

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

Short description

In NFR category 1.A.3.a ii (i) - Domestic Civil Aviation: LTO emissions from domestic flights between German airports occurring during LTO stage (Landing/Take-off: 0-3,000 feet) are reported.

Category Code	Method						AD						EF			
1.A.3.a ii (i)	T1, T2, T3						NS, M						CS, D, M			
	NO_x	NM VOC	SO₂	NH₃	PM_{2.5}	PM₁₀	TSP	BC	CO	PB	Cd	Hg	Diox	PAH	HCb	
Key Category:	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-	-/-	-	

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

Methods	
D	Default
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/EEA Emission Inventory Guidebook - 2019, 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 (or surveys)
M	Model / Modelled
C	Confidential
EF - Emission Factors	
D	Default (EMEP Guidebook)
C	Confidential
CS	Country Specific
PS	Plant Specific data
M	Model / Modelled

In the following, information on sub-category specific AD, (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.

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

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Jet Kerosene	30.2	29.4	27.9	27.6	27.6	27.7	28.0	27.8	27.7	27.7	28.1	28.3	28.4	28.1	27.6	33.7
Aviation Gasoline	12.7	12.9	12.7	13.2	12.9	12.9	12.8	12.8	12.7	12.9	12.8	12.1	12.6	12.7	12.7	21.9

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
NMVOC	28.4	28.9	30.5	32.4	32.3	31.9	32.0	34.9	37.0	36.9	36.5	38.3	39.1	40.6	58.0	65.7
NO_x	295	324	287	277	304	309	312	311	310	312	321	322	316	312	291	280
SO_x	19.7	19.5	19.5	19.6	19.6	19.6	19.6	19.6	19.6	19.6	19.6	19.6	19.6	19.6	19.6	19.6
BC¹	1.43	1.57	1.54	1.61	1.51	1.50	1.52	1.53	1.50	1.52	1.44	1.44	1.56	1.46	1.68	1.74
PM²	2.99	3.28	3.21	3.36	3.14	3.13	3.17	3.18	3.12	3.17	3.01	2.99	3.25	3.05	3.50	3.62
CO	212	211	275	291	260	254	252	260	265	265	252	255	262	268	349	383
AVIATION GASOLINE																
NH₃	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE
NMVOC	628	635	625	642	631	631	628	632	628	632	627	620	648	660	660	656
NO_x	87.6	87.4	87.5	85.9	85.3	87.1	87.2	87.1	87.3	85.9	87.9	88.9	88.6	92.0	92.7	90.5
SO_x	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
BC¹	5.91	5.92	5.97	6.21	6.31	5.94	5.92	5.92	5.88	6.15	5.79	5.60	5.71	5.13	5.01	5.39
PM²	39.4	39.4	39.8	41.4	42.0	39.6	39.4	39.5	39.2	41.0	38.6	37.3	38.1	34.2	33.4	35.9
TSP³	54.6	54.6	55.0	56.6	57.2	54.8	54.6	54.7	54.4	56.1	53.8	52.5	53.2	49.4	48.6	51.1
CO	17,603	17,600	17,623	17,217	17,804	17,797	17,932	17,770	17,951	17,878	17,977	18,210	17,408	17,046	17,009	17,396

¹ estimated via a f-BCs (avgas: 0.15, jet kerosene: 0.48) as provided in ⁵⁾

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.



