

**Notice of Proposed Rule Making
of JCAR Part 301 Subpart B
Aviation Environmental Regulations/ CORSIA Implementation Monitoring, reporting and
verification (MRV) system for CO2 emissions**

NPRM : Reg. 5/2020

Release Date: 3 / 6 /2020

Jordan Civil Aviation Regulatory Commission (CARC) hereby releases a new proposed subpart B CORSIA Implementation Monitoring, reporting and verification (MRV) system for CO2 emissions which is aligned with the ICAO.

This regulations for the implementation of the CORSIA monitoring, reporting and verification (MRV) system for CO2 emissions, MRV requirements including: Emissions Monitoring Plan and CO2 emissions monitoring requirements; reporting of CO2 emissions and Emissions Report, as well as verification requirements.

This regulation does not cover provisions related to offsetting requirements and emissions units, applicable from 2021.

The objective of this NPRM is to announce the proposed re-issue and to seek concerned parties' comments regarding the above mentioned regulations and to facilitate enhanced public involvement in the process.

The CARC encourages comments concerning these regulations to be directed to the following address:

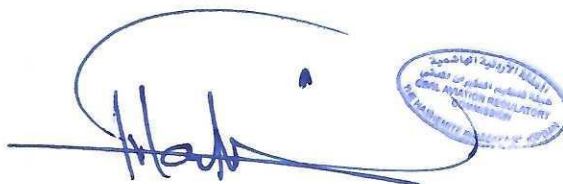
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CORSIA Focal Point

The closing date of comments 3 / 7 /2020



**Capt. Haitham Misto
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Subpart B

CORSIA Implementation

Monitoring, reporting and verification (MRV) system for CO₂ emissions

General Provisions

Applicability

301.101. This Chapter shall be applicable to an aeroplane operator attributed to Hashemite Kingdom of Jordan according to the approach in 301.103.

Attribution of an aeroplane operator to Hashemite Kingdom of Jordan

301.103. The aeroplane operator is considered attributed to Hashemite Kingdom of Jordan under this part in the following cases:

- a) Where the aeroplane operator has an International Civil Aviation Organization (ICAO) Designator, which is notified by Hashemite Kingdom of Jordan;
- b) Where the aeroplane operator does not possess an ICAO Designator, but has a valid air operator certificate (or equivalent) issued by Hashemite Kingdom of Jordan; or
- c) Where the aeroplane operator does not possess an ICAO Designator or air operator certificate, but is registered as juridical person in Hashemite Kingdom of Jordan. This also applies where the aeroplane operator is a natural person having residence and registration in Hashemite Kingdom of Jordan.

301.105. If the aeroplane operator changes its ICAO Designator, AOC (or equivalent) or place of juridical registration, and is subsequently attributed to a new State, but it is not establishing a new entity or a subsidiary, then this State becomes the State to which the aeroplane operator fulfils its requirements under CORSIA at the start of the next compliance period.

301.107. Civil Aviation Regulatory Commission (CARC) shall ensure the correct attribution of an aeroplane operator according to the approach in 301.103.

301.109. The aeroplane operator with a wholly owned subsidiary aeroplane operator that is legally registered in Jordan can be treated as a single consolidated aeroplane operator liable for compliance with the requirements of this part, subject to the approval of CARC. Evidence shall be provided in the aeroplane operator's Emissions Monitoring Plan (refer to Chapter 2) to demonstrate that the subsidiary aeroplane operator is wholly owned.

301.111. CARC shall submit to ICAO a list of aeroplane operators which are attributed to it by 30 April 2019, and annually by 30 November thereafter. CARC may submit updates to this list to ICAO on a more frequent basis.

Attribution of international flights to an aeroplane operator

301.113. The aeroplane operator shall identify international flights that are attributed to it according to the approach in 301.115.

301.115. A specific international flight shall be attributed to the aeroplane operator as follows:

- a) ICAO Designator: When Item 7 (aircraft identification) of the flight plan contains the ICAO Designator, that flight shall be attributed to the aeroplane operator that has been assigned this Designator;
- b) Registration marks: When Item 7 (aircraft identification) of the flight plan contains the nationality or common mark, and registration mark of an aeroplane that is explicitly listed in an air operator certificate (or equivalent) issued by CARC, that flight shall be attributed to the aeroplane operator that holds the air operator certificate (or equivalent); or
- c) Other: When the aeroplane operator of a flight has not been identified via a) or b), that flight shall be attributed to the aeroplane owner who shall then be considered the aeroplane operator.

