

**Civil Aviation Committee
Of The Republic of Armenia**

**ACTION PLANS OF THE REPUBLIC OF ARMENIA ON AVIATION CO₂
EMISSIONS REDUCTION**

-UPDATE-

June 2021

- 1 -

ACTION PLAN OF ARMENIA

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ACTION PLAN OF ARMENIA

INTRODUCTION:

1. COMMON INTRODUCTORY SECTION

- a) Republic of Armenia is a member of Interstate Aviation Committee and of the European Civil Aviation Conference (ECAC). ECAC is an intergovernmental organization covering the widest grouping of Member States¹ of any European organization dealing with civil aviation. It is currently composed of 44 Member States, and was created in 1955.
- b) ECAC States share the view that environmental concerns represent a potential constraint on the future development of the international aviation sector, and together they fully support ICAO's ongoing efforts to address the full range of these concerns, including the key strategic challenge posed by climate change, for the sustainable development of international air transport.
- c) Republic of Armenia, like all of ECAC's forty-four States, is fully committed to and involved in the fight against climate change, and works towards a resource-efficient, competitive and sustainable multimodal transport system.
- d) Republic of Armenia recognizes the value of each State preparing and submitting to ICAO a State Action Plan on emissions reductions, as an important step towards the achievement of the global collective goals agreed at the 38th Session of the ICAO Assembly in 2013.
- e) In that context, it is the intention that all ECAC States submit to ICAO an Action Plan. This is the Action Plan of Republic of Armenia.
- f) All ECAC States, in application of their commitment in the 2016 Bratislava Declaration, support CORSIA implementation and have notified ICAO of their decision to voluntarily participate in CORSIA from the start of its pilot phase and have effectively engaged in its implementation.
- g) Republic of Armenia shares the view of all ECAC States that a comprehensive approach to reducing aviation emissions is necessary, and that this should include:
 - i. emission reductions at source, including European support to CAEP work
 - ii. research and development on emission reductions technologies, including public-private partnerships

¹ Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, and the United Kingdom

- iii. the development and deployment of low-carbon sustainable alternative fuels, including research and operational initiatives undertaken jointly with stakeholders
 - iv. the optimization and improvement of Air Traffic Management, and infrastructure use within Europe, in particular through the Single European Sky ATM Research (SESAR), and also beyond European borders, through the Atlantic Initiative for the Reduction of Emissions (AIRE) in cooperation with the US FAA.
 - v. Market-based measures, such as open emission trading schemes (ETS), which allow the sector to continue to grow in a sustainable and efficient manner, recognizing that the measures at (i) to (iv) above cannot, even in aggregate, deliver in time the emissions reductions necessary to meet the global goals. This growth becomes possible through the purchase under an ETS of CO₂ allowances from other sectors of the economy, where abatement costs are lower than within the aviation sector.
- g) In Europe, many of the actions which are undertaken within the framework of this comprehensive approach are in practice taken at a supra-national level, most of them led by the EU. They are reported in Section 1 of this Action Plan, where Republic of Armenia involvement in them is described, as well as that of stakeholders.
- h) In Republic of Armenia a number of actions are undertaken at the national level, including by stakeholders, in addition to those of a supra-national nature. These national actions are reported in Section 2 of this Plan.
- i) In relation to actions which are taken at a supranational level, it is important to note that:
- i. The extent of participation will vary from one State and another, reflecting the priorities and circumstances of each State (economic situation, size of its aviation market, historical and institutional context, such as EU/ non EU). The ECAC States are thus involved to different degrees and on different timelines in the delivery of these common actions. When an additional State joins a collective action, including at a later stage, this broadens the effect of the measure, thus increasing the European contribution to meeting the global goals.
 - ii. Nonetheless, acting together, the ECAC States have undertaken to reduce the region's emissions through a comprehensive approach which uses each of the pillars of that approach. Some of the component measures, although implemented by some but not all of ECAC's 44 States, nonetheless yield emission reduction benefits across the whole of the region (thus for example research, ETS).