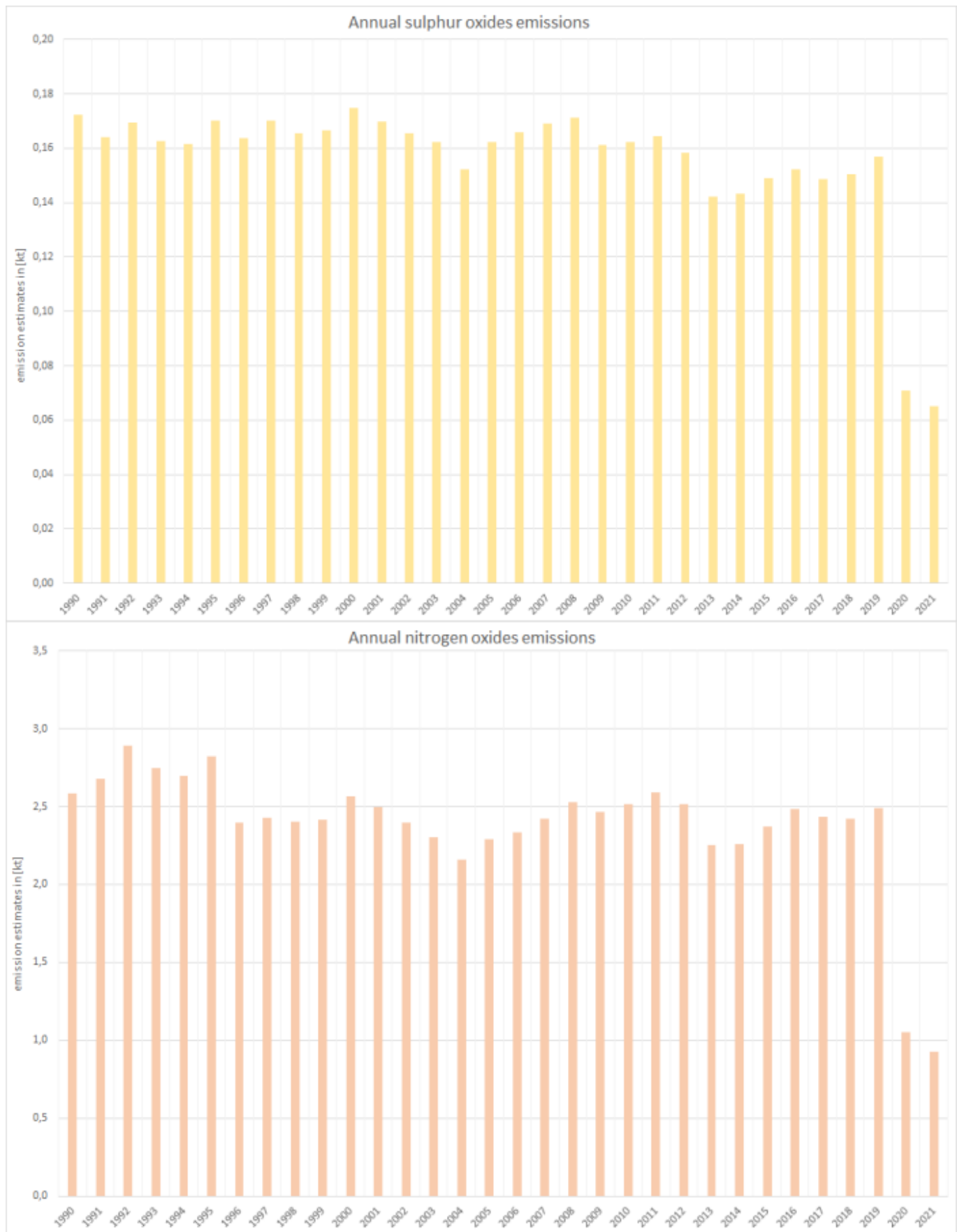
For information on the **emission factors for heavy-metal and POP exhaust emissions**, please refer to Appendix 2.3 - Heavy Metal (HM) exhaust emissions from mobile sources and Appendix 2.4 - Persistent Organic Pollutant (POP) exhaust emissions from mobile sources.

