Part 40

"Carbon Offsetting and Reduction Scheme for International Aviation"- Monitoring , Reporting and Verification (CORSIA - MRV)

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SubPart A
Definitions and Symbols

40. 1 Applicability

a. This ECAR Part "including all its subparts" shall be applicable only to :-
i- All civil Egyptian aeroplane operator and ;
ii-Any civil aeroplane engaged in international air navigation that registered in Arab Republic of Egypt that produces annual $C0_2$ emissions greater than 10 000 tonnes from the use of an aeroplane(s) with a maximum certificated take-off mass greater than 5 700 kgs conducting international flights, on or after 1 January 2019.

b. This ECAR Part "including all its subparts" 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 ECAA.

c. This ECAR Part "including all its subparts" shall be applicable to a new entrant aeroplane operator attributed to Egypt from the year after it meets the requirements in item 40.21.b.

d. The aeroplane operator shall identify international flights, as defined in this ECAR Part item 40.3 that are attributed to it according to the approach in this ECAR Part item 40.13.

Note. - Two or more consecutive flights operated under the same flight number are considered as separate flights for the purposes of this ECAR Part.

Note. - An illustration on the process for attributing a flight to an aeroplane operator is shown in ***Figure 1- Attribution processes*** *as follows:-*

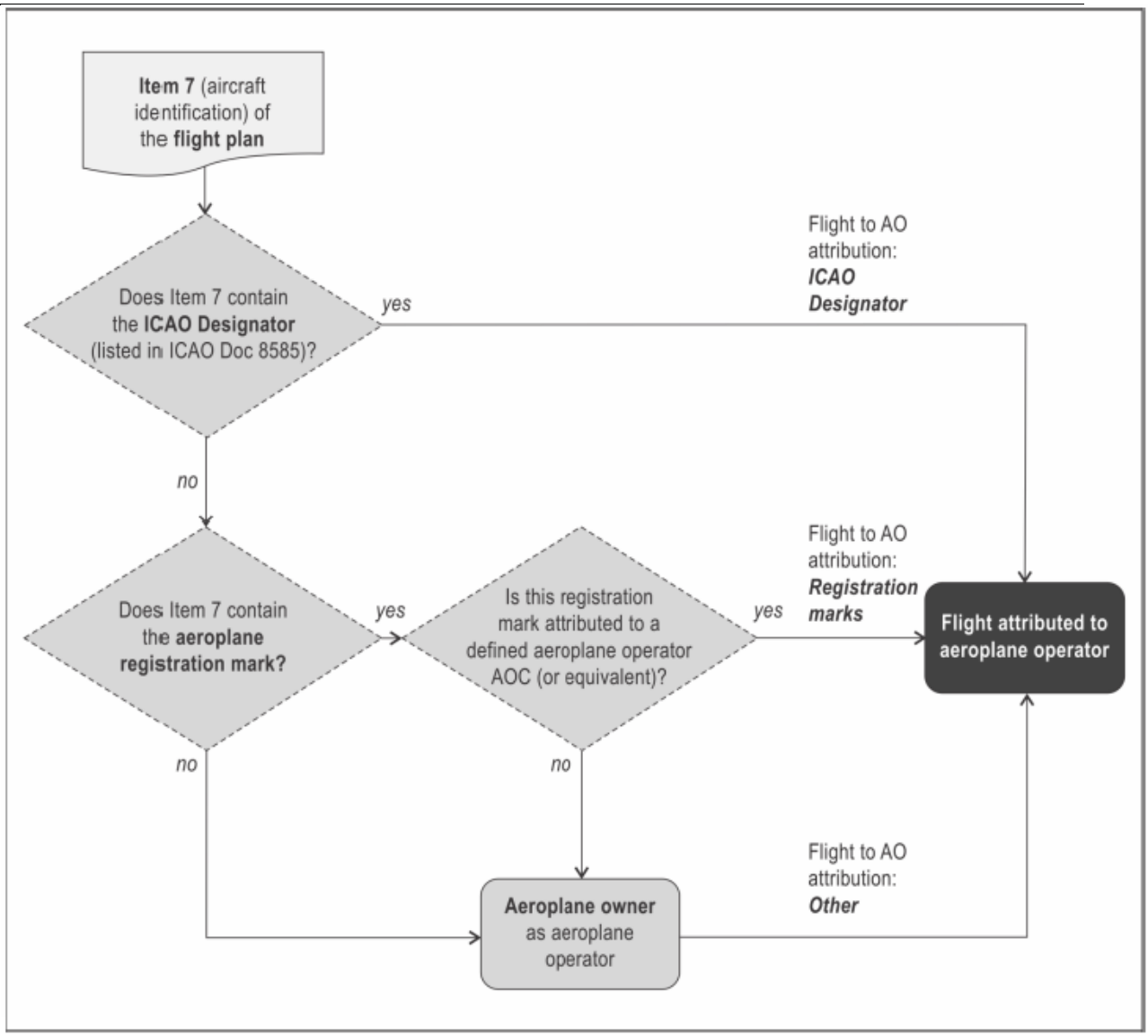

Figure 1- Attribution processes.

40. 3 Definitions

Administrative partnership. Delegation of administering tasks in this ECAR part 40 from one State to another State(s).

Aerodrome. A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome pair. A group of two aerodromes composed of a departing aerodrome and an arrival aerodrome.

Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aeroplane owner. Person(s), organization(s) or enterprise(s) identified via Item 4 (Name of owner) and Item 5 (Address of owner) on the certificate of registration of an aeroplane.

Air operator certificate (AOC). A certificate authorizing an operator to carry out specified commercial air transport operations.

Conversion process. A type of technology used to convert a feedstock into aviation fuel.

CORSIA eligible fuel. A CORSIA sustainable aviation fuel or a CORSIA lower carbon aviation fuel, which an operator may use to reduce their offsetting requirements.

CORSIA lower carbon aviation fuel. A fossil-based aviation fuel that meets the CORSIA Sustainability Criteria under this ECAR Part.