2. CURRENT STATE OF AVIATION IN THE REPUBLIC OF ARMENIA

Armenia is located in the South Caucasus, bordered by Georgia, Iran, Azerbaijan and Turkey. The Republic of Armenia occupies a territory of 29 800 square km, lying at an average altitude of 1800 meters above sea level. The capital is Yerevan. The population of Armenia is 3 million, 1.1 million of which lives in Yerevan.

2.1. International Membership

Armenia is a Member of the following international organizations in the field of aviation:

ICAO: Since 18 June 1992

ECAC: Since December 1996

EUROCONTROL: Since 1 March 2006

EASA: Since 2009 Working Arrangement, and since 2011 Annex 1 ATM

Armenia is member of EUROCONTROL since 1 March 2006 and participates in the implementation of the SESAR Local Single Sky Implementation (LSSIP), as an integral part of the European ATM Master Plan (MP) containing ECAC States' actions to achieve the SESAR Objectives and to improve the performance of its national ATM System.

Armenia is also one of EASA's Pan-European Partners (PANEP). This is a community of non-EASA European countries with which EASA cooperates on the implementation of the EU aviation safety rules - either in the framework of comprehensive aviation agreements already concluded with the EU or in anticipation of such agreements.

For this reason, the measures of the European Common Section promoted by EUROCONTROL and EASA are relevant to this State Action Plan.

2.2. National Stakeholders

The main National Civil Aviation Stakeholders in Armenia are the following:

- Civil Aviation Committee (CAC);
- Armenian International Airports (AIA);
- Armenian Air Traffic Services (ARMATS);
- Air Force;
- The Aviation Meteorological Centre (Ministry of Environment).

Civil aviation in Armenia is the responsibility of the CAC (Civil Aviation Committee). The CAC adjunct to the Ministry of Territorial Administration and Infrastructure.

The Civil Aviation Committee organizational chart and the different national entities having regulatory responsibilities in Aviation are shown in the diagram and in the table below.

CAC Organizational Chart



Activity in ATM:	Organisation responsible	Legal Basis
Rule-making	CAC	Aviation Law, Charter and structure of GDCA N202-N 13.02.2003 (updated in 2019)
Safety Oversight	CAC	Government Order N744-N 19.06.2008 (Establishing procedure for granting permission of ANSPs) (updated in 2013). GDCA DG order 238A/06.10.2014 on Safety oversight of ANSPs was updated in 2016,
Enforcement actions in case of non-compliance with safety regulatory requirements	CAC	Aviation Law, Government Order N744-N 19.06.2008/ "Establishing procedure for granting permission of ANSP", (updated in 2013) GDCA GD order 238A/06.10.2014 updated in 2016. Safety oversight of ANSP.
Airspace	CAC	Aviation Law and Government Order №825N 03.07.2003/updated in 2019 "Airspace management regulation" Order 56N-N11.04.2007 on "Procedure for the implementation of training and special flights in the Republic of Armenia" (updated in 2016).
Economic	CAC	Government of Armenia Aviation Law
Environment	CAC and Ministry of Nature protection	Aviation Law.
Security	CAC	Order N1307-N 02.10.2003/updated in 2018 (Civil Aviation Security in Republic of Armenia).
Accident investigation	CAC	An agreement signed between Armenia and Russia on the creation of an international bureau for the investigation of aviation accidents and serious incidents.

2.3. Airports and Air Operators in Armenia

Armenia has two international airports: “Zvartonts” in Yerevan and “Shirak” in Gyumri. Management of these airports are entrusted to “Armenia International Airports” CJSC.