301.117. Upon request by CARC, owners of aeroplanes registered in Jordan shall provide all information necessary to identify the actual aeroplane operator of a flight.

301.119. The aeroplane operator may delegate the administrative requirements of this part to a third party contractor. The third party contractor may not also conduct verification services for the aeroplane operator as prescribed in Chapter 4. Liability for compliance shall remain with the aeroplane operator in all situations.

Record keeping

301.121. The aeroplane operator shall keep records relevant to demonstrating compliance with the requirements of this part for a period of 10 years.

301.123. CARC 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.

Monitoring of CO₂ Emissions

Applicability

301.131. This Chapter shall be applicable to an aeroplane operator attributed to Jordan that produces annual CO₂ emissions greater than 10 000 tonnes from the use of an aeroplane(s) with a maximum certificated take-off mass greater than 5 700 kg conducting international flights on or after 1 January 2019, with the exception of humanitarian, medical and firefighting flights.

301.133. This Chapter shall not be applicable to international flights preceding or following a humanitarian, medical or firefighting flight provided such flights were conducted with the same aeroplane, and were required to accomplish the related humanitarian, medical or firefighting activities or to reposition thereafter the aeroplane for its next activity. The aeroplane operator shall provide supporting evidence of such activities to the verification body or, upon request, to CARC.

301.135. This Chapter shall be applicable to a new entrant aeroplane operator attributed to Jordan from the year after it meets the requirements in 301.131. and 301.133.

Emissions Monitoring Plan

301.137. The aeroplane operator shall submit an Emissions Monitoring Plan to CARC once this JCAR Subpart come effective.

301.139. The Emissions Monitoring Plan shall contain the information as defined in AC 1.

301.139. The aeroplane operator shall submit the Emissions Monitoring Plan to CARC in the form prescribed by CARC.

301.141. CARC shall engage with the aeroplane operator to resolve any outstanding issues identified in an Emissions Monitoring Plan, and the aeroplane operator's Emissions Monitoring Plan shall be submitted for approval by CARC.

301.143. The emission data shall be reported by state pair as level of aggregation unless CARC inform the aeroplane operator to use aerodrome pair on the level of aggregation during the approval process for the Emissions Monitoring Plan.

301.145. A new entrant aeroplane operator shall submit an Emissions Monitoring Plan to CARC within three months of falling within the scope of applicability of this Chapter.

301.147. The aeroplane operator shall resubmit the Emissions Monitoring Plan to CARC if a material change is made to the information contained within the Emissions Monitoring Plan.

301.149. The aeroplane operator shall inform CARC of changes that would affect CARC's oversight (e.g., change in corporate name or address), even if the changes do not fall within the definition of a material change.

Monitoring of CO2 emissions

301.151. The aeroplane operator shall monitor and record its fuel use from international flights in accordance with an eligible monitoring method.

301.153. An aeroplane operator's fuel use monitoring method shall be submitted for approval by CARC.

301.155 Following approval of the Emissions Monitoring Plan, the aeroplane operator shall use the same eligible monitoring method for the entire compliance period.

2019-2020 period

301.157. The aeroplane operator with annual CO2 emissions from international flights under the applicability of this Chapter, greater than or equal to 500 000 tonnes shall use a Fuel Use Monitoring Method as described in AC 2.

301.159. The aeroplane operator with annual CO2 emissions from international flights under the applicability of this Chapter, of less than 500 000 tonnes shall use either a Fuel Use Monitoring Method or the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT).

301.161. If the aeroplane operator's annual CO2 emissions from international flights increases above the threshold of 500 000 tonnes in 2019, CARC shall permit, at its discretion, the aeroplane operator to continue to use the chosen monitoring method during 2020.

301.163. If the aeroplane operator does not have an approved Emissions Monitoring Plan as of 1 January 2019, it shall monitor and record its CO2 emissions in accordance with the eligible monitoring method outlined in the Emissions Monitoring Plan that it will submit, or has submitted, to CARC.

