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L.N. 314 of 2024

**CLIMATE ACTION ACT
(CAP. 643)**

**European Union Greenhouse Gas Emissions Trading System For
Aviation (Amendment) Regulations, 2024**

IN EXERCISE of the powers conferred by article 27 of the Climate Action Act, the Minister responsible for climate action policy and the Minister responsible for justice, after consultation with the Climate Action Authority, have made the following regulations:-

Citation. **1.** The title of these regulations is the European Union Greenhouse Gas Emissions Trading System for Aviation (Amendment) Regulations, 2024 and these regulations shall be read and construed as one with the European Union Greenhouse Gas Emissions Trading System for Aviation Regulations, hereinafter referred to as the "principal regulations".

S.L. 643.03.

Amends regulation 1 of the principal regulations. **2.** Sub-regulation (3) of regulation 1 of the principal regulations shall be substituted by the following:

"(3) The scope of these regulations is to:

(a) transpose:

(i) Directive 2003/87/EC;

(ii) Directive 2004/101/EC amending Directive 2003/87/EC;

(iii) Directive 2008/101/EC amending Directive 2003/87/EC;

(iv) Directive 2009/29/EC amending Directive 2003/87/EC;

(v) Decision (EU) 2015/1814 amending Directive 2003/87/EC;

(vi) Directive (EU) 2018/410 amending Directive 2003/87/EC;

(vii) Directive (EU) 2023/958 amending Directive 2003/87/EC;

(viii) Directive (EU) 2023/959 amending Directive 2003/87/EC; and

(b) implement the requirements of Regulation (EU) 2017/2392 amending Directive 2003/87/EC."

3. Regulation 2 of the principal regulations shall be amended as follows:

Amends regulation 2 of the principal regulations.

(a) the definition "aviation emissions or emissions" thereof shall be substituted by the following definition:

" "aviation emissions" or "emissions" means the release of greenhouse gases from an aircraft performing an aviation activity listed in Schedule 1 and, or Schedule 1A, as specified in respect of that activity;"

(b) immediately after the definition "confidential information" thereof there shall be added the following new definition:

" "CORSIA" means the Carbon Offsetting and Reduction Scheme for International Aviation of the International Civil Aviation Organisation;"

(c) immediately after the definition "Directive (EU) 2018/410" thereof there shall be added the following new definition:

" "Directive (EU) 2023/958" means Directive (EU) 2023/958 of the European Parliament and of the Council of 10 May 2023 amending Directive 2003/87/EC as regards aviation's contribution to the Union's economy-wide emission reduction target and the appropriate implementation of a global market-based measure;"

(d) immediately after the definition "Eurocontrol" thereof there shall be added the following new definition:

" "European Economic Area" means the area composed of the State parties to the agreement on the European Economic Area signed in Oporto on the 2nd May, 1992, and the Protocol adjusting that agreement, signed in Brussels on 17th March, 1993;"

(e) immediately after the definition "greenhouse gases" thereof there shall be added the following new definition:

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" "ICAO" means the International Civil Aviation Organisation;"

(f) immediately after the definition "national registry administrator" thereof there shall be added the following new definition:

" "non-CO₂ aviation effects" means the effects on the climate of the release, during fuel combustion, of oxides of nitrogen (NO_x), soot particles, oxidised sulphur species, and effects from water vapour, including contrails, from an aircraft performing an aviation activity listed in Schedule I;"

(g) immediately after the definition "other relevant legal bodies" thereof there shall be added the following new definition:

" "Paris Agreement" means the Paris Agreement which is an international treaty on climate change which entered into force on 4th November 2016;"

Amends
regulation 3 of
the principal
regulations.

4. Immediately after paragraph (a) of regulation 3 of the principal regulations there shall be added the following new paragraph:

"(aa) for the purposes of regulations 12(8), 24B, 24C and 24D, aircraft operators performing aviation activities listed in Schedule 1A, resulting in emissions of greenhouse gases specified in respect of those activities and that hold an air operator certificate issued by Malta or that are registered in Malta; and".