Current situation on AOC holders and aircraft

	Number	Details on current AOC and AOL holders and aircraft type (earths)
AOC holders	8	Aircompany Armenia, Armenia Airways, Atlantis Armenian Airlines, Fly Armenia Airways, Novair, Shirak Avia,, Armenia Helicopters, Skyball
AOL holders	2	Aircompany Armenia and Armenia Airways
Registered aircraft, below 5700 kg	9	Cessna F177RG; DA 40 TDI;R66; EC 130T2; H 125/AS 350 B3e; Cessna F172G; Piper, PA-28-181, AT-104, X55TA; AT-104, 90TA (2 hot air balloons)
Registered aircraft, above 5700 kg	11	A319-132, B737-505, B737-7CT, B737-500, B737-300, B737-400, A320-212, A320-231, A320-211, BAe 146-300, L410-UVF-E20
Operational Aircraft above 5700 kg	4	B737-505, B737-7CT, BAe 146-300, A319-132 (state aircraft)

Number of passengers and growth rate during 2015-2020

Year	Departures	Arrivals	Total
2015	965,039	953,956	1,918,995
2016	1,054,746	1,063,215	2,117,961
2017	1,271,168	1,282,746	2,553,914
2018	1,401,918	1,454,755	2,856,673
2019	1,547,122	1,649,273	3,196,395
2020	406,666	419,652	826,318

Rising passenger figures before COVID-19

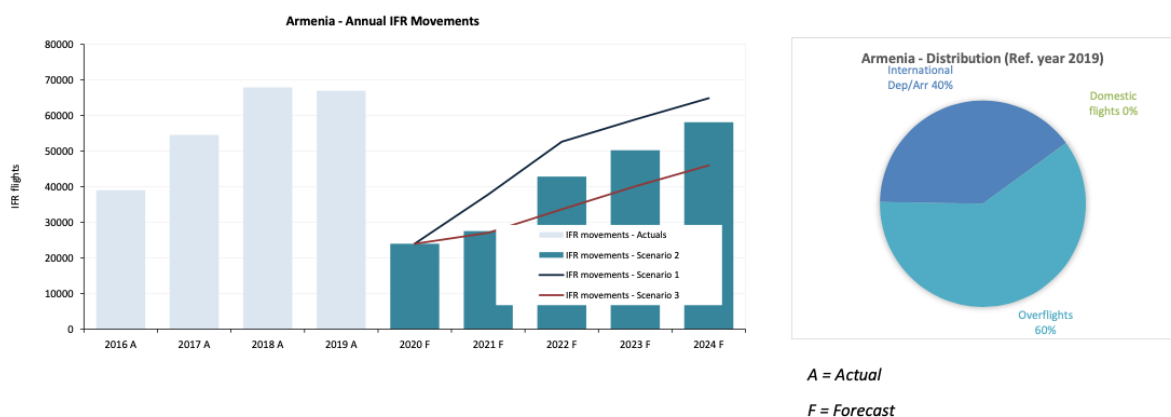
In 2019, a total of 3,2 million passengers were transported. This represents an increase of 25.16% in comparison with 2017. Due to the COVID-19 pandemic the figures of 2020 are not comparable. For the sake of completeness, they are mentioned above.

Cargo in tonnes during 2015-2020

Year	Export	Import	Total
2015	6,653	3,522	10,175
2016	13,788	4,485	18,273
2017	16,984	5,341	22,325
2018	12,010	6,059	18,069
2019	12,755	6,756	19,511
2020	10,405	5,328	15,733

During the COVID-19 pandemic the cargo figures of 2020 also show a decrease but not so significant as for passengers.

The figures below shows the traffic evolution in Armenia:



EUROCONTROL Five-Year Forecast 2020-2024									
IFR flights yearly growth		2017 A	2018 A	2019 A	2020 F	2021 F	2022 F	2023 F	2024 F
Armenia	Sc1				-64.1%	57.6%	39.2%	11.8%	10.2%
	Sc2	39.9%	24.4%	-1.3%	-64.2%	14.9%	55.6%	17.3%	15.6%
	Sc3				-64.2%	12.9%	24.4%	19.2%	14.7%
ECAC	Sc1				-55.1%	61.9%	21.9%	8.9%	6.8%
	Sc2	4.0%	3.8%	0.8%	-56.4%	16.6%	41.9%	14.1%	12.2%
	Sc3				-56.6%	14.5%	17.5%	14.8%	11.6%

