

1.A.3.a i (ii) - International Civil Aviation: Cruise

Short description

Category Code	Method					AD					EF				
1.A.3.a i (ii)	T1, T2, T3					NS, M					CS, D, M				
Key Category	SO ₂	NO _x	NH ₃	NM VOC	CO	BC	Pb	Hg	Cd	Diox	PAH	HCB	TSP	PM ₁₀	PM _{2.5}
1.A.3.a i (ii)	not included in key category analysis														

In NFR category 1.A.3.a i (ii) - *International Civil Aviation: Cruise* emissions from international flights from German airports during cruise stage (above 3,000 feet of altitude) are reported.

In the following, information on sub-category specific activity data, (implied) emission factors and emission estimates are provided.

Methodology

Activity Data

Specific jet kerosene consumption during LTO-stage is calculated within TREMOD AV as described in the [superordinate chapter](#) on civil aviation.

Table 1: annual jet kerosene consumption during cruise-stage, in terajoules

1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
------	------	------	------	------	------	------	------	------	------	------	------	------	------

source: Knörr et al. (2019c) ¹⁾ & Gores (2019) ²⁾

gallery size="medium" : 1A3ai(ii) AD.png gallery

Emission factors

All country specific emission factors used for emission reporting were basically ascertained within UBA project FKZ 360 16 029 ³⁾ and have since then been compiled, revised and maintained in TREMOD AV ⁴⁾

For more information, please see [superordinate chapter](#) on civil aviation.

Table 2: Annual country-specific emission factors, in kg/TJ

[illegible]

relative change																	
NITROGEN OXIDES																	
Submission 2021																	
Submission 2020																	
absolute change																	
relative change																	
SULPHUR OXIDES																	
Submission 2021																	
Submission 2020																	
absolute change																	
relative change																	
BLACK CARBON - BC																	
Submission 2021																	
Submission 2020																	
absolute change																	
relative change																	
PARTICULATE MATTER - PM																	
Submission 2021																	
Submission 2020																	
absolute change																	
relative change																	
CARBON MONOXIDE - CO																	
Submission 2021																	
Submission 2020																	
absolute change																	
relative change																	



For more information on recalculated emission estimates for Base Year and 2018, please see the pollutant specific recalculation tables following chapter [8.1 - Recalculations](#)].

Uncertainties

For uncertainties information, please see [main chapter](#) on civil aviation.

Planned improvements

For information on planned improvements, please see [main chapter](#) on civil aviation.

FAQs

[bibliography](#)

: 1 : Knörr, W., Schacht, A., & Gores, S. (2010): Entwicklung eines eigenständigen Modells zur Berechnung des Flugverkehrs (TREMOT-AV) : Endbericht. Endbericht zum F+E-Vorhaben 360 16 029, URL: <https://www.umweltbundesamt.de/publikationen/entwicklung-eines-modells-zur-berechnung>; Berlin & Heidelberg, 2012. : 2 : Knörr et al. (2019c): Knörr, W., Schacht, A., & Gores, S.: TREMOD Aviation (TREMOT AV) 2019 - Revision des Modells zur Berechnung des Flugverkehrs (TREMOT-AV). Heidelberg, Berlin: Ifeu Institut für Energie- und Umweltforschung Heidelberg GmbH & Öko-Institut e.V., Berlin & Heidelberg, 2019. : 3 : Gores (2019): Inventartool zum deutschen Flugverkehrsinventar 1990-2018, im Rahmen der Aktualisierung des Moduls TREMOD-AV im Transportemissionsmodell TREMOD, Berlin, 2019. : 4 : EMEP/EEA, 2019: EMEP/EEA air pollutant emission inventory guidebook 2019 - Copenhagen, 2019 : 5 : Eurocontrol (2019): Advanced emission model (AEM); <https://www.eurocontrol.int/model/advanced-emission-model>; 2019 [bibliography](#)

¹⁾ (bible 2)

²⁾ (bible 3)

³⁾ (bible 1)

⁴⁾ (bible 2)

⁵⁾ (bible 4)

⁶⁾ (bible 4)

⁷⁾ (bible 5)

⁸⁾ (bible 4)

⁹⁾ (bible 5)