following consequences apply in accordance with Article 55(4) of the MRR:

The aircraft operator shall notify the competent authority thereof without undue delay and submit a significant modification of the monitoring plan within the meaning of point (vi) of Article 15(4)(a) to the competent authority for approval.

However, the aircraft operator may continue to use the simplified approach provided that that aircraft operator demonstrates to the satisfaction of the competent authority that the thresholds have not already been exceeded within the past five reporting periods and will not be exceeded again from the following reporting period onwards.

- (e) Please specify which fuel consumption estimation tool you have used:

- (f) If you have chosen "Other" under point (e) above, which one?

If you use this report for CORSIA purposes, please confirm here if you are using an applicable emission estimation tool:

- (g) An emission estimation tool was used for all emissions under CORSIA:

- (h) An emission estimation tool was used only for emissions without offsetting requirements:

This option is only relevant for emissions taking place from 2021 onwards.

7 Approach for data gaps

For limiting administrative burden, this sections (a) and (b) should cover emissions of both systems, EU ETS and CH ETS. Data gaps relevant for CORSIA can be included, too.

- (a) List of data gaps occurred and method of determining surrogate data

In accordance with Article 65(2) of the MRR data gaps must be closed by a method defined in the monitoring plan, or if this is not possible, by using a tool which may be used for the small emitters approach.

Please specify here the data gaps occurred, how surrogate data was determined, and the amount of emissions according to the surrogate data. Note that these data are NOT added to the emissions given in section 5 and/or 12 (if relevant), but must be included in the data in those sections.

The table should be filled as follows:

Reference	Here the data gap should be specified, either by referencing the aircraft, aerodrome, flight numbers etc. for which the data gap occurred, and/or the start and end date of the period where the gap occurred.			
Reason	Please describe here the reason why the data gap occurred.			
Type	Please describe here the type of data gap, such as "density measurement not available", "fuel uplift not available", "flights missing activity list", etc.			
Replacement method	please indicate the method of determining surrogate data, by referencing the procedure in your monitoring plan, or by "small emitter tool" etc.			
Emissions	Please give here the amount of emissions which are affected by the data gap. This figure must be INCLUDED in section 5 and/or section 12 depending on the type.			

Reference	Reason	Type	Replacement method	Emissions

end	end	end	end	end

If required, you may add further rows above the "end" markers by inserting rows above this one. This is best done by inserting a copied row.

(b) Percentage of EU/CH ETS flights for which data gaps occurred (rounded to nearest 0.1%)

(c) Percentage of international (CORSA) flights for which data gaps occurred (rounded to nearest 0.1%)

Note: If unclear in the table above, whether data gaps apply to EU ETS, CH ETS, CORSIA, or more than one data set, please add relevant information in the table, e.g. by specifying it in the "type" column.



EMISSION DATA PER COUNTRY AND FUEL – EU ETS

8a Detailed emissions data – EU ETS

- (a) The following table is used for control purposes only. Please make sure that the totals are consistent with the result of section 5(c). The following sections (b) and (c) should be filled without any double counting of emissions.
 Note: You can add more columns if you use more fuels, and more rows if you have to enter more country pairs. If you add additional cells, and/or copy and paste data from another program or worksheet, you have to add the appropriate calculation formulas and check the correctness of existing formulas. It is the full responsibility of the aircraft operator to check the correctness of calculations.

Note: Only fossil emissions are accounted for in this section. This includes biomass emissions for which sustainability criteria have not been proven.

	Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add more fuels before this column>		
A	Total aggregated CO2 emissions from all flights relating to the reduced scope of the EU ETS Directive (= B + C)	0	0	0	0	0	0
B	of which departure MS is the same as arrival MS (domestic flights, =sum of section (b))	0	0	0	0	0	0
C	of which all other Intra EEA flights, and flights from EEA to Switzerland or UK	0	0	0	0	0	0
D	emissions from all flights departing from a Member State to another Member State, Switzerland or UK (=sum of section 8(c))	0	0	0	0	0	0

Please note that all figures should only include emissions to be reported under the EU ETS, i.e. relate to the reduced scope.

Total emissions entered in section 5(c): t CO2
 Difference to data given in this sheet: t CO2

- (b) Aggregated CO2 emissions from all flights of which departure Member State is the same as arrival Member State (domestic flights):
 Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

Member State of departure and arrival	Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
	Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add more fuels before this column>		
Austria						0	
Belgium						0	
Bulgaria						0	
Croatia						0	
Cyprus						0	
Czechia						0	
Denmark						0	
Estonia						0	
Finland						0	
France						0	
Germany						0	
Greece						0	
Hungary						0	
Iceland						0	
Ireland						0	
Italy						0	
Latvia						0	
Liechtenstein						0	
Lithuania						0	
Luxembourg						0	
Malta						0	
Netherlands						0	
Norway						0	
Poland						0	
Portugal						0	
Romania						0	
Slovakia						0	
Slovenia						0	
Spain						0	
Sweden						0	
Sum of domestic flights:	0	0	0	0		0	0

- (c) Aggregated CO2 emissions from all flights departing from each Member State to another Member State, to Switzerland, or to the UK
 Please complete the following table with the appropriate data for the reporting year. Note that the emission factors presented in section 5(b) MUST BE USED for calculating these emissions.

Member State of departure	State of arrival	Emissions from each Fuel [t CO2]					TOTAL [t CO2]	Total number of flights
		Jet kerosene (jet A1 or jet A)	Jet gasoline (Jet B)	Aviation gasoline (AvGas)	Alternative fuel 1	<add more fuels before this column>		
							0	
							0	
							0	
							0	
							0	



end													

Please continue by adding further rows as needed (above the "end" markers). This must be done by copying an empty row and inserting it thereafter. A simple "insert row" command will NOT be sufficient.



Member State specific further information

10 Comments

Space for further Comments:

[<<< Click here to proceed to section 11 "Emissions per aerodrome pair" >>>](#)