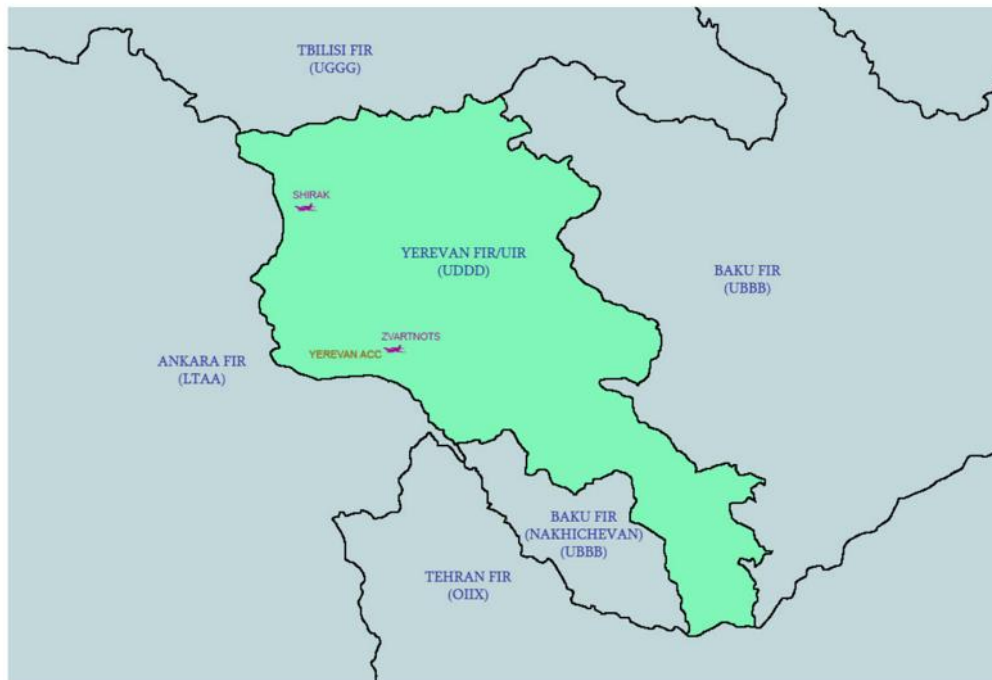
Source: <https://www.eurocontrol.int/publication/armenia-local-single-sky-implementation-issip-document-2020>

2.4. Airspace Classification and Organisation

Armenian airspace consists of a single FIR, which is divided into lower and upper airspace. The Division Flight Level (DFL) separating upper from lower ATS airspace is FL 195. Classification of the airspace is Class "C" between FL 195 and FL 660 according with the EUROCONTROL requirements.

The ATC units in the Armenian airspace, are the following:

ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
YEREVAN ACC	1		YEREVAN FIR	3 is the total number of sectors of Yerevan ATC (including TWR)
YEREVAN APP		1	YEREVAN FIR	
Gyumri TWR		1	YEREVAN FIR	



2.5. Air Navigation Services

Air navigation service provider (ARMATS) CJSC is a 100% state-owned company with a status of a legal entity, established to provide the following air navigation services within the airspace of the Republic of Armenia (Yerevan Flight Information Region (FIR)):

- **Air Traffic Management - (ATM)**
 - Air Traffic Service (ATS)
 - Flight Information Service (FIS)
 - Alerting Service
- **Technical Service - (CNS)**
 - Communication
 - Navigation
 - Surveillance
- **Aeronautical Information Service/Management (AIS/AIM)**

Company was founded in 1997 by separating the relevant services from Zvartnots airport. Since 2003 ARMATS CJSC has been delegated to provide air navigation services for other national civil airports as well. Since its establishment, the Company has taken targeted and consistent steps to provide services in accordance with the requirements of the International Civil Aviation Organization (ICAO) and the European

Organization for the Safety of Air Navigation (EUROCONTROL) as well as to comply with international standards and recommended practices.

The services provided are shown in the chart below:

Governance:	Joint Stock Company		Ownership:	100% State
Services provided	Y/N	Comment		
ATC en-route	Y			
ATC approach	Y			
ATC Aerodrome(s)	Y			
AIS	Y			
CNS	Y			
MET	N	Provided by the Aviation Meteorological Centre, a Joint Stock Company reporting to the Ministry of Environment, certified by CAC by established common requirements (744-N)		
ATCO training	Y	General and aviation English trainings in UK. Refresh trainings in Prague.		
Others	N			
Additional information:				
Provision of services in other State(s):	N			
Annual Report published:	Y	http://armats.am This is the annual report covering yearly activities of the ANSP.		

