

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

Short description

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

In NFR category *1.A.3.a i (ii) - Internatinal 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

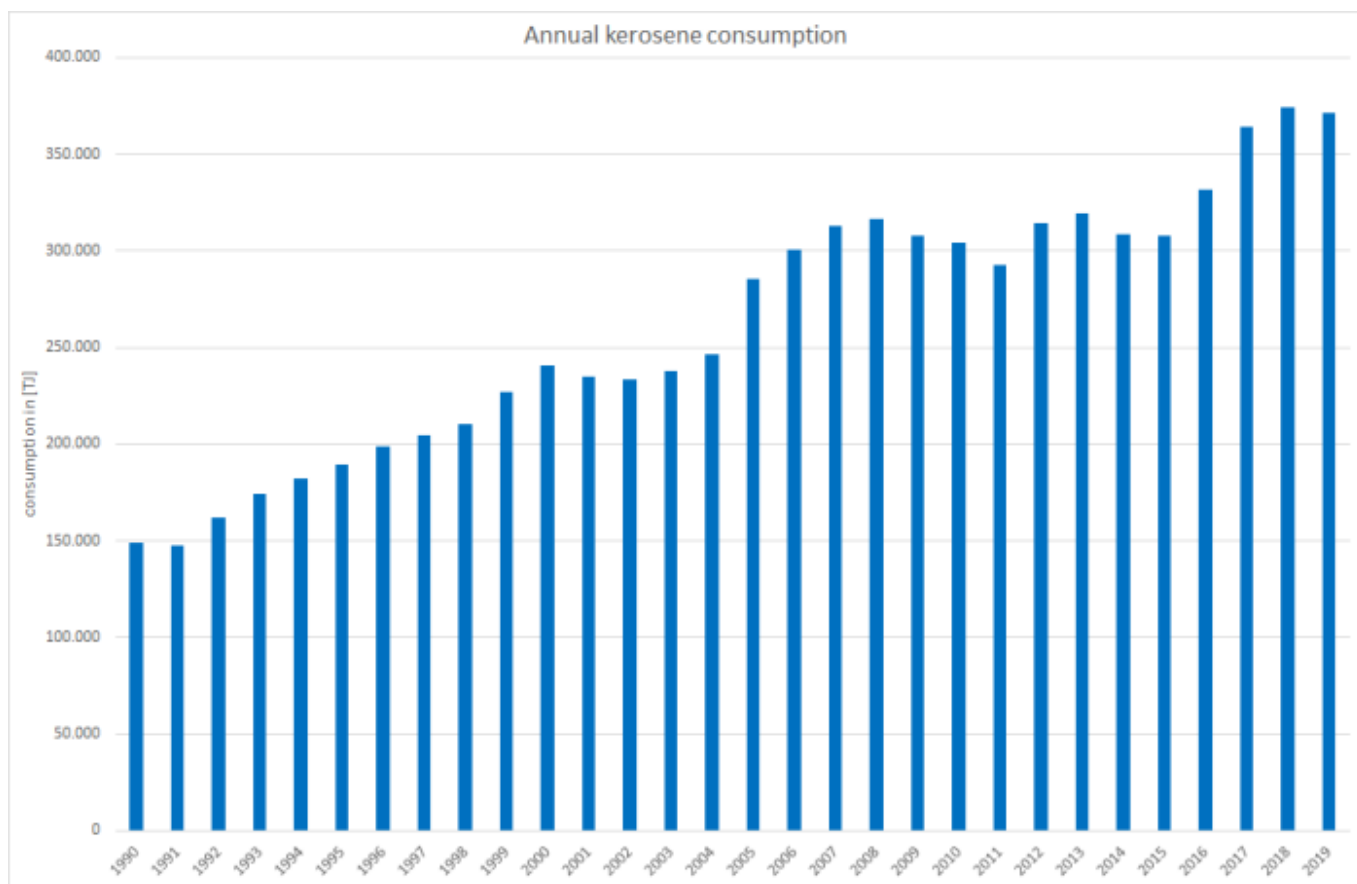
Actitvity Data

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	2020	2021
Jet kerosene	151,924	186,987	245,697	291,564	306,633	289,448	315,048	322,234	308,723	306,219	332,481	368,730	379,695	374,607	173,209	232,547
Avgas	494	211	220	149	124	105	97.5	86.1	75.3	98.4	36.0	36.3	32.2	23.4	12.0	10.5

source: Knörr et al. (2021c) ¹⁾ and Gores (2021) ²⁾



Emission factors

All country specific emission factors used for emission reporting were basically ascertained within UBA project FKZ 360 16 029³⁾ and have since then been compiled, revised and maintained in TREMOD AV⁴⁾.