Substitutes
regulation 4 of
the principal
regulations.

5. Regulation 4 of the principal regulations shall be substituted by the following new regulation:

"Allocation of
free allowance
to aircraft
operators.

4. (1) On a yearly basis, from the year starting 1st January 2024 until the year ending 31st December 2030, a commercial aircraft operator may apply for an allocation of allowances based on the quantity of each eligible aviation fuel referred to in paragraph 6 of Article 3c of Directive 2003/87/EC used on flights for which allowances have to be surrendered in accordance with regulation 16 between 1st January 2024 and 31st December 2030, excluding flights for which that requirement is considered to be satisfied pursuant to sub-regulation (1) of regulation 24A.

(2) An application pursuant to sub-regulation (1) shall be made in accordance with relevant decisions and regulations adopted by the Commission pursuant to Directive 2003/87/EC."

6. Regulation 5, 6, 7 and 8 of the principal regulations shall be deleted.

Deletes regulations 5, 6, 7 and 8 of the principal regulations.

7. Regulation 11 of the principal regulations shall be amended as follows:

Amends regulation 11 of the principal regulations.

(a) sub-regulation (1) thereof shall be substituted by the following new sub-regulation:

"(1) The Authority shall, by 30th June of each year, issue the quantity of free allowances that are to be allocated for that year to each aircraft operator as determined in accordance with paragraph (1a) of Article 3d of Directive 2003/87/EC."; and

(b) immediately after sub-regulation (1) thereof as amended, there shall be added the following new sub-regulation:

"(1a) The Authority shall issue the quantity of free allowances that are to be allocated for that year to an aircraft operator in accordance with regulation 4."

8. Regulation 12 of the principal regulations shall be substituted by the following new regulation:

Substitutes regulation 12 of the principal regulations.

"Monitoring of annual emissions.

12. (1) An aircraft operator shall submit to the Authority a monitoring plan setting out measures to monitor and report emissions of greenhouse gases specified in respect of aviation activities in Schedule 1 and, or Schedule 1A. A monitoring plan shall be submitted by an aircraft operator to the Authority as soon as practicable before the aircraft operator commences aviation activities listed in Schedule 1 and, or, Schedule 1A:

Provided that where an aircraft operator performs an aviation activity listed in Schedule 1 and, or, Schedule 1A for the first time that could not be foreseen before the activity has taken place, a monitoring plan shall be submitted to the Authority without undue delay after the performance of the said activity or within a time-frame as may be agreed upon between the aircraft operator and the Authority:

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Provided further that where an aircraft operator for whom Malta is designated as the administering Member State in accordance with regulation 3, after it performs an aviation activity listed in Schedule 1 and, or Schedule 1A for the first time, a monitoring plan shall be submitted to the Authority without undue delay after Malta is designated as the administering Member State for that aircraft operator or within a time-frame as may be agreed upon between the aircraft operator and the Authority.

(2) The monitoring plan shall be in accordance with:

- (a) the principles set out in Schedule 3;
- (b) relevant decisions and regulations adopted by the Commission pursuant to Directive 2003/87/EC; and
- (c) any other requirements made by the Authority in respect of monitoring and reporting of emissions of greenhouse gases from aviation activities.

(3) The monitoring plan submitted by an aircraft operator in accordance with sub-regulation (1) shall be approved by the Authority, if it is satisfied that the plan is in accordance with the requirements set out under this regulation. The Authority may request from the aircraft operator any additional information it deems appropriate for the approval of the plan.

(4) An aircraft operator shall notify the Authority of any deviations from the monitoring plan that may occur at any time after the approval of the plan by the Authority:

Provided that the Authority shall be notified of any deviation from the plan:

- (a) as soon as practicable before the deviation occurs, if the deviation is known to the aircraft operator or is made known to the operator prior to its occurrence; or
- (b) immediately after the deviation occurs if the occurrence of the deviation is not known to the aircraft operator or is not made known to the aircraft operator before, or at the time of its occurrence.

