





Therefore, the inventory compiler decided to apply the tier1 EF for **PAHs** from gasoline fuel used in non-road mobile machinery here, too. Furthermore, both **HCB** and **PCBs** emissions are stated as *not applicable* in <sup>5)</sup>, chapter 1.A.3.a, 1.A.5.b Aviation, Table 3.3 Tier 1 emission factors for NFR 1.A.3.a.ii.(i): Civil aviation (domestic, LTO).

As the Party assumes that POP emissions from the combustion of jet kerosene are unlikely to occur, these emission are reported as *not applicable* (NA).

Table 5: Tier1 default emisison factors applied to aircraft, in [mg/T]

	= <b>B[a]P</b>	= <b>B[b]F</b>	= <b>B[k]F</b>	= <b>I[...]<sub>p</sub></b>	= <b>PAH 1-4</b>	= <b>PCDD/F</b>
~ Kerosene	= NA	= NA	= NA	= NA	= NA	= NA
~ Aviation gasoline	> 126	> 182	> 90	> 205	> 602	= NE

**bibliography** : 1 : EMEP/EEA (2016): EMEP/EEA air pollutant emission inventory guidebook 2016, URL: <https://www.eea.europa.eu/publications/emep-eea-guidebook-2016>; Copenhagen, July 2017. : 2 : Rentz et al., 2008: Nationaler Durchführungsplan unter dem Stockholmer Abkommen zu persistenten organischen Schadstoffen (POPs), im Auftrag des Umweltbundesamtes, FKZ 205 67 444, UBA Texte | 01/2008, January 2008 - URL: <http://www.umweltbundesamt.de/en/publikationen/nationaler-durchfuehrungsplan-unter-stockholmer-bibliography>

<sup>3)</sup> (bibcite 2)

<sup>4)</sup> (bibcite 2)

<sup>5)</sup> (bibcite 2)