SECTION 1- ECAC COMMON SECTION AND MEASURES TAKEN COLLECTIVELY IN EUROPE

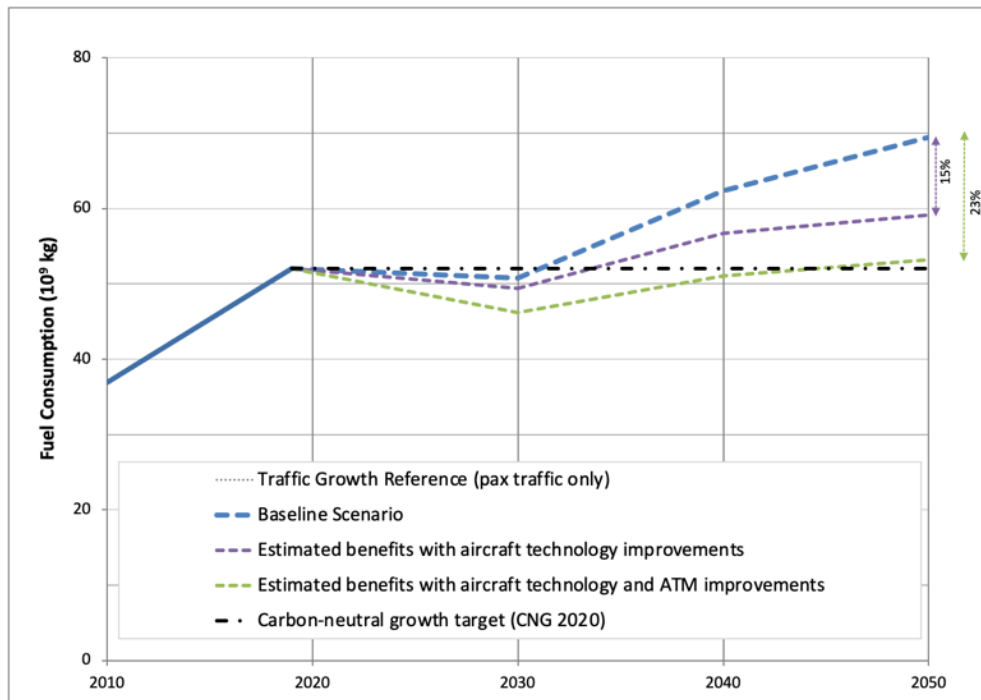
EXECUTIVE SUMMARY

Executive summary

The European section of this action plan presents a summary of the actions taken collectively throughout the 44 States of the European Civil Aviation Conference (ECAC) to reduce CO₂ emissions from the aviation system and which are relevant for each State, and provides an assessment of their benefit against an ECAC baseline. It also provides a description of future measures aimed to provide additional CO₂ savings.

Aviation is a fundamental sector for the European economy, and a very important means of connectivity, business development and leisure for European citizens and visitors. For over a century, Europe has promoted the development of new technology, and innovations to better meet societies' needs and concerns, including addressing the sectorial emissions affecting the climate.

Since 2019, the COVID-19 pandemic has generated a world-wide human tragedy, a global economic crisis and an unprecedented disruption of air traffic, significantly changing European aviation's growth and patterns and heavily impacting the aviation industry. The European air transport recovery policy is aiming at accelerating the achievement of European ambitions regarding aviation and climate change.



Aircraft related technology

European members have actively contributed to support progress in the ICAO Committee on Aviation Environmental Protection (CAEP). This contribution of resources, analytical capability and co-leadership has facilitated leaps in global certification standards that have helped drive the markets demand for technology improvements. Europe is now fully committed on the implementation of the 2017 ICAO CO₂ standard for newly built aircraft and on the need to review it on a regular basis in light of developments in aeroplane fuel efficiency.