Provided further that an aircraft operator shall maintain a documented record, which shall include information in accordance with requirements that may be established by the Authority, of any deviations that occur during a monitoring year and shall submit such record to the Authority together with the annual emissions report submitted pursuant to this regulation.

(5) An aircraft operator may at any time after the approval of the monitoring plan submit to the Authority the proposed modifications that have to be made to the plan in accordance with the relevant decisions and regulations adopted by the Commission in accordance with Directive 2003/87/EC. The aircraft operator shall keep a documented record of all modifications to the monitoring plan:

Provided that the proposed significant modifications to an approved plan shall not be valid without the approval of the Authority.

(6) Where it deems appropriate, the Authority may request the submission of a revised plan.

(7) An aircraft operator shall regularly check if the approved monitoring plan reflects the nature and function of the aircraft operator and shall submit to the Authority proposed modifications that have to be made to the plan, as may be necessary.

(8) An aircraft operator shall monitor emissions from aircrafts which it operates that perform aviation activities listed in Schedule 1 and, or Schedule 1A, during each monitoring year.

(9) From 1st January 2025, an aircraft operator shall monitor non-CO₂ effects from each aircraft that it operates during each calendar year in accordance with relevant decisions and regulations as adopted by the Commission in accordance with Directive 2003/87/EC.

(10) Without prejudice to sub-regulation (4), an aircraft operator shall monitor annual emissions in accordance with the monitoring plan approved by the Authority in accordance with this regulation. The Authority may take any action it deems necessary in accordance with these regulations to ensure that an aircraft operator is monitoring and reporting annual emissions in accordance with the approved monitoring plan."

9. In regulation 13 of the principal regulations, immediately after sub-regulation (6) thereof, there shall be added the following new sub-regulations:

Amends
regulation 13 of
the principal
regulations.

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"(7) From 1st January 2025, an aircraft operator shall report non-CO₂ aviation effects from each aircraft that it operates during the previous calendar year, as monitored in accordance with regulation 12(9), and in accordance with relevant decisions and regulations as adopted by the Commission pursuant to Directive 2003/87/EC.

(8) The report submitted by an aircraft operator pursuant to sub-regulation (7) shall be verified by a verifier in accordance with the relevant decisions and regulations as adopted by the Commission pursuant to Directive 2003/87/EC.

(9) In respect of reports submitted pursuant to sub-regulation (2) and sub-regulation (7), where an aircraft operator operates on a very limited number of aerodrome pairs, or on a very limited number of State pairs that are subject to offsetting requirements, or on a very limited number of State pairs that are not subject to offsetting requirements, that aircraft operator may request the Authority not to publish such data at the aircraft operator level, explaining why disclosure would be considered to harm its commercial interests. Based on such a request, the Authority may request the Commission to publish that data at a higher level of aggregation."

Amends
regulation 16 of
the principal
regulations.

10. In regulation 16(1) of the principal regulations the words "by 30th April each year" shall be substituted by the words "by the 30th September of each year".

Substitutes
regulation 24 of
the principal
regulations.

11. Regulation 24 of the principal regulations shall be substituted by the following new regulation:

"Right of
appeal.

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24. The Administrative Review Tribunal shall have jurisdiction to hear and determine appeals from decisions of the Authority made under these regulations in terms of the Administrative Justice Act, which appeal shall be filed by not later than twenty (20) days from the service of the said Authority's decision, wherein the aggrieved party shall specify the reasons on the basis of which the said decision of the Authority should be cancelled or modified:

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Provided that any party to the proceedings before the Administrative Review Tribunal who feels aggrieved by a decision of the said Tribunal, may appeal to the Court of Appeal on a point of law in accordance with the Code of Organization and Civil Procedure.

Amends
regulation 24A
of the principal
regulations.