301.165. If the aeroplane operator's Emissions Monitoring Plan is determined to be incomplete and/or inconsistent with the eligible Fuel Use Monitoring Method, then CARC shall, at its discretion, approve a different eligible Fuel Use Monitoring Method within the Emissions Monitoring Plan for a period lasting no later than 30 June 2019.

301.167. If the aeroplane operator does not have sufficient information to use a Fuel Use Monitoring Method, CARC shall, at its discretion, approve the use of the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT) for a period lasting no later than 30 June 2019.

2021-2035 period

301.169. The aeroplane operator with annual CO2 emissions from international flights subject to offsetting requirements of greater than or equal to 50 000 tonnes, shall use a Fuel Use Monitoring Method as described in AC 2 for these flights. For international flights not subject to offsetting requirements the aeroplane operator shall use either a Fuel Use Monitoring Method, or the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT).

301.171. The aeroplane operator, with annual CO2 emissions from international flights subject to offsetting requirements of less than 50 000 tonnes, shall use either a Fuel Use Monitoring Method or the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT).

301.173. If the aeroplane operator's annual CO₂ emissions from international flights subject to offsetting requirements increases above the threshold of 50 000 tonnes in a given year (y), and also in year (y+1), the aeroplane operator shall submit an updated Emissions Monitoring Plan by 30 September of year (y + 2). The aeroplane operator shall change to a Fuel Use Monitoring Method, as described in AC 2, on 1 January of year (y+3).

301.175. If the aeroplane operator's annual CO₂ emissions from international flights subject to offsetting requirements decreases below the threshold of 50 000 tonnes in a given year (y), and also in year (y+1), the aeroplane operator may change monitoring method on 1 January of year (y+3). If the aeroplane operator chooses to change its monitoring method, it shall submit an updated Emissions Monitoring Plan by 30 September of year (y + 2).

Calculation of CO₂ emissions from aeroplane fuel use

301.177. The aeroplane operator shall apply a fuel density value to calculate fuel mass where the amount of fuel uplift is determined in units of volume.

301.179. The aeroplane operator shall record the fuel density that is used for operational and safety reasons. Fuel density may be an actual or a standard value of 0.8 kg per litre. The aeroplane operator shall detail the procedure for informing the use of actual or standard density in the Emissions Monitoring Plan along with a reference to the relevant aeroplane operator documentation.

301.181. The aeroplane operator using a Fuel Use Monitoring Method shall determine the CO₂ emissions from international flights using the following equation:

$$CO_2 = \sum_f (M_f * FCF_f)$$

where:

CO₂ = CO₂ emissions (in tonnes);

M_f = Mass of fuel f used (in tonnes); and

FCF_f = Fuel conversion factor of given fuel f, equal to 3.16 (in kg CO₂/kg fuel) for Jet-A fuel / Jet-A1 fuel and 3.10 (in kg CO₂/kg fuel) for AvGas or Jet-B fuel.

Note. – For the purpose of calculating CO₂ emissions the mass of fuel used includes all aviation fuels.

Monitoring of CORSIA eligible fuel claims

301.183. The aeroplane operator that intends to claim for emissions reductions from the use of CORSIA eligible fuels shall use a CORSIA eligible fuel that meets the CORSIA Sustainability Criteria as defined within the ICAO document entitled "CORSIA Sustainability Criteria for CORSIA Eligible Fuels" that is available on the ICAO CORSIA website.

301.185. The aeroplane operator that intends to claim for emissions reductions from the use of CORSIA eligible fuels shall only use CORSIA eligible fuels from fuel producers that are certified by an approved Sustainability Certification Scheme included in the ICAO document entitled “CORSIA Approved Sustainability Certification Schemes”, that is available on the ICAO CORSIA website. Such certification schemes meet the requirements included in the ICAO document entitled “CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes”, that is available on the ICAO CORSIA website.

301.187. If the aeroplane operator cannot demonstrate the compliance of the CORSIA eligible fuel with the CORSIA Sustainability Criteria, then the fuel shall not be accounted for as CORSIA eligible fuel.