Environmental improvements across the ECAC States are knowledge-led and at the forefront of this is the Clean Sky EU Joint Undertaking that aims to develop and mature breakthrough “clean technologies”. The second joint undertaking (Clean Sky 2 – 2014-2024) has the objective to reduce aircraft emissions and noise by 20 to 30% with respect to the latest technologies entering into service in 2014. Under the Horizon Europe programme for research and innovation, the European Commission has proposed the set-up of a European Partnership for Clean Aviation (EPCA) which will follow in the footsteps of CleanSky2, recognizing and exploiting the interaction between environmental, social and competitiveness aspects of civil aviation, while maintaining sustainable economic growth. For such technology high end public-private partnerships to be successful, and thus, benefit from this and from future CO₂ action plans, securing the appropriate funding is key.

The main efforts under Clean Sky 2 include demonstrating technologies: for both large and regional passenger aircraft, improved performance and versatility of new rotorcraft concepts, innovative airframe structures and materials, radical engine architectures, systems and controls and consideration of how we manage aircraft at the end of their useful life. This represents a rich stream of ideas and concepts that, with continued support, will mature and contribute to achieving the goals on limiting global climate change. The new European Partnership for Clean Aviation (EPCA) has objectives in line with the European Green Deal goals to reach climate neutrality in 2050 and will focus on the development of disruptive technologies and maximum impact.

Sustainable Aviation Fuels (SAF)

ECAC States are embracing the introduction of sustainable aviation fuels (SAF) in line with the 2050 ICAO Vision and are taking collective actions to address the many current barriers for SAF widespread availability or use in European airports.

The European collective SAF measures included in this Action Plan focuses on its CO₂ reductions benefits. Nevertheless SAF has the additional benefit of reducing air pollutant emissions of non-volatile Particulate Matter (nvPM), which can provide important other non-CO₂ benefits on the climate which are not specifically assessed within the scope of this Plan.

At European Union (EU) level, the ReFuelEU Aviation regulatory initiative aims to boost the supply and demand for SAF at EU airports, while maintaining a level playing field in the air transport market. This initiative is expected to result in a legislative proposal in the course of 2021. The common European section of this action plan also provides an overview of the current sustainability and life cycle emissions requirements applicable to SAF in the European Union's States as well as estimates of life cycle values for a number of technological pathways and feedstock.

Collective work has also been developed through EASA on addressing barriers of SAF penetration into the market.

The European Research and Innovation programme is moreover giving impulse to innovative technologies to overcome such barriers as it is highlighted by the number of recent European research projects put in place and planned to start in the short-term.

Improved Air Traffic Management

The European Union's Single European Sky (SES) policy aims to transform Air Traffic Management (ATM) in Europe towards digital service provision, increased capacity reduced ATM costs with high level of safety and 10% less environmental impact. SES policy has several elements, one of which is developing and deploying innovative

technical and operational ATM solutions.

SESAR 1 (from 2008 to 2016), SESAR 2020 (started in 2016) and SESAR 3 (starting in 2022) are the EU programmes for the development of SESAR solutions. The SESAR solutions already developed and validated are capable of providing: 21% more airspace capacity; 14% more airport capacity; a 40% reduction in accident risk; 2.8% less greenhouse emissions; and a 6% reduction in flight costs. Future ATM systems will be based on 'Trajectory-based Operations' and 'Performance-based Operations'.

Much of the research to develop these solutions is underway and published results of the many earlier demonstration actions confirm the challenge but give us confidence that the goals will be achieved in the ECAC region with widespread potential to be replicated in other regions.

Market Based Measures (MBMs)

ECAC States, in application of their commitment in the 2016 Bratislava Declaration, have notified ICAO of their decision to voluntarily participate in Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) from its pilot phase, and have effectively engaged in its implementation and they encourage other States to do likewise and join CORSIA.

ECAC States have always been strong supporters of a market-based measure scheme for international aviation to incentivise and reward good investment and operational choices, and so welcomed the agreement on CORSIA.