CORSIA sustainable aviation fuel. A renewable or waste-derived aviation fuel that meets the CORSIA Sustainability Criteria under this ECAR Part.

Feedstock. A type of unprocessed raw material used for the production of aviation fuel.

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Fuel uplift. Measurement of fuel provided by the fuel supplier, as documented in the fuel delivery notes or invoices for each flight (in litre).

Great Circle Distance. The shortest distance, rounded to the nearest kilometre, between the origin and the destination aerodromes, measured over the earth's surface modelled according to the World Geodetic System 1984 (WGS84).
Note. -Latitude and longitude coordinates of aerodromes can be obtained from the ICAO Location Indicators database.

An international flight. The operation of an aircraft from take-off at an aerodrome of a State or its territories, and landing at an aerodrome of another State or its territories.
Note. -Flights within a State, or between a State and one of its territories, or between the territories of a State, are considered as domestic flights and are therefore not within the scope of applicability of this ECAR Part. Flights taking-off from or landing at an aerodrome of a State, or one of its territories, that is not an ICAO Member State are not within the applicability scope of this ECAR Part. Refer to ICAO Doc 9501 Volume IV— Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as amended for further details.

National accreditation body. A body authorized by a State which attests that a verification body is competent to provide specific verification services.

New entrant. Any aeroplane operator that commences an aviation activity falling within the scope of this Volume on or after its entry into force and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator.

Notifying State. The State that has submitted to ICAO the request for the registration of or change in the three-letter designator of an aeroplane operator over which it has jurisdiction.

Operator. The person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Pathway. A specific combination of feedstock and conversion process used for the production of aviation fuel.

Reporting period. A period which commences on 1 January and finishes on 31 December in a given year for which an aeroplane operator or State reports required information.

The flight departure time (UTC) determines which reporting period a flight belongs to.

State pair. A group of two States composed of a departing State or its territories and an arrival State or its territories.