Reporting of CO2 Emissions and Emissions Report

Applicability

301.191. This Chapter shall be applicable to an aeroplane operator attributed to Jordan that produces annual CO2 emissions greater than 10 000 tonnes from the use of an aeroplane(s) with a maximum certificated take-off mass greater than 5 700 kg conducting international flights on or after 1 January 2019, with the exception of humanitarian, medical and firefighting flights.

301.193. This Chapter shall not be applicable to international flights preceding or following a humanitarian, medical or firefighting flight provided such flights were conducted with the same aeroplane, and were required to accomplish the related humanitarian, medical or firefighting activities or to reposition thereafter the aeroplane for its next activity. The aeroplane operator shall provide supporting evidence of such activities to the verification body or, upon request, to CARC.

301.195. This Chapter shall be applicable to a new entrant aeroplane operator attributed to Jordan from the year after it meets the requirements in 301.191. and 301.193.

Reporting of CO2 emissions

CO2 emissions occurred during Reporting periods of 2019 and 2020

301.197. The aeroplane operator shall submit to CARC a copy of the verified Emissions Report and a copy of the associated Verification Report by 31 May in the calendar year which follows the reporting period.

301.199 When the aeroplane operator reports its consolidated CO2 emissions from international flights during the 2019-2020 period, including subsidiary aeroplane operators, disaggregated data relating to each subsidiary aeroplane operator shall be appended to the main Emissions Report.

CO2 emissions occurred during Reporting periods of 2021-2035

301.101. The aeroplane operator shall submit to CARC a copy of the verified Emissions Report and a copy of the associated Verification Report by 30 April in the calendar year which follows the reporting period. Aeroplane operator's Emissions Report

301.103. The Emissions Report shall include information contained in AC 3.

301.105. The aeroplane operator shall submit the Emissions Report to CARC in the form prescribed by CARC.

301.107. An aeroplane operator's Emissions Report shall be submitted for approval by CARC.

301.109. Based on Emissions Reports, CARC shall calculate average total CO2 emissions of each aeroplane operator from 2019- 2020. CARC shall inform the aeroplane operator of this calculation by 30 September 2021.

Publishing Emissions Report information

301.111. In specific circumstances where the aeroplane operator operates a very limited number of State pairs that are subject to offsetting requirements, and/or a very limited number of State pairs that are not subject to offsetting requirements, it may request in writing to CARC that such data not be published at the aeroplane operator level explaining the reasons why disclosure would harm its commercial interests. Based on this request, CARC shall determine whether this data is confidential.

301.113. In specific circumstances where aggregated State pair data may be attributed to an identified aeroplane operator as a result of a very limited number of aeroplane operators conducting flights on a State pair, that aeroplane operator may request in writing to CARC that such data not be published at State pair level, explaining the reasons why disclosure would harm their commercial interests. Based on this request, CARC shall determine whether this data is confidential.

Reporting of CORSIA eligible fuels

301.115. The use of CORSIA eligible fuel reported to CARC shall not include any fuels traded or sold to a third party.

301.117. The aeroplane operator which participates in other greenhouse gas reductions schemes shall notify CARC of such participation. This notification shall include a declaration that CORSIA eligible fuels reported under this subpart have not also been claimed under another greenhouse gas reduction scheme.

301.119. The aeroplane operator may claim reduced emissions from using CORSIA eligible fuel in its Emissions Report. In order to make such claim, the aeroplane operator must provide supplementary information as described in AC 4. This information must originate at the blend point, and include fuel information from both the neat (unblended) fuel producer and the fuel blender.

301.121. The aeroplane operator can decide when to make a CORSIA eligible fuel claim within a given compliance period for all CORSIA eligible fuel received by a blender within that compliance period.

301.123. If the aeroplane operator purchases fuel from a supplier downstream from the fuel blender (e.g., from a distributor, another aeroplane operator, or an aerodrome-based fuel distributor), this fuel supplier shall provide all of the requisite documentation in order for the emissions reductions from the use of CORSIA eligible fuels to be claimed by the aeroplane operator.

CARC reporting to ICAO

301.125. Regarding the CO₂ emissions for year 2019, CARC shall, by 31 August 2020, report information as defined in Appendix 1, and Appendix 3, if applicable, to the International Civil Aviation Organization.