Trend discussion for Key Sources

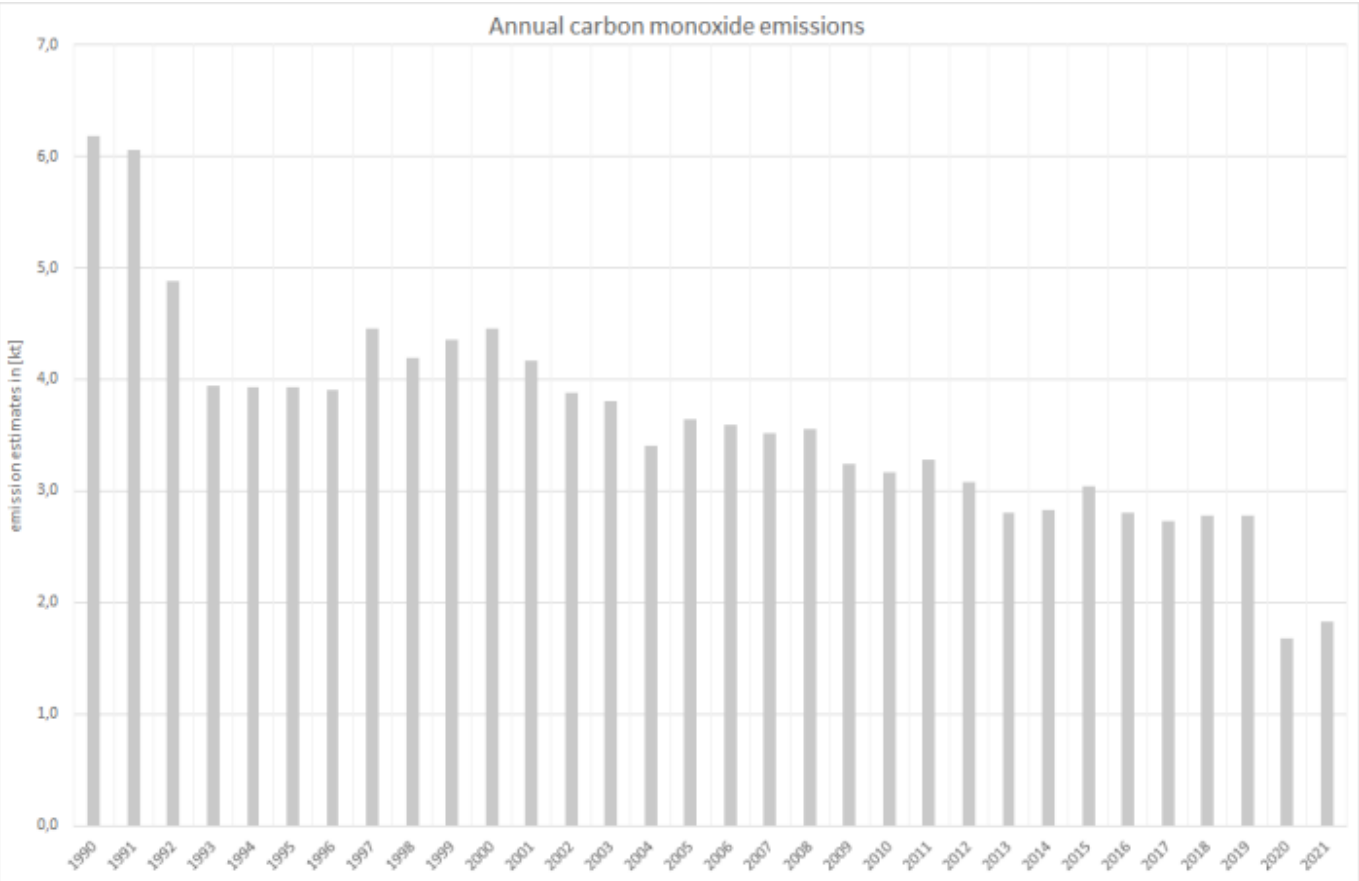


NFR sub-category 1.A.3.a ii (i) is no key source for emissions.