For more information, please see the 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	2020	2021
JET KEROSENE																
NH₃	3.98	3.95	3.95	3.97	3.97	3.97	3.97	3.97	3.97	3.97	3.97	3.97	3.97	3.97	3.97	
NM_{VOC}	13.3	8.96	5.98	5.27	4.66	4.53	4.39	4.39	4.71	4.35	4.17	4.23	4.32	4.26	4.29	
NO_x	313	317	329	338	352	354	360	362	362	366	370	372	373	376	379	
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	
PM¹	1.89	1.96	2.03	1.93	1.81	1.80	1.79	1.77	1.74	1.73	1.73	1.74	1.75	1.73	1.72	
BC²	3.94	4.08	4.23	4.02	3.77	3.74	3.72	3.69	3.62	3.59	3.61	3.62	3.64	3.61	3.59	
CO	73.8	61.6	47.7	42.4	37.8	37.3	37.0	36.8	40.1	36.2	34.2	34.2	34.7	34.1	34.4	
AVGAS																
NH₃	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	
NM_{VOC}	468	498	477	462	460	523	519	518	506	515	430	437	449	466	446	
NO_x	103	109	103	100	97	111	109	110	104	108	68.7	69.8	73.7	81.7	71.5	
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	
BC	0.40	0.42	0.41	0.40	0.41	0.44	0.44	0.44	0.45	0.44	0.47	0.47	0.47	0.46	0.47	
PM_{2.5}	2.69	2.80	2.74	2.68	2.74	2.96	2.96	2.93	2.97	2.95	3.11	3.14	3.13	3.08	3.12	
PM₁₀	2.69	2.80	2.74	2.68	2.74	2.96	2.96	2.93	2.97	2.95	3.11	3.14	3.13	3.08	3.12	
TSP	17.9	18.0	17.9	17.9	17.9	18.1	18.1	18.1	18.1	18.1	18.3	18.3	18.3	18.2	18.3	
CO	20,915	22,610	21,827	21,055	22,225	25,229	25,303	24,882	25,753	25,200	29,832	30,337	30,216	29,164	30,558	

¹ EF(TSP) also applied for PM₁₀ and PM_{2.5} (assumption: > 99% of TSP consists of PM_{2.5})

² estimated via a f-BC of 0.48 as provided in ⁵⁾, Chapter: 1.A.3.a, 1.A.5.b Aviation, page 49: "Conclusion".



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 1.A.3.a i (ii) - International Civil Aviation - Cruise is **not included in the national emission totals** and hence **not included in the key category analysis**.

Recalculations

Activity data have been revised within TREMOD AV to keep in line with information the final 2019 NEB.

Furthermore, after the implementation of aviation gasoline (avgas) for international flights, the distribution onto LTO and Cruise stage have been revised widely for all years.

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

	1990	1995	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
JET KEROSENE																		
Submission 2021	149,007	189,185	240,680	285,709	301,032	312,607	316,629	307,916	304,544	292,898	314,325	319,548	308,755	307,982	331,809	363,932	374,434	371,033
Submission 2020	149,007	189,185	240,680	285,709	301,032	312,607	316,629	307,916	304,544	292,898	314,325	319,548	308,755	307,982	331,809	363,932	374,434	371,552
absolute change	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-519
relative change	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	-0.14%
AVGAS																		
Submission 2021	494	211	220	149	146	138	138	126	124	106	97.9	86.4	76.1	98.6	36.0	36.4	32.2	23.4
Submission 2020	464	161	173	91.6	87.2	76.8	82.5	75.8	76.8	68.1	60.4	48.6	40.0	58.5	16.2	16.2	12.1	6.55
absolute change	29.8	50.1	46.6	56.9	59.2	60.9	55.4	49.8	47.3	37.5	37.4	37.8	36.1	40.1	19.8	20.2	20.1	16.9
relative change	6.42%	31.1%	26.9%	62.2%	67.8%	79.4%	67.2%	65.7%	61.6%	55.0%	61.9%	77.7%	90.3%	68.7%	122.1%	125%	166%	258%

In parallel, the majority of **country-specific emission factors** applied for 2019 has been revised within TREMOD AV.

Table 4: Revised country-specific emission-factors 2019, in [kg/TJ]

	NH ₃	NM VOC	NO _x	SO ₂	BC	PM	CO
KEROSENE							
Submission 2022	3,97	4,26	376	19,6	1,73	3,61	34,1
Submission 2021	3,97	4,25	375	19,6	1,75	3,65	34,6
absolute change	0,00	0,01	0,14	0,00	-0,02	-0,04	-0,5
relative change	0,00%	0,35%	0,04%	0,00%	-1,13%	-1,13%	-1,51%
AVGAS							
Submission 2022	NE	466	81,7	0,46	0,46	3,08	29164
Submission 2021	NE	467	82,2	0,46	0,46	3,08	29108
absolute change	0,00	-0,90	-0,47	0,00	0,00	0,00	56,1
relative change		-0,19%	-0,57%	0,00%	0,06%	0,06%	0,19%



For **pollutant-specific information on recalculated emission estimates for Base Year and 2019**, 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.

²⁾ Gores (2021): Inventartool zum deutschen Flugverkehrsinventar 1990-2018, im Rahmen der Aktualisierung des Moduls TREMOD-AV im Transportemissionsmodell TREMOD, Berlin, 2021.

³⁾ 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.

⁵⁾ 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.