301.127. Regarding the CO₂ emissions for year 2020, CARC shall, by 31 August 2021, report information as defined in Appendix 1, and Appendix 3, if applicable, to the International Civil Aviation Organization.

301.129. Regarding the CO₂ emissions for 2021- 2035 period, CARC shall, by 31 July 2022, and by 31 July annually thereafter, report information as defined in Appendix 2, and Appendix 3, if applicable, to the International Civil Aviation Organization.

301.131. In cases where 301.103.11 and 301.103.12 applies, CARC shall determine whether this data is confidential, and also inform the International Civil Aviation Organization of any data deemed confidential in accordance with 301.103.11 and 301.103.12 within the report to be submitted by 31 August 2020.

301.133. All aeroplane operator data which is deemed confidential in accordance with 301.103.11 and 301.135. shall be aggregated without attribution to the specific aeroplane operator, and included within the ICAO document entitled "CORSIA Central Registry (CCR): Information and Data for Transparency" that is available on the ICAO CORSIA website.

Verification Requirements

Applicability

301.137. This Chapter shall be applicable to an aeroplane operator attributed to Jordan that produces annual CO₂ emissions greater than 10 000 tonnes from the use of an aeroplane(s) with a maximum certificated take-off mass greater than 5 700 kg conducting international flights on or after 1 January 2019, with the exception of humanitarian, medical and firefighting flights.

301.139. This Chapter shall not be applicable to international flights preceding or following a humanitarian, medical or firefighting flight provided such flights were conducted with the same aeroplane, and were required to accomplish the related humanitarian, medical or firefighting activities or to reposition thereafter the aeroplane for its next activity. The aeroplane operator shall provide supporting evidence of such activities to the verification body or, upon request, to CARC.

301.141. This Chapter shall be applicable to a new entrant aeroplane operator attributed to Jordan from the year after it meets the requirements in 301.104.1 and 301.104.2. Verification of an Emissions Report and submission of relevant Reports

301.143. The aeroplane operator shall engage a verification body for the verification of its Emissions Report.

301.145. A verification body shall conduct the verification according to ISO 14064-3:2006, and the relevant requirements in AC5.

301.147. Following the verification of the Emissions Report by the verification body, the aeroplane operator and the verification body shall both independently submit, upon authorization by the aeroplane operator, a copy of the Emissions Report and associated Verification Report to CARC, in accordance with the timeline in 301.103.4 and 301.103.6.

301.149. CARC shall perform an order of magnitude check of the Emissions Report.

301.151. To facilitate order of magnitude checks and ensure the completeness of reported data, and where necessary to support the implementation of the requirements in this part, CARC shall share, upon agreement with another State's Administrating Authority, specific data and information contained in the aeroplane operator's Emissions Report for aeroplane operators performing flights to and from the requesting State.

301.153. CARC shall inform concerned aeroplane operators on the requests for data sharing. In the absence of an agreement between the two States, this information shall not be disclosed to third parties.

301.155.. CARC shall provide the name of the verification body used to verify each Emissions Report upon a request for information disclosure.

Requirements for a verification body and national accreditation body

301.157. A verification body shall be accredited to ISO 14065:2013 and to the relevant requirements in AC6 by a national accreditation body, in order to be eligible to verify the Emissions Report of the aeroplane operator.

301.159. A national accreditation body shall be working in accordance with ISO/IEC 17011.

301.161. CARC shall submit to ICAO a list of verification bodies accredited in Jordan by 30 April 2019, and annually by 30 November thereafter. CARC may submit updates to this list to ICAO on a more frequent basis.

Verification of CORSIA eligible fuels

301.163. Fuel purchases, transaction reports, fuel blending records and sustainability credentials shall constitute the documentary proof for the purpose of verification and approval of emissions reductions from the use of CORSIA eligible fuels.

301.165. The aeroplane operator shall ensure that it, or its designated representative, has audit rights of the production records for the CORSIA eligible fuels that it purchases.

Data gaps and error correction

301.167. The aeroplane operator shall correct issues identified with the aeroplane operator's data and information management system in a timely manner to mitigate ongoing data gaps and system weaknesses.