The 30 European Economic Area (EEA)² States in Europe have implemented the EU Emissions Trading System (ETS), including the aviation sector with around 500 aircraft operators participating in the cap-and-trade approach to limit CO₂ emissions. Subject to preserving the environmental integrity and effectiveness it is expected that the EU ETS legislation will continue to be adapted to implement CORSIA.

As a consequence of the linking agreement with Switzerland, from 2020 the EU ETS was extended to all departing flights from the EEA to Switzerland, and Switzerland applies its ETS to all departing flights to EEA airports, ensuring a level playing field on both directions of routes.

In accordance with the EU-UK Trade and Cooperation Agreement reached in December 2020, the EU ETS shall continue to apply to departing flights from the EEA to the UK, while a UK ETS will apply effective carbon pricing on flights departing from the UK to the EEA.

In the period 2013 to 2020, EU ETS has saved an estimated 200 million tonnes of intra-European aviation CO₂ emissions.

ECAC Scenarios for Traffic and CO₂ Emissions

The scenarios presented in this common section of State Action Plans of ECAC States take into account the impacts of the COVID-19 crisis on air transport, to the extent possible, and with some unavoidable degree of uncertainty. The best-available data used for the purposes of this action plan has been taken from EUROCONTROL's regular publication of comprehensive assessments of the latest traffic situation in

² The EEA includes EU countries and also Iceland, Liechtenstein and Norway.
Action Plan of The Republic of Armenia On
Aviation CO₂ Emissions Reduction

Europe.

Despite the current extraordinary global decay on passengers' traffic due to the COVID-19 pandemic, hitting European economy, tourism and the sector itself, aviation is expected to continue to grow in the long-term, develop and diversify in many ways across the ECAC States. Air cargo traffic has not been impacted as the rest of the traffic and thus, whilst the focus of available data relates to passenger traffic, similar pre-COVID forecasted outcomes might be anticipated for cargo traffic both as belly hold freight or in dedicated freighters.

The analysis by EUROCONTROL and EASA have identified the most likely scenario of influences on future traffic and modelled these assumptions out to future years. On the basis of this traffic forecast, fuel consumption and CO₂ emissions of aviation have been estimated for both a theoretical baseline scenario (without any additional mitigation action) and a scenario with estimated benefits from mitigation measures implemented since 2019 or provided benefits beyond 2019 that are presented in this action plan.

Under the baseline assumptions of traffic growth and fleet rollover with 2019 technology, CO₂ emissions would significantly grow in the long-term for flights departing from ECAC airports without mitigation measures. Modelling the impact of improved aircraft technology for the scenario with implemented measures indicates an overall 15% reduction of fuel consumption and CO₂ emissions in 2050 compared to the baseline. Whilst the data to model the benefits of ATM improvements may be less robust, they are nevertheless valuable contributions to reduce emissions further. Overall CO₂ emissions, including the effects of new aircraft types and ATM-related measures, are projected to improve to lead to a 23% reduction in 2050 compared to the baseline.

In the common section of this action plan the potential of sustainable aviation fuels and the effects of market-based measures have not been simulated in detail. Notably, CORSIA being a global measure, and not a European measure, the assessments of its benefits were not considered required for the purposes of the State Action Plans. But they should both help reach the ICAO carbon-neutral growth 2020 goal. As further developments in policy and technology are made, further analysis will improve the modelling of future emissions.

A. ECAC BASELINE SCENARIO AND ESTIMATED BENEFITS OF IMPLEMENTED MEASURES



The baseline scenario is intended to serve as a reference scenario for CO₂ emissions of European aviation in the absence of any of the mitigation actions described later in this document. The following sets of data (2010, 2019) and forecasts (for 2030, 2040 and 2050) were provided by EUROCONTROL for this purpose:

- European air traffic (includes all commercial and international flights departing from ECAC airports, in number of flights, revenue passenger-kilometres (RPK) and revenue tonne-kilometres (RTK);
- its associated aggregated fuel consumption; and
- its associated CO₂ emissions.