Verification of report. An independent, systematic and sufficiently documented evaluation process of an emissions report and, when required, a cancellation of eligible emissions units report.

Verification body. A legal entity that performs the verification of an Emissions Report and, when required, an Emissions Unit Cancellation Report, as an accredited independent third party.

Verification team. A group of verifiers, or a single verifier that also qualifies as a team leader, belonging to a verification body conducting the verification of an Emissions Report and, when required, an Emissions Unit Cancellation Report. The team can be supported by technical experts.

Verification report. A document, drafted by the verification body, containing the verification statement and required supporting information.

40. 5 Abbreviations

Where the following abbreviations/symbols are used in this ECAR Part 40, they have the meanings, and where applicable the units, ascribed to them below:

ACARS	Aircraft Communications Addressing and Reporting System
AOC	Air operator certificate
CERT	C02 Estimation and Reporting Tool
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
GHG	Greenhouse gases
IAF	International Accreditation Forum
IEC	International Electrotechnical Commission
ISO	International Organization for Standardization
MRV	Monitoring, Reporting and Verification
MJ	Megajoule
RTK	Revenue Tonne Kilometres

Non - SI units

The non - SI units listed in table below shall be used either in lieu of, or in addition to, SI as primary units of measurements under this ECAR Part.

Specific quantity	*Unit*	*Symbol*	*Definition (in terms of SI units)*
mass	tonne	t	1 t = 10^3 kg
time	hour	h	1 h = 60 min = 3 600 s
volume	litre	L	1 L = 1 dm^3 = 10^{-3} m^3

SubPart (B)
Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

40.11 Administration

These provisions shall apply to all aeroplane included in the classifications defined in ECAR (40. 1) where such aeroplanes are engaged in international air navigation as defined in ECAR (40. 13).

Note 1: *See also Appendix 1 for further information on administration procedures.*

Note2: *The ICAO documents referred to in this ECAR Part 40 are that in Annex 16 Volume IV and listed below are material approved by the Council for publication by ICAO to support Annex 16 Volume IV and are essential to the implementation of the CORSIA. These ICAO documents are available on the ICAO CORSIA website and may only be amended by the Council:*

1. CORSIA States for Subpart 3 State Pairs;
2. ICAO CORSIA C02 Estimation and Reporting Tool;
3. CORSIA Eligibility Framework and Requirements for Sustainability Certification Schemes;
4. CORSIA Approved Sustainability Certification Schemes;
5. CORSIA Sustainability Criteria for CORSIA Eligible Fuels;
6. CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels;
7. CORSIA Methodology for Calculating Actual Life Cycle Emissions Values;
8. CORSIA Eligible Emissions Units;
9. CORSIA Emissions Unit Eligibility Criteria;
10. CORSIA Central Registry (CCR): Information and Data for the Implementation of CORSIA;
11. CORSIA Aeroplane Operator to State Attributions;
12. CORSIA 2020 Emissions;
13. CORSIA Annual Sector's Growth Factor (SGF); and
14. CORSIA Central Registry (CCR): Information and Data for Transparency.

40.13 Attribution of international flights to an Egyptian aeroplane operator

a. The aeroplane operator shall identify international flights that are attributed to it according to the approach in item 40.13 b).

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

i) 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;

Note 1. - ICAO Designators are contained in *Doc 8585* - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

Note 2. - The reference to Item 7 is based on the ICAO model flight plan form contained in Appendix 2 of Doc 4444-Procedures for Air Navigation Services- Air Traffic Management.

ii) 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 Egypt, that flight shall be attributed to the aeroplane operator that holds the air operator certificate (or equivalent); or

iii) Other: When the aeroplane operator of a flight has not been identified via i) or ii) above, that flight shall be attributed to the aeroplane owner who shall then be considered the aeroplane operator.