301.169. The aeroplane operator using a Fuel Use Monitoring Method shall fill a data gap by using the ICAO CORSIA CO₂ Estimation and Reporting Tool (CERT), provided that the data gaps during a compliance period do not exceed the following thresholds:

- a) for 2019-2020 period: 5 per cent of international flights;
- b) for 2021-2035 period: 5 per cent of international flights subject to offsetting requirements.

301.171. If the aeroplane operator realizes it has data gaps that exceed the threshold in 301.104.17, then the aeroplane operator shall engage with CARC to take remedial action to address this.

301.173. When the threshold is exceeded, the aeroplane operator shall state the percentage of international flights for the 2019-2020 period, or flights subject to offsetting requirements for the 2021-2035 period, that had data gaps, and provide an explanation to CARC in their annual Emissions Report.

301.175. The aeroplane operator shall fill all data gaps and correct systematic errors and misstatements prior to the submission of the Emissions Report.

301.177. If the aeroplane operator does not provide its Emissions Report in accordance with the timeline, CARC shall engage with the aeroplane operator to obtain the necessary information. If this

proves unsuccessful, then CARC shall estimate the aeroplane operator's annual emissions using the best available information and tools, such as the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT).

301.179. If an error in the aeroplane operator's reported emissions is identified by CARC, the verification body, or the aeroplane operator after the reported CO2 emissions have been submitted to ICAO, CARC shall update the reported CO2 emissions to address the error. CARC shall assess any implications with respect to the aeroplane operator's offsetting requirements in previous years and, if necessary, make an adjustment to compensate for the error during the compliance period in which the error has been identified.

301.181. CARC shall report an error in the aeroplane operator's CO2 emissions and the follow-up result of the related adjustment to ICAO.

Appendix 1

Emissions Report from CARC to ICAO for 2019 and 2020

Field No.	Data field	Details
Field 1	Total annual CO2 emissions per State pair aggregated for all aeroplane operators attributed to Jordan (in tonnes)	Note. – Include emissions from CORSIA eligible fuels, calculated using fuel conversion factor(s) from corresponding aviation fuels, in accordance with 301.102.27.

Appendix 2

Emissions Report from CARC to ICAO Annually after 2021

Field No.	Data Field	Details
Field1	Total annual CO2 emissions on each State pair aggregated for all aeroplane operators attributed to Jordan	1.a Total annual CO2 emissions on each State pair subject to offsetting requirements aggregated for all aeroplane operators attributed to Jordan (in tonnes) 1.b Total annual CO2 emissions on each State pair not subject to offsetting requirements, aggregated for all aeroplane operators attributed to Jordan (in tonnes)
Field2	Total annual CO2 emissions for each aeroplane operator attributed to Jordan	2.a Total annual CO2 emissions for each aeroplane operator attributed to Jordan (in tonnes) 2.b Indicate whether the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT) is used
Field3	Total aggregated annual CO2 emissions for all State pairs subject to offsetting requirements for each aeroplane operator attributed to Jordan (in tonnes)	
Field4	Total aggregated annual CO2 emissions for all State pairs not subject to offsetting requirements for each aeroplane operator attributed to Jordan (in tonnes)	

Appendix 3

CORSIA Eligible Fuels Supplementary Information to the Emissions Report from CARC to ICAO

Field No.	Data Field	Details	Notes
Field1	Production	1.a Production year of CORSIA eligible fuel claimed 1.b Producer of CORSIA eligible fuel	
Field2	Batch of CORSIA eligible fuel	2.a Batch number(s) of each CORSIA eligible fuel claimed 2.b Total mass of each batch of CORSIA eligible fuel claimed (in tonnes)	
Field3	CORSIA eligible fuel claimed	3.a Fuel types (i.e., type of fuel, feedstock and conversion process) 3.b Total mass of the neat CORSIA eligible fuel (in tonnes) per fuel type being claimed by all the aeroplane operators attributed to Jordan	This would provide a total mass for each fuel type being claimed by all aeroplane operators attributed to Jordan.
Field4	Emissions information (per fuel type)	4. Total emissions reductions claimed from the use of a CORSIA eligible fuel (in tonnes)	
Field5	Emissions reductions (total)	5. Total emissions reductions claimed by all aeroplane operators attributed to Jordan from the use of all CORSIA eligible fuel use (in tonnes)	