12. Regulation 24A of the principal regulations shall be amended as follows:

(a) sub-regulation (1) thereof shall be substituted by the following new sub-regulation:

"(1) By way of derogation from regulations 12, 13, 14, 15 and 16, the Authority shall consider the requirements set out in those provisions to be satisfied and shall take no action against an aircraft operator where that aircraft operator performs an aviation activity listed in Schedule 1 in respect of:

(a) all emissions from flights to and from aerodromes located in countries outside the European Economic Area in each calendar year from 1st January 2013 to 31st December 2023;

(b) all emissions from flights between an aerodrome located in an outermost region within the meaning of Article 349 of the Treaty on the Functioning of the European Union and an aerodrome located in another region of the European Economic Area in each calendar year from 1st January, 2013 to 31st December, 2023;

(c) all emissions from flights to and from aerodromes located in countries outside the European Economic Area, with the exception of flights to aerodromes located in the United Kingdom or Switzerland, in each calendar year from 1st January 2021 to 31st December 2026;

(d) all emissions from flights between an aerodrome located in an outermost region within the meaning of Article 349 Treaty on the Functioning of the European Union and an aerodrome located in another region of the European Economic Area in each calendar year from 1st January 2013 to 31st December 2023; and

(e) emissions released until 31st December 2030 from flights between an aerodrome located in an outermost region of a Member State and an aerodrome located in the same Member State, including another aerodrome located in the same outermost region or in another outermost region of the same Member State.";

(b) sub-regulation (3) thereof shall be substituted by the

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following new sub-regulation:

"(3) By way of derogation from sub-regulation (1), an aircraft operator performing an aviation activity listed in Schedule 1, benefitting from the derogations provided for in paragraphs (a) to (e) of sub-regulation (1), shall be issued a number of free allowances reduced in proportion to the reduction of the surrender obligation provided for in those paragraphs"; and

(c) sub-regulation (5) thereof shall be substituted by the following new sub-regulation:

"(5) By way of derogation from sub-regulation (1), aircraft operators shall not be required to submit monitoring plans setting out measures to monitor and report emissions in respect of flights which are subject to the derogations provided for in paragraphs (a) to (e) of sub-regulation (1).".

Adds new regulations to the principal regulations.

13. Immediately after regulation 24A of the principal regulations there shall be added the following new regulations:

"Offsetting requirements for aircraft operators.

24B. (1) In accordance with the methodology set out in relevant decisions or regulations adopted by the Commission in accordance with Directive 2003/87/EC, the Authority shall calculate the offsetting requirements for aircraft operators that fulfil the conditions set out in paragraph (aa) of regulation 3, performing aviation activities listed in Schedule 1A, each year, for the preceding calendar year in respect of flights to, from and between States that are listed in relevant decisions and regulations adopted by the Commission in accordance with Article 25a(3) of Directive 2003/87/EC, and in respect of flights between Switzerland or the United Kingdom and States that are listed in relevant decisions and regulations adopted by the Commission in accordance with Article 25a(3) of Directive 2003/87/EC. The Authority shall, by 30 November each year inform the aircraft operators of the calculated offsetting requirements.

(2) In accordance with the methodology set out in relevant decisions or regulations as adopted by the Commission in accordance with Directive 2003/87/EC, the Authority shall also calculate the total final offsetting requirements for aircraft operators that fulfil the conditions set out in paragraph (aa) of regulation 3, performing aviation activities listed in Schedule 1A, for a given CORSIA compliance period and, by 30 November of the year following the last year of the relevant CORSIA compliance period, inform those aircraft operators of the calculated total final offsetting requirements.

(3) An aircraft operator that fulfils the conditions set out in paragraph (aa) of regulation 3 shall cancel units referred to in regulation 24C only in respect of the quantity notified by the Authority to that aircraft operator in respect of the relevant CORSIA compliance period in accordance with sub-regulation (2). The cancellation shall take place by 31st January 2025 for emissions in the period 2021 to 2023 and by 31st January 2028 for emissions in the period 2024 to 2026.