Note: please refer to Figure 1- Attribution processes.

c. Upon request by ECAA, owners of aeroplanes registered in Egypt shall provide all information necessary to identify the actual aeroplane operator of a flight.

d. 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.

e. ECAA shall ensure the correct attribution of an aeroplane operator according to the approach in ECAR 40.13. a).

f. The aeroplane operator with a wholly owned subsidiary aeroplane operator that is legally registered in Egypt can be treated as a single consolidated aeroplane operator liable for compliance with the requirements of this ECAR Part, subject to the approval of ECAA. Evidence shall be provided in the aeroplane operator's Emissions Monitoring Plan (refer to Subpart C) to demonstrate that the subsidiary aeroplane operator is wholly owned.

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

h. If there's any bilateral agreements between Egypt and other STATE, ECAA may accept that an Egyptian aeroplane operator may delegate the administrative requirements of this ECAR Part to a third party contractor. The third party contractor may not also conduct verification services for the aeroplane operator as prescribed in Subpart E of this ECAR. Liability for compliance shall remain with the aeroplane operator in all situations.

Note. -The role of the authority, administrative processes and details on forming bilateral agreements between states is not included here and is referred to in Annex 16, Volume IV.

40.15 Record keeping

a. The aeroplane operator shall keep records relevant to demonstrating compliance with the requirements of this ECAR Part for at least a period of 10 years.

b. ECAA shall keep records relevant to the aeroplane operator's CO_2 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.

40.17 Compliance periods and timeline

a. ECAA and Egyptian aeroplane operators under the applicability of this ECAR Part shall make all the efforts to ensure the continued support for the CORSIA implementation in accordance with ICAO SARPs Annex 16 Volume IV as amended and its timeline in Chapters 2, 3, and 4 in accordance with the timeline as defined in ETM DOC. 9501 VOL. IV as amended.

b. If ECAA finds that any Egyptian aeroplane operator engaged in international air navigation under the applicability of this ECAR Part and fails to fulfill the requirements of this ECAR Part, ECAA may take appropriate enforcement action as necessary.

Subpart C
Monitoring, Reporting and Verification (MRV) of aeroplane operator annual CO_2 Emissions

40.21 Emissions Monitoring Plan

a. The applicable aeroplane operator as defined in ECAR 40.1 shall submit an Emissions Monitoring Plan to ECAA by 28 February 2019, unless there are any technical difficulties or circumstances accepted by ECAA.

b. The Emissions Monitoring Plan shall contain the information as defined in Appendix 1 of the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA),as amended.

c. The aeroplane operator shall submit the Emissions Monitoring Plan to ECAA in the form prescribed by ECAA.

Note: Emissions Monitoring Plan (EMP) template guidance provided to ECAA is similar to ICAO EMP template "Excel" with some minor additions. An example of this template could be found in the EAC 40 -01.

d. ECAA 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 ECAA by 30 April 2019, unless there are any technical difficulties or circumstances accepted by ECAA.

e. ECAA decided that on the level of aggregation (i.e. State pair) for which an aeroplane operator shall report the number of international flights and CO2 emissions, and ECAA shall inform the aeroplane operator on the level of aggregation during the approval process for the Emissions Monitoring Plan if another means used ((i.e. Aerodrome pair).

f. A new entrant aeroplane operator shall submit an Emissions Monitoring Plan to ECAA within three months of falling within the scope of applicability of this ECAR Part.

g. The aeroplane operator shall resubmit the Emissions Monitoring Plan to ECAA if a material change is made to the information contained within the Emissions Monitoring Plan, as defined in Appendix 1 of the Environmental Technical Manual (Doc 9501), Volume IV, as amended.

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

40.23 Monitoring of CO_2 emissions

a. The applicable aeroplane operator as defined in ECAR 40.1 shall monitor and record its fuel use from international flights in accordance with an eligible monitoring method as defined in Environmental Technical Manual (Doc 9501), Volume IV as amended.

b. An aeroplane operator's fuel use monitoring method shall be part of the Emissions Monitoring Plan submitted for approval by ECAA as in item 40.21 above.

