

# AVR and *'Room for Improvement'* in the reporting of 2013

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## AEM Plans, Reports and Verification to date

- The extension of Emissions Trading to Aviation has not been without bottlenecks, problems and pressure from outside parties, resulting in progress that has not been as smooth as it could have been.
- Just getting in contact with many of the smaller Aircraft Operators never mind an approved AEM Plan and Report has been a challenge.
- Competent Authorities (like Ireland) have focused on the 'Larger Emitters' which in general make up 96-98% of the CO<sub>2</sub> emissions.

## Moving on

- The MRR and AVR makes it a requirement for;
  - operators to regularly review their monitoring methodology for improvement and to respond to recommendations made by verifiers in the annual report.
  - Looking at areas for improvement of the aircraft operator's performance should be part of the verification activities performed by the verifier.
  - the verifier shall check whether the aircraft operator has implemented those recommendations for improvement and the manner in which this has been done.

## What the Verifier can do?

- With few exceptions there should be scope for identifying areas of improvement in Aircraft Operators Plans.
  
- Are they using their procedures? The most important ones being;
  - Data flow
  - **Corrective action**
  - Evaluation of the system

## To finish

When documenting improvements, please, please make them concise, clear and with purpose:

Example of an Recommended Improvement from 2012:

- The following discrepancies were observed on certain flights without a significant impact:
  - Deviations in fuel consumption,
  - Errors induced during the transfer of the Data from the xxxxx internal reporting tool to the EPA declaration website.

What is the recommended improvement?