Use of
offsetting
units.

24C. (1) An aircraft operator that fulfils the conditions set out in paragraph (aa) of regulation 3, performing aviation activities listed in Schedule 1A, shall be able to use the following units to comply with their obligations to cancel units in respect of the quantity notified in accordance with regulation 24B:

(a) credits authorised by parties participating in the mechanism established under Article 6(4) of the Paris Agreement;

(b) credits authorised by the parties participating in crediting programmes which have been considered eligible by the ICAO or its relevant decision making bodies, as identified in relevant decisions and regulations adopted by the Commission in accordance with Directive 2003/87/EC;

(c) credits from projects or other emission reducing activities subject to agreements concluded with third countries in accordance with Article 11a of Directive 2003/87/EC;

(d) credits issued in respect of Union level projects in accordance with Article 24a of Directive 2003/87/EC.

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(2) Units referred to in paragraphs (a) and (b) of sub-regulation (1), may be used if the following conditions have been met:

(a) they originate from a State that is a party to the Paris Agreement at the time of use;

(b) they originate from a State that is listed in relevant decisions and regulations adopted by the Commission pursuant to Directive 2003/87/EC as participating in ICAO's CORSIA. This condition shall not apply in respect of emissions released before the year 2027, nor shall it apply in respect of least developed countries or small island developing States, as defined by the United Nations, other than those identified in the relevant decisions and regulations adopted by the Commission in accordance with pursuant to Article 25a(3) of Directive 2003/87/EC.

(3) Units referred to in paragraphs (a), (b) and (c) of sub-regulation (1), may be used if arrangements are in place for authorization by the participating parties, timely adjustments are made to the reporting of anthropogenic emissions by sources and removals by sinks covered by nationally determined contributions of the participating parties, and double counting and a net increase in global emissions are avoided, and taking into account any relevant decisions and regulations adopted by the Commission pursuant to Directive 2003/87/EC.

Non-surrender
of allowances
by aircraft
operators that
fulfil certain
conditions.

24D. (1) In respect of emissions released until 31 December 2026 from flights to, or from States that are listed in relevant decisions and regulations adopted by the Commission in accordance with Article 25a(3) of Directive 2003/87/EC, an aircraft operator that fulfils the conditions set out in paragraph (aa) of regulation 3 shall not be required to surrender allowances in accordance with regulation 16 in respect of those emissions.

(2) In respect of emissions released until 31 December 2026 from flights between the EEA and States that are not listed in relevant decisions and regulations adopted by the Commission in accordance with Article 25a(3) of Directive 2003/87/EC, other than flights to Switzerland and to the United Kingdom, an aircraft operator that fulfils the conditions set out in regulation 3 (aa) of shall not be required to surrender allowances in accordance with regulation 16 in respect of those emissions.

(3) In respect of emissions from flights to, and from least developed countries and small island developing States as defined by the United Nations, other than those identified in the relevant decisions and regulations adopted by the Commission in accordance with Article 25a(3) of Directive 2003/87/EC, an aircraft operator that fulfils the conditions set out in regulation 3(aa) shall not be required to surrender allowances in accordance with regulation 16 in respect of those emissions."

14. Schedule 1 to the principal regulations shall be substituted by the following new Schedule:

Substitutes
Schedule 1 to
the principal
regulations.

"Schedule 1

Regulations 1(2), 2, 3, 4(2), 4(6)(b), 12(1), 12(9), 16(1) and 24A(3)

Categories of EU ETS Activities to which these Regulations apply

Activities

Flights which depart from, or arrive in an aerodrome situated in the territory of a Member State:

Greenhouse Gases

Carbon dioxide

This activity shall not include:

(a) flights performed exclusively for the transport, on official mission, of a reigning Monarch and his immediate family, Heads of State, Heads of Government and Government Ministers, of a country other than a Member State, where this is substantiated by an appropriate status indicator in the flight plan;

(b) military flights performed by military aircraft and customs and police flights;