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

40.25 Eligible Fuel Use Monitoring Method for 2019-2020 period

a. The aeroplane operator with annual CO_2 emissions from international flights under the applicability of this ECAR part, greater than or equal to 500 000 tonnes shall use a Fuel Use Monitoring Method - as defined in Environmental Technical Manual (Doc 9501), Volume IV as amended - which maybe one of the following methods defined in EMP:-
- Method A;
- Method B;
- Block-off / Block-on;
- Fuel Uplift; or
- Fuel Allocation with Block Hour.

b. The aeroplane operator with annual CO_2 emissions from international flights under the applicability of this Subpart, of less than 500 000 tonnes shall use either a Fuel Use Monitoring Method defined in item 40.25 a) above; or the ICAO CORSIA CO_2 Estimation and Reporting Tool (CERT).

c. If the aeroplane operator's annual CO_2 emissions from international flights increases above the threshold of 500 000 tonnes in 2019, ECAA shall permit, at its discretion, the aeroplane operator to continue to use the chosen monitoring method during 2020.

d. If the aeroplane operator does not have an approved Emissions Monitoring Plan as of 1 January 2019, it shall monitor and record its CO_2 emissions in accordance with the eligible monitoring method outlined in the Emissions Monitoring Plan that it will submit, or has submitted, to ECAA.

e. If the aeroplane operator's Emissions Monitoring Plan is determined to be incomplete and/or inconsistent with the eligible Fuel Use Monitoring Method, then ECAA 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.

f. If the aeroplane operator does not have sufficient information to use a Fuel Use Monitoring Method, ECAA 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.

40.27 Eligible Fuel Use Monitoring Method for 2021-2035 period

a. The aeroplane operator with annual CO_2 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 Environmental Technical Manual (Doc 9501), Volume IV as amended 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).

b. The aeroplane operator, with annual CO_2 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 CO_2 Estimation and Reporting Tool (CERT).

c. If the aeroplane operator's annual CO_2 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 defined in Environmental Technical Manual (Doc 9501), Volume IV as amended, on 1 January of year (y+3).

d. If the aeroplane operator's annual CO_2 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).

40.29 Calculation of CO_2 emissions from aeroplane fuel use

a. 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.

b. 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.

c. 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:
CO_2 = CO_2 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 CO_2/kg fuel) for Jet-A fuel / Jet-A1 fuel and 3.10 (in kg CO_2/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.

40.31 Monitoring of CORSIA eligible fuel claims

a. 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.

b. 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.

c. 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.

Subpart D
Reporting of CO_2 Emissions and Emissions Report(ER)

40.41 Reporting of CO_2 emissions occurred during reporting periods of 2019 and 2020

a. The aeroplane operator shall submit to ECAA 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, unless there are any technical difficulties or circumstances accepted by ECAA.

b. When the aeroplane operator reports its consolidated CO_2 emissions from international flights during the 2019-2020 periods, including subsidiary aeroplane operators, disaggregated data relating to each subsidiary aeroplane operator shall be appended to the main Emissions Report.

40.43 CO_2 emissions occurred during Reporting periods of 2021-2035

a. The aeroplane operator shall submit to ECAA 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.

40.45 Aeroplane operator's Emissions Report

a. The Emissions Report shall include information contained in Environmental Technical Manual (Doc 9501), Volume IV as amended.

b. The aeroplane operator shall submit the Emissions Report to ECAA in the form prescribed by ECAA.

c. An aeroplane operator's Emissions Report shall be submitted for approval by ECAA.

d. Based on Emissions Reports, ECAA shall calculate average total CO_2 emissions of each aeroplane operator from 2019-2020. ECAA shall inform the aeroplane operator of this calculation by 30 September 2021.

40.47 Publishing Emissions Report information

a. 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 ECAA 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, ECAA shall determine whether this data is confidential.

b. 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 ECAA that such data not be published at State pair level, explaining the reasons why disclosure would harm their commercial interests. Based on this request, ECAA shall determine whether this data is confidential.