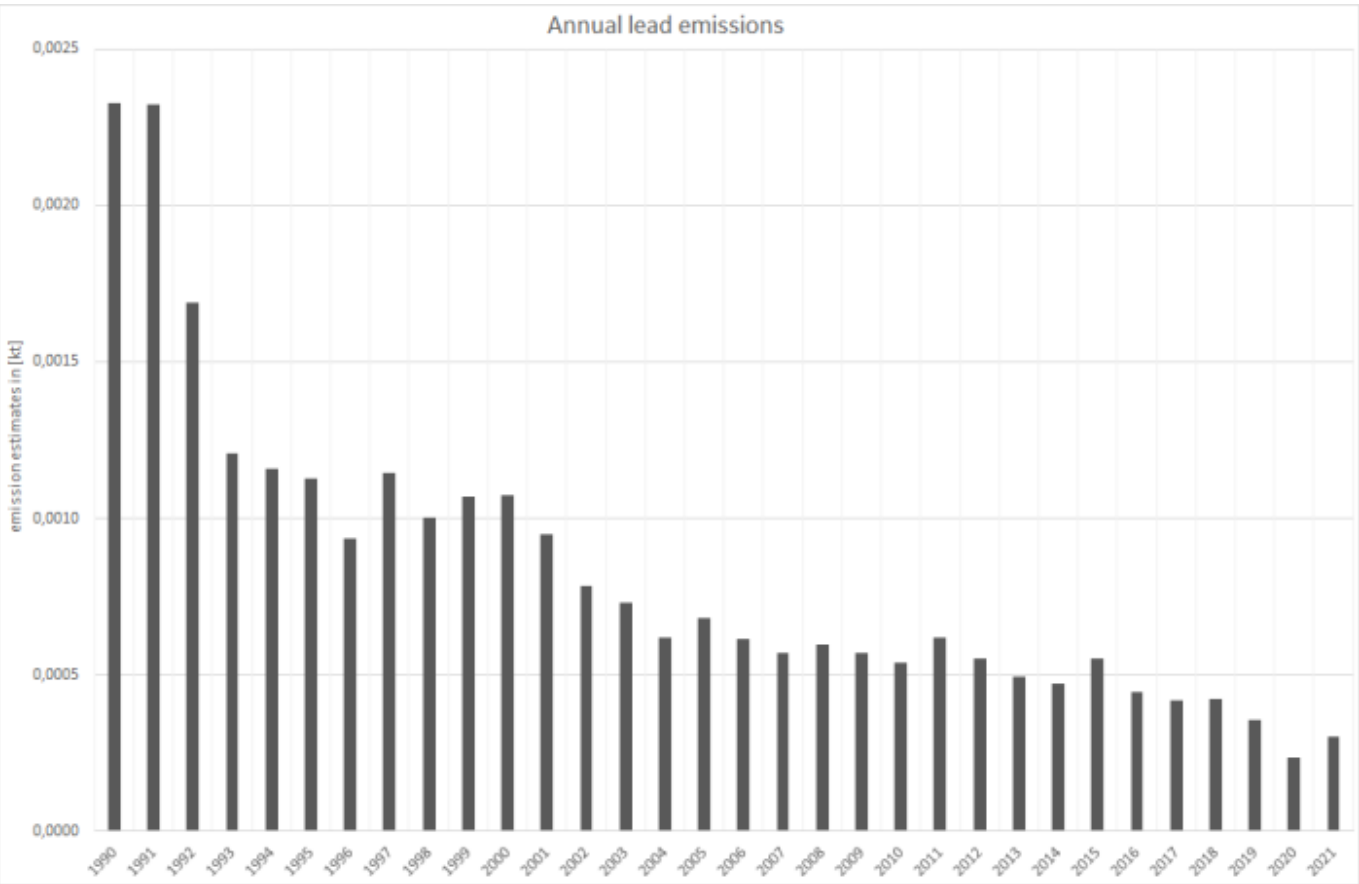
Where, for example, **nitrogen oxides** and **sulphur oxides** emissions are dominated by jet kerosene due to the amount of fuel used,...



... the majority of **carbon monoxide** stems from the consumption of avgas given the much higher emission factor applied to this fuel, with the emission trend following the trend in avgas consumption:



Lead emissions, on the other hand, with no emission factor available for jet kerosene, are only calculated for avgas. Based on a stable fuel lead-content, the emission trend follows the trend in avgas consumption:



Recalculations

Activity data

In order to keep in line with the regularly updated data sets provided to the EEA by Eurocontrol, the average fuel use per LTO cycle has been updated again within TREMOD Aviation but with much smaller impact as in last year's submission.

Furthermore, as explained in the superordinate chapter, avgas consumption for international flights and outside the LTO range has been estimated for the first time for this submission, with the respective amounts of avgas re-allocated accordingly.

Resulting from this revision, the percentual shares of kerosene consumed during LTO within TREMOD AV have been recalculated as shown in Table 4.