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(c) flights related to search and rescue, firefighting flights, humanitarian flights and emergency medical service flights authorised by the appropriate authority;

(d) any flights performed exclusively under visual flight rules as defined in Annex 2 to the Chicago Convention;

(e) flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made;

(f) training flights performed exclusively for the purpose of obtaining a licence, or a rating in the case of cockpit flight crew where this is substantiated by an appropriate remark in the flight plan provided that the flight does not serve for the transport of passengers and, or cargo or for the positioning or ferrying of the aircraft;

(g) flights performed exclusively for the purpose of scientific research or for the purpose of checking, testing or certifying aircraft or equipment whether airborne or ground-based;

(h) flights performed by aircraft with a certified maximum take-off mass of less than five thousand and seven hundred (5,700) kg;

(i) flights performed in the framework of public service obligations imposed in accordance with Regulation (EEC) No 1008/2008 on routes within the outermost regions, as specified in Article 299(2) of the Treaty establishing the European Community, or on routes where the capacity offered does not exceed fifty thousand (50,000) seats per year;

(j) flights which, but for this exclusion, would fall within the definition of aviation activity as listed here, performed by a commercial air transport operator operating either:

(i) fewer than two hundred and forty-three (243) flights per period for three (3) consecutive four (4)-month periods; or

(ii) flights with total annual emissions lower than ten thousand (10,000) tonnes per year:

Provided that flights referred to in paragraphs (l) and (m) or performed exclusively for the transport, on official missions, of a reigning Monarch and his immediate family, Heads of State, Heads of Government and Government, of a Member State may not be excluded under this paragraph;

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(k) from 1 January 2013 to 31 December 2030, flights which, but for this point, would fall within this activity, performed by a non-commercial aircraft operator operating flights with total annual emissions lower than one thousand (1,000) tonnes of carbon dioxide equivalent per year. Flights performed exclusively for the transport, on official missions, of a reigning Monarch and his immediate family, Heads of State, Heads of Government and Government, of a Member State may not be excluded under this paragraph;

(l) flights from aerodromes situated in Switzerland to aerodromes situated in the EEA;

(m) flights from aerodromes situated in the United Kingdom to aerodromes situated in the EEA."

Adds new
Schedule to the
principal
regulations.

15. Immediately after Schedule 1 to the principal regulations there shall be added the following new schedule:

**"Schedule 1A
Regulations 2, 3, 12, 24B and 24C**

Categories of CORSIA Activities to which these regulations apply

Activities	Greenhouse Gases
Flights between aerodromes that are located in two (2) different States that are listed in the implementing act adopted pursuant to Article 25a(3) of Directive 2003/87/EC and flights between Switzerland or the United Kingdom and States that are listed in relevant decisions and regulations adopted by the Commission pursuant to Article 25a(3) of Directive 2003/87/EC and, for the purposes of regulations 24B, 24C and 24D, any other flight between aerodromes that are located in two (2) different third countries by aircraft operators that fulfill all of the following conditions:	Carbon dioxide
(a) the aircraft operators hold an air operator certificate issued by a Member State or are registered in a Member State, including in the outermost regions, dependencies and territories of that Member State; and	

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(b) they produce annual CO₂ emissions greater than ten thousand (10,000) tonnes from the use of aeroplanes with a maximum certified take-off mass greater than five thousand and seven hundred (5,700) kg conducting flights covered by this Schedule, other than those departing and arriving in the same Member State, including outermost regions of the same Member State, from 1 January 2021; for the purposes of this paragraph, emissions from the following types of flights shall not be taken into account:

- (i) State flights;
- (ii) humanitarian flights;
- (iii) medical flights;
- (iv) military flights;
- (v) firefighting flights;
- (vi) flights preceding or following a humanitarian, medical or firefighting flight, provided that such flights were conducted with the same aircraft and were required to accomplish the related humanitarian, medical or firefighting activities or to reposition the aircraft after those activities for its next activity."