40.49 Reporting of CORSIA eligible fuels

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

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

c. 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 Environmental Technical Manual (Doc 9501), Volume IV as amended. This information must originate at the blend point, and include fuel information from both the neat (unblended) fuel producer and the fuel blender.

d. 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.

e. 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.

40.51 ECAA reporting to ICAO

a. Regarding the CO_2 emissions for year 2019, ECAA shall, by 31 October 2020, report information as defined in Environmental Technical Manual (Doc 9501), Volume IV as amended, if applicable, to the International Civil Aviation Organization.

b. Regarding the CO_2 emissions for year 2020, ECAA shall, by 31 August 2021, report information as defined in Environmental Technical Manual (Doc 9501), Volume IV as amended ,if applicable, to the International Civil Aviation Organization.

c. Regarding the CO_2 emissions for 2021- 2035 period, ECAA shall, by 31 July 2022, and by 31 July annually thereafter, report information as defined in Environmental Technical Manual (Doc 9501), Volume IV as amended, if applicable, to the International Civil Aviation Organization.

d. In cases where 40.47 a) & b) applies, ECAA shall determine whether this data is confidential, and also inform the International Civil Aviation Organization of any data deemed confidential in accordance with 40.47 a) & b) within the report to be submitted by 31 October 2020.

e. All aeroplane operator data which is deemed confidential in accordance with ECAR item 40.47 a) & b) 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.

Subpart E
Verification of an Emissions Report and submission of relevant Reports.

40.61 ECAA reporting to ICAO

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

b. A verification body shall conduct the verification according to ISO 14064-3:2006, and the relevant requirements in Environmental Technical Manual (Doc 9501), Volume IV as amended.

c. 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 ECAA, in accordance with the timeline in ECAR 40.41.

d. ECAA shall perform an order of magnitude check of the Emissions Report.

e. 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 ECAR Part, ECAA 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.

f. ECAA 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.

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

40.63 Requirements for a verification body and national accreditation body

a. A verification body shall be accredited to ISO 14065:2013 and to the relevant requirements in Environmental Technical Manual (Doc 9501), Volume IV as amended by a national accreditation body, in order to be eligible to verify the Emissions Report of the aeroplane operator.

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

c. ECAA shall submit to ICAO a list of verification bodies accredited in Egypt (if applicable), and annually by 30 November thereafter. ECAA may submit updates to this list to ICAO on a more frequent basis when applicable.

40.65 Verification of CORSIA eligible fuels

a. 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.

b. 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.

40.67 Data gaps and error correction

a. 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.

b. The aeroplane operator using a Fuel Use Monitoring Method shall fill a data gap by using the ICAO CORSIA CO_2 Estimation and Reporting Tool (CERT), provided that the data gaps during a compliance period do not exceed the following thresholds:
   i) for 2019-2020 period: 5 per cent of international flights;
   ii) for 2021-2035 period: 5 per cent of international flights subject to offsetting requirements.

c. If the aeroplane operator realizes it has data gaps that exceed the threshold in 40.67b) above, then the aeroplane operator shall engage with ECAA to take remedial action to address this.

d. 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 ECAA in their annual Emissions Report.

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

f. If the aeroplane operator does not provide its Emissions Report in accordance with the timeline, ECAA shall engage with the aeroplane operator to obtain the necessary information. If this proves unsuccessful, then ECAA shall estimate the aeroplane operator's annual emissions using the best available information and tools, such as the ICAO CORSIA CO_2 Estimation and Reporting Tool (CERT). Provided that ECAA may take any appropriate enforcement action deemed necessary as refered in item 40.17 above.

g. If an error in the aeroplane operator's reported emissions is identified by ECAA, the verification body, or the aeroplane operator after the reported CO_2 emissions have been submitted to ICAO, ECAA shall update the reported CO_2 emissions to address the error. ECAA 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.

h. ECAA shall report an error in the aeroplane operator's CO_2 emissions and the follow-up result of the related adjustment to ICAO.