Ireland's experience of verification for the Aviation Sector in 2010-2011

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Quick Outline

As of the April 2011 'list' Ireland had 268 Aviation Operators assigned to it.

■The Eurocontrol data showed 172 of them had activity in 2010.

■Over 99% of the estimated CO_2 arises from the 6 main commercial operators.

■109 Aircraft Operators reported Annual Emissions in 2011.

■56 reported Tonne-kilometre in 2011, 2 of which were invalid.

■All reporting was done on-line through ETSWAP.

Verifiers in Ireland

- In 2011 there was a total of 5 Verification Bodies accredited to verify Aviation Operators reporting to Ireland.

- Verification Bodies are accredited to I.S. EN 45011:1998 (ISO/IEC Guide 65:1996).

- Only one Verification Body is accredited in Ireland the rest are UK or France based.

- The business split in terms of clients was 30:30:20:20:0

2011 Specific issues with Verification in Ireland

- Site visits were not mandatory for all emitters providing the Verification Body carried out and reported on a 'risk assessment' on the need for such a visit.

- Late reports, through late verification following capacity issues at Verification Bodies.

- Some AEM and TKM Reports were 'Verified' in the absence of approved Plans (Plans came in the same time as the Reports or not at all). The Reports were rejected until an approved plan was put in place.

2011 Specific issues with Verification in Ireland

- Differences in reported flight activity and the Eurocontrol reported activity (when available) not clearly explained or even noted.

- Simple data errors, but not picked up;

  - incorrect GCD,

  - omission of the 95 km

  - incorrect fuel mass units reported (kgs or lbs. reported as t),

  - payloads input as 1t per passenger and not 100kgs.

2011 Specific issues with Verification in Ireland

- Minor, but chronic cut and paste typos, such as referring to the incorrect;

  - Competent Authority,

  - Aircraft Operator,

  - National and International Regulations,

  - Reference documents (Approved plan versions etc.)

2011 other issues with Verification in other MS

- In year 1 not enough emphasis placed on the verification of procedures as well as the numbers.

- Use of other airport codes rather than ICAO.

- Failure to note that aerodrome pairs were to be reported by direction.

- Inadequate verification of GCD and units used.

What did we do with this information?

- Feedback was given to each Accreditation Body, Verification Body and Operator on the items noted.

- Notice has been given to the Verification Bodies and Aviation Operators that any accommodation made by the Competent Authority in 2010 reporting will not be repeated in 2011.

- In 2012 we have so far returned six AEM Reports (out of seven submitted) for Verification corrections.

Improvements for Verification Guidance

- The Verification Guidance Document is very comprehensive. If followed correctly many of these errors would not have occurred.

- 2010 and <u>to some extent 2011 </u>is a learning 'phase' for all stakeholders. Reporting and Verification for 2012 activity must be 'perfection'.

- Accreditation Bodies with the assistance of the Competent Authorities must continue to feedback to the Verification Bodies and Aircraft Operators what is and is not acceptable.