Table 4: Revised percentual share of kerosene and avgas consumed during LTO for domestic flights, in %

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
JET KEROSENE															
current submission	30.2	29.4	27.9	27.6	27.6	27.7	28.0	27.8	27.7	27.7	28.1	28.3	28.4	28.1	27.6
previous submission	30.2	29.4	27.9	27.6	27.6	27.7	28.0	27.9	27.7	27.7	28.1	28.3	28.4	28.1	27.7
absolute change	0.00	0.00	0.00	0.00	0.00	0.00	-0.02	-0.03	0.00	0.00	-0.01	-0.01	-0.01	-0.01	-0.02
relative change	0.00%	0.00%	0.00%	0.00%	-0.01%	-0.01%	-0.08%	-0.11%	-0.01%	-0.02%	-0.02%	-0.02%	-0.02%	-0.02%	-0.06%
AVGAS															
current submission	12.7	12.9	12.7	13.2	12.9	12.9	12.8	12.8	12.7	12.9	12.8	12.1	12.6	12.7	12.7
previous submission	12.7	12.9	12.7	13.2	12.9	12.9	12.8	12.8	12.7	12.9	12.8	12.1	12.6	12.7	12.7
absolute change	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
relative change	0.00%	0.00%	0.00%	0.00%	0.00%	0.03%	0.00%	0.04%	0.00%	-0.01%	0.00%	0.00%	0.00%	0.01%	0.01%

Hence, the amounts of kerosene and avgas allocated to sub-category 1.A.3.a ii (i) had to be revised accordingly:

Table 5: Revised fuel consumption data, in terajoule

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
JET KEROSENE															
current submission	8,762	8,716	8,941	8,262	8,275	8,379	8,058	7,250	7,300	7,598	7,749	7,564	7,658	7,996	3,607
previous submission	9,380	8,303	9,811	9,187	8,589	7,869	8,171	7,633	7,297	7,358	7,844	8,210	8,362	8,476	3,867
absolute change	-617	412	-870	-926	-315	510	-113	-383	2.78	240	-95	-646	-704	-480	-260
relative change	-6.58%	4.97%	-8.87%	-10.07%	-3.66%	6.47%	-1.39%	-5.02%	0.04%	3.26%	-1.21%	-7.87%	-8.42%	-5.66%	-6.73%
AVGAS															
current submission	245	119	113	71.7	56.9	65.2	58.3	52.2	49.9	58.0	47.1	44.2	44.7	37.4	24.8
previous submission	245	119	113	71.7	56.9	65.1	58.3	52.1	49.8	58.0	47.0	44.2	44.7	37.4	24.8
absolute change	0.00	0.00	0.00	0.00	0.01	0.08	0.04	0.06	0.10	0.02	0.01	0.01	0.00	0.01	0.01
relative change	0.00%	0.00%	0.00%	0.00%	0.03%	0.13%	0.07%	0.11%	0.20%	0.04%	0.02%	0.02%	0.01%	0.02%	0.03%

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 ⁶⁾ and Eurocontrol's AEM model ⁷⁾ but cannot be displayed here in a proper way.



For **pollutant-specific information on recalculated emission estimates for Base Year and 2020**, please see the 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.

¹⁾ Knörr et al. (2022c): Knörr, W., Schacht, A., & Gores, S.: TREMOD Aviation (TREMOD AV) - Revision des Modells zur Berechnung des Flugverkehrs (TREMOD-AV). Heidelberg, Berlin: Ifeu Institut für Energie- und Umweltforschung Heidelberg GmbH & Öko-Institut e.V., Berlin & Heidelberg, 2022.

²⁾ Gores (2022): Inventartool zum deutschen Flugverkehrsinventar 1990-2020, im Rahmen der Aktualisierung des Moduls TREMOD-AV im Transportemissionsmodell TREMOD, Berlin, 2022.

³⁾ Knörr, W., Schacht, A., & Gores, S. (2010): Entwicklung eines eigenständigen Modells zur Berechnung des Flugverkehrs (TREMOD-AV) : Endbericht. Endbericht zum F+E-Vorhaben 360 16 029, URL:

<https://www.umweltbundesamt.de/publikationen/entwicklung-eines-modells-zur-berechnung>; Berlin & Heidelberg, 2012.

^{4), 5), 6)} 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.