

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

Short description

In NFR category *1.A.3.a i (i) - International Civil Aviation: LTO* emissions during LTO stage (Landing/Take-off: 0-3,000 feet) are reported. In the following, information on sub-category specific AD, (implied) emission factors and emission estimates are provided.

Category Code	Method					AD					EF				
1.A.3.a.i.(i)	T1, T2, T3					NS, M					CS, D, M				
Key Category	SO ₂	NO _x	NH ₃	NMVO	CO	BC	Pb	Hg	Cd	Diox	PAH	HC	TSP	PM ₁₀	PM _{2.5}
1.A.3.a.i.(i)	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-	-/-	-	-/-	-/-	-/-

T = key source by Trend **L** = key source by Level

Methods	
D	Default
RA	Reference Approach
T1	Tier 1 / Simple Methodology *
T2	Tier 2*
T3	Tier 3 / Detailed Methodology *
C	CORINAIR
CS	Country Specific
M	Model
* as described in the EMEP/CORINAIR Emission Inventory Guidebook - 2007, in the group specific chapters.	
AD - Data Source for Activity Data	
NS	National Statistics
RS	Regional Statistics
IS	International Statistics
PS	Plant Specific data
AS	Associations, business organisations
Q	specific questionnaires, surveys
EF - Emission Factors	
D	Default (EMEP Guidebook)
C	Confidential
CS	Country Specific
PS	Plant Specific data

Methodology

Activity Data

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

Table 1: Percentual annual fuel consumption during LTO-stage of international flights

	1990	1995	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Jet Kerosene	8,17	7,80	8,19	8,00	7,97	7,95	7,91	7,86	7,90	7,81	7,92	7,98	7,98	8,09	8,11	8,13	8,18	8,15
Aviation Gasoline	5,24	11,8	11,1	19,1	20,5	23,2	20,4	20,2	19,8	17,3	19,1	22,2	26,3	20,8	42,2	43,7	51,4	61,6

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

Table 2: annual LTO fuel consumption for international flights, in terajoule

	1990	1995	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Jet Kerosene																		
Aviation Gasoline																		

source: Knörr et al. (2019c) ³⁾ & Gores (2019) ⁴⁾

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Emission factors

All country specific emission factors used for emission reporting were basically ascertained within UBA project FKZ 360 16 029 (Knörr, W., Schacht, A., & Gores, S. (2010)) ⁵⁾ and have since then been compiled, revised and maintained in TREMOD AV ⁶⁾.

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

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

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
JET KEROSENE														
NH₃														
NMVOC														
NO_x														
SO_x														
BC¹														
PM²														
CO														
AVIATION GASOLINE														
NH₃														
NMVOC														
NO_x														
SO_x														
BC¹														
PM²														
TSP³														
CO														

¹⁾ estimated via a f-BCs (avgas: 0.15, jet kerosene: 0.48) as provided in ⁷⁾

²⁾ EF(PM_{2.5}) also applied for PM₁₀ and TSP (assumption: > 99% of TSP from diesel oil combustion consists of PM_{2.5})

³⁾ also including TSP from lead: EF(TSP) = 1.6 x EF(Pb) - see road transport



For the country-specific emission factors applied for particulate matter, no clear indication is available, whether or not condensables are included.

Discussion of emission trends

NFR 1.A.3.a i (i) - International Civil Aviation - LTO is **no key category**.

Recalculations

As mentioned in the superordinate chapter on 1.A.3.a, the LTO fuel consumptions applied in TREMOD AV have been adapted to the the EMERP/EEA Guidebook 2019. ⁸⁾

Hence, the percentual annual shares of kerosene consumed during L/TO for international flights have been re-estimated...

Table 3: Revised percentual share of kerosene consumed during L/TO for international flights, in %

[illegible]

... and the amounts of kerosene allocated to sub-category 1.A.3.a i (i) were revised accordingly:

Table 4: Revised kerosene usage in 1.A.3.a i (i), in terajoules

[illegible]

In parallel, the majority of **country-specific emission factors** has been revised within TREMOD AV based on information available from the 2019 EMEP/EEA Guidebook ⁹⁾ and Eurocontrol's AEM model ¹⁰⁾. Here, among others, the EF for SO₂ from jet kerosene has been replaced by new and more reliable data showing no sulphur reduction since 1990.

Table 5: Revised country-specific emission factors applied for jet kerosene

[illegible]

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, <https://www.eea.europa.eu/publications/emep-eea-guidebook-2019/part-b-sectoral-guidance-chapters/1-energy/1-a-combustion/1-a-3-a-aviation/view>; Copenhagen, 2019. : 5 : Eurocontrol (2019): Advanced emission model (AEM); <https://www.eurocontrol.int/model/advanced-emission-model>; 2019 **bibliography**

¹⁾ (bibcite 2)

²⁾ (bibcite 3)

³⁾ (bibcite 2)

⁴⁾ (bibcite 3)

⁵⁾ (bibcite 1)

⁶⁾ (bibcite 2)

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¹⁰⁾ (bibcite 5)