



Republic of the Philippines  
**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**

**E-MAILED**

Date: 12-19-18

At: 4:15 pm  
FOC + Airlines

**MEMORANDUM CIRCULAR NO. 32-18**

**TO : ALL PHILIPPINE REGISTERED AIR OPERATORS**

**FROM : DIRECTOR GENERAL  
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**

**SUBJECT : IMPLEMENTATION OF ICAO SARPS, ANNEX 16, VOLUME 4  
ON CARBON OFFSETTING AND REDUCTION SCHEME FOR  
INTERNATIONAL AVIATION (CORSA)**

1. Legal Basis

This Memorandum Circular in consideration of the Republic of the Philippines' compliance to international civil aviation regulations in particular to International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs), Annex 16, Volume 4 describes the Civil Aviation Authority of the Philippines' (CAAP) Regulatory Policy for the application of the First Edition of the International Standards and Recommended Practices, Environmental Protection-Carbon Offsetting and Reduction Scheme for International Aviation (CORSA).

2. Purpose

- a. The main purpose of this circular is to demonstrate the application of SARPs on CORSA and related applicability from 01 January 2019.

It is intended to guide all affected stakeholders to include the procedures, plans, programs into their organization and management structure and to allocate human resources, roles, responsibilities and staffing provisions to implement these written procedures and operations.

- b. The protection of the environment and the reduction of the emissions from the aviation stands are key objectives of CAAP. The Authority recognizes the global efforts to reduce emissions from international air transport and is committed to support ICAO in achieving the aspirational goal of carbon neutral growth from 2020 annually. Towards this direction, the Philippines have expressed its support and efforts in reducing emissions from international air transport and have announced its commitment to join CORSA voluntarily from the pilot phase in 2021.

3. Applicability

- a. This circular shall apply to all air operators attributed to the Philippines, producing annual CO2 emissions greater than 10 000 tonnes from the use of an aeroplane(s) with a maximum certified take-off greater than 5 700 kg, conducting

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Division Chief III, Central Records  
and Archives Division

international flights on and/or after 01 January 2019 with the exception of humanitarian, medical and firefighting flights.

- b. This circular shall be applicable to a newly registered air operator from the year it meets the requirements of threshold of annual CO2 emissions from international flights.
- c. Compliance to this Memorandum Circular and other issuances by the Authority in relation to CORSIA shall be mandatory. Non-compliance to this circular shall merit the imposition of the applicable penalties under Republic Act No. 9497.

#### 4. CORSIA

- a. CORSIA, as one of the market-based measure with a global dimension, aims at addressing any annual increase in the total CO2 emissions from international civil aviation above the 2020 levels taking into account special circumstances and respective capabilities of ICAO's Member States.
- b. CORSIA aims to stabilize CO2 emissions at 2020 levels by requiring airlines to offset the growth of their emissions from international aviation after 2020. CORSIA is valid for the period 2021-2035, whereby three phases are defined.
- c. CORSIA will enter into a pilot phase (2021-2023) followed by first phase (2024-2026) and a second phase (2027-2035). It is only until 2026 that the participation of the member states is voluntary after which more stringent requirements from the scheme would be mandated to all the member states. As of 05 November 2018, 76 States, representing around 75.96% of international aviation activity, intend to voluntarily participate in CORSIA from its outset.
- d. CORSIA applies to all international flights on the routes between the participating States (Route based). Hence, flights between a participating State and a non-participating State are exempted.
- e. For the flights between participating States, air operators need to offset emissions above the baseline emissions level. The baseline emissions level is based on the average of total emissions covered by CORSIA between 2019 and 2020. Any increase in CO2 emissions covered by the scheme compared to the baseline represents the sector's offsetting requirements for that year.

#### 5. Coordination Office

Air Operators are advised to coordinate with the CAAP CORSIA Committee and Focal Persons for the proper implementation of this Memorandum Circular.

#### 6. Incorporation Clause

Guidelines in the application of CORSIA are detailed in CAAP Advisory Circular No. 01-18 and are regarded to be an integral part of this circular deemed to be incorporated herewith.

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7. Repealing Clause

All circulars, orders, and/or memoranda inconsistent with the provisions of this CAAP Memorandum Circular and related Advisory Circular are hereby repealed, modified or amended accordingly.

8. Separability Clause

If, for any reason, any part or provision of this Memorandum Circular is declared invalid or unconstitutional, any part or provision not affected thereby shall remain in full force and effect.

9. Effectivity Clause

This Memorandum Circular shall take effect immediately.

Done this 19 day of December 2018. Pasay City, Philippines.

  
CAPTAIN JIM C. SYDIONGCO  
DIRECTOR GENERAL

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