

This newsletter provides an important introduction to the new United Kingdom Emissions Trading Scheme (UK ETS) for aircraft operators that are currently administered by the UK under the EU ETS

## Introduction to UK ETS

The UK ETS is an important part of the UK Government and UK Devolved Administrations' strategy to achieve the UK's target of net zero carbon emissions by 2050.

The first trading period of the UK ETS will commence at the start of the 2021 Scheme Year on 1 January 2021, at which point the UK will cease to participate in the EU ETS except for the purpose of completing compliance activities for the 2020 Scheme Year. The UK ETS was established by The Greenhouse Gas Emissions Trading Scheme Order 2020 No.1265 (the Order), which can be found [here](#).

## What flights are included under UK ETS?

UK ETS includes flights (other than excluded flights<sup>(1)</sup>) that depart from an aerodrome situated in the UK and arrive in an aerodrome situated:

- in the United Kingdom;
- in an EEA State (excluding outermost regions);
- in Gibraltar;
- on an offshore structure in the UK sector of the continental shelf or an offshore structure in the continental shelf of an EEA State.

An aviation activity also includes a flight arriving in an aerodrome situated in the United Kingdom from an aerodrome situated in Gibraltar.

## Who is regulated under UK ETS?

Inclusion in UK ETS is based on an aircraft operator's 'full scope' flights. Under UK ETS, full scope flights includes all those flights departing from, or arriving in the UK, Gibraltar or an EEA State, other than excluded flights.

A commercial air transport operator will not be an aircraft operator under the UK ETS if it operates less than 243 'full scope' flights for three consecutive four month periods OR if its total annual emissions from 'full scope' flights are below 10,000tCO<sub>2</sub>.

A non-commercial air transport operator will not be an aircraft operator under the UK ETS if its total annual emissions from 'full scope' flights are below 1,000tCO<sub>2</sub>.

## UK ETS – what do I need to do to comply?

We will still be using ETSWAP for UK ETS and you will still have access to your existing account. If you are included in UK ETS you will need a UK ETS Emissions Monitoring Plan (EMP) and an Aircraft Operator Holding Account (AOHA) in the UK ETS Registry.

## How will I get my UK ETS EMP?

You do not need to apply for an EMP as we will issue you with one at the appropriate time.

Aircraft operators who have an EU ETS compliance obligation for the 2020 Scheme Year will be issued with a UK ETS EMP first, as we expect you will need to comply with UK ETS for the 2021 Scheme Year.

If you do not have an EU ETS compliance obligation for the 2020 Scheme Year, but think that you may have a UK ETS obligation for 2021, and will therefore need an EMP, please let us know.

If you become a UK ETS aircraft operator after 1 January 2021, you must inform us within 42 days of performing a flight subject to UK ETS **and** exceeding the relevant threshold<sup>(2)</sup>.

Your UK ETS EMP will be substantially the same as your current EU ETS EMP. If you are attributed to the UK for the CORSIA and hold a CORSIA EMP, this will be amended to reflect the requirements of the CORSIA Standards and Recommended Practices (SARPs), rather than the Monitoring and Reporting Regulation (MRR). Please review your EMP when you receive it. If you need to make a significant modification, for example, to change your Fuel Use Monitoring Methodology (see Table A), please submit a variation through ETSWAP.

## How do I access my AOHA in the UK ETS Registry?

Once we have issued your EMP we will ask the UK Registry Administrator to open an AOHA for you. The UK Registry Administrator will then contact you and provide information about how to access your AOHA, including how to appoint a Primary Contact and nominate Authorised Representatives.

## Talking to us

Please contact us through our ET Aviation [helpdesk](#) if you have any questions.

<sup>(1)</sup> Please refer to Schedule 1 of the 'Order' for excluded flights. <sup>(2)</sup> Please refer to Articles 7 and 8 of the 'Order' for eligibility thresholds

**Table A: Additional information relevant to UK ETS**

| <b>Monitoring Methodologies available to UK ETS aircraft operators</b>  |  |
|---|--|
| <b>Scale of operation</b>   | <b>Fuel Use Monitoring Methodology (FUMM) Options</b>  |
| <b>Aircraft Operators with full scope emissions <math>\geq</math> 25,000tCO<sub>2</sub> <u>and</u> full scope flights <math>\geq</math>243 flights for three consecutive four month periods</b> | <b>Method A</b>  |
|   | <b>Method B</b>  |
|   | <b>Block off / Block on</b>  |
|   | <b>Fuel Uplift</b>   |
|   | <b>Block Hour</b>  |
| <b>Aircraft Operators with full scope emissions &lt; 25,000tCO<sub>2</sub>, or full scope flights &lt;243 flights for three consecutive four month periods (i.e. small emitter)</b>             | The five FUMM identified above   |
|   | CO <sub>2</sub> emissions estimated using Eurocontrol's Small Emitters Tool (SET)  |
| <b>Aircraft Operators with full scope emissions below 25,000tCO<sub>2</sub> or with emissions from UK aviation activities below 3,000t tCO<sub>2</sub></b>                                      | The five FUMM identified above   |
|   | CO <sub>2</sub> emissions estimated using Eurocontrol's Small Emitters Tool (SET)  |
|   | Simplified Reporting procedures and report using Eurocontrol Support Facility (ETS SF) data (without modification).<br>Flights must still be monitored |