Substitutes
Schedule 3 to
the principal
regulations.

16. Schedule 3 to the principal regulations shall be substituted by the following new Schedule:

**"Schedule 3
regulations 12(3)(a), 13(1)(a) and 14(3)**

**Principles for Monitoring and Reporting of Emissions from
Aviation Activities**

Monitoring of carbon dioxide emissions from aviation activities

Emissions shall be monitored by calculation. Emissions shall be calculated using the formula:

Fuel consumption × emission factor

Fuel consumption shall include fuel consumed by the auxiliary power unit. Actual fuel consumption for each flight shall be used wherever possible and shall be calculated using the formula:

Amount of fuel contained in aircraft tanks once fuel uplift for the flight is complete – amount of fuel contained in aircraft tanks once fuel uplift for subsequent flight is complete + fuel uplift for that subsequent flight.

If actual fuel consumption data are not available, a standardised tiered method shall be used to estimate fuel consumption data based on best available information.

Default IPCC emission factors taken from the 2006 IPCC Inventory Guidelines or subsequent updates of these Guidelines shall be used unless activity-specific emission factors identified by independent accredited laboratories using accepted analytical methods are more accurate.

The emission factor for biomass that complies with the sustainability criteria and greenhouse gas emission saving criteria for the use of biomass established by Directive (EU) 2018/2001, with any necessary adjustments for application in accordance with the said Directive, as set out in the implementing acts referred to in Article 14 of Directive 2003/87/EC, shall be zero. The emission factor for jet kerosene (Jet A1 or Jet A) shall be 3.16 (t CO₂/t fuel).

A separate calculation shall be made for each flight and for each fuel.

Emissions from renewable fuels of non-biological origin using hydrogen from renewable sources compliant with Article 25 of Directive (EU) 2018/2001 shall be rated with zero emissions for the aircraft operators using them until the implementing act referred to in Article 14 of Directive 2003/87/EC is adopted.

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Reporting of emissions

Each aircraft operator shall include the following information in its report referred to in regulation 13(2):

A. Data identifying the aircraft operator, including:

- (i) name of the aircraft operator;
- (ii) its administering Member State;
- (iii) its address, including postcode and country and, where different, its contact address in the administering Member State;
- (iv) the aircraft registration numbers and types of aircraft used in the period covered by the report to perform the aviation activities listed in Schedule 1 and, or Schedule 1A;
- (v) the number and issuing authority of the air operator certificate and operating licence under which the aviation activities listed in Schedule 1 and, or Schedule 1A were performed;
- (vi) address, telephone, fax and e-mail details for a contact person; and
- (vii) name of the aircraft owner.

B. For each type of fuel for which emissions are calculated:

- (i) fuel consumption;
- (ii) emission factor;
- (iii) total aggregated emissions from all flights performed during the period covered by the report which fall within the aviation activities listed in Schedule 1 and, or Schedule 1A to these regulations, for which the operator in question is considered to be the aircraft operator;
- (iv) aggregated emissions from:
 - all flights performed during the period covered by the report which fall within the aviation activities listed in Schedule 1 and, or Schedule 1A,

for which the operator in question is considered to be the aircraft operator and which departed from an aerodrome situated in the territory of a Member State and arrived at an aerodrome situated in the territory of the same Member State,

- all other flights performed during the period covered by the report which fall within the aviation activities listed in Schedule 1 and, or Schedule 1A, for which the operator in question is considered to be the aircraft operator;

(v) aggregated emissions from all flights performed during the period covered by the report which fall within the aviation activities listed in Schedule 1, for which the operator in question is considered to be the aircraft operator and which:

- departed from each Member State; and

- arrived in each Member State from a third country;

(vi) uncertainty."

17. Immediately after the last item of the Second Schedule to the Administrative Justice Act there shall be added the words "European Union Greenhouse Gas Emissions Trading System for Aviation S.L. 643.03, Superior/Inferior Competence".

Consequential amendment.
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