The sets of forecasts correspond to projected traffic volumes in a scenario of “Regulation and Growth”, while corresponding fuel consumption and CO₂ emissions assume the technology level of the year 2019 (i.e. without considering reductions of emissions by further aircraft related technology improvements, improved ATM and operations, sustainable aviation fuels or market based measures).

Traffic Scenario “Regulation and Growth”

As in all forecasts produced by EUROCONTROL, various scenarios are built with a specific storyline and a mix of characteristics. The aim is to improve the understanding of factors that will influence future traffic growth and the risks that lie ahead. The latest EUROCONTROL long-term forecast³ was published in June 2018 and inspects traffic development in terms of Instrument Flight Rule (IFR) movements to 2040.

In the latter, the scenario called 'Regulation and Growth' is constructed as the 'most likely' or 'baseline' scenario for traffic, most closely following the current trends⁴. It considers a moderate economic growth, with some regulation particularly regarding the social and economic demands.

Amongst the models applied by EUROCONTROL for the forecast, the passenger traffic sub-model is the most developed and is structured around five main groups of factors that are taken into account:

- **Global economy** factors represent the key economic developments driving the demand for air transport.
- Factors characterizing the **passengers** and their travel preferences change patterns in travel demand and travel destinations.
- **Price of tickets** set by the airlines to cover their operating costs influences passengers' travel decisions and their choice of transport.
- More hub-and-spoke or point-to-point **networks** may alter the number of connections and flights needed to travel from origin to destination.
- **Market structure** describes size of aircraft used to satisfy the passenger demand (modelled via the Aircraft Assignment Tool).

Table 3 below presents a summary of the social, economic and air traffic related characteristics of three different scenarios developed by EUROCONTROL. The year 2016 served as the baseline year of the 20-year forecast results³ (published in 2018 by EUROCONTROL). Historical data for the year 2019 are also shown later for reference.

³ Challenges of Growth - Annex 1 - Flight Forecast to 2040, EUROCONTROL, September 2018.

⁴ Prior to COVID-19 outbreak.

Table 3. Summary characteristics of EUROCONTROL scenarios.

	<i>Global Growth</i>	<i>Regulation and Growth</i>	<i>Fragmenting World</i>
2023 traffic growth	High ↗	Base →	Low ↘
Passenger			
Demographics (Population)	Ageing UN Medium-fertility variant	Ageing UN Medium-fertility variant	Ageing UN Zero-migration variant
Routes and Destinations	Long-haul ↗	No Change →	Long-haul ↘
Open Skies	EU enlargement later +Far & Middle East	EU enlargement Earliest	EU enlargement Latest
High-speed rail (new & improved connections)	20 city-pairs faster implementation	20 city-pairs	20 city-pairs later implementation.
Economic conditions			
GDP growth	Stronger ↗	Moderate →	Weaker ↘↘
EU Enlargement	+5 States, Later	+5 States, Earliest	+5 States, Latest
Free Trade	Global, faster	Limited, later	None
Price of travel			
Operating cost	Decreasing ↘↘	Decreasing ↘	No change →
Price of CO ₂ in Emission Trading Scheme	Moderate	Lowest	Highest
Price of oil/barrel	Low	Lowest	High
Change in other charges	Noise: ↗ Security: ↘	Noise: ↗ Security: →	Noise: → Security: ↗
Structure	Hubs: Mid-East ↗↗ Europe ↘ Turkey ↗	Hubs: Mid-East ↗↗ Europe & Turkey ↗	No change →
Network	Point-to-point: N-Atlantic ↗↗	Point-to-point: N-Atlantic ↗	
Market Structure	Industry fleet forecast + STATFOR assumptions	Industry fleet forecast + STATFOR assumptions	Industry fleet forecast + STATFOR assumptions

COVID-19 impact and extension to 2050

Since the start of 2020, COVID-19 has gone from a localized outbreak in China to the most severe global pandemic in a century. No part of European aviation is untouched by the human tragedy or the business crisis. This unprecedented crisis hindered air traffic growth in 2020: flight movements declined by 55% compared to 2019 at ECAC level. It continues to disrupt the traffic growth and patterns in Europe in 2021. In autumn 2020, EUROCONTROL published a medium-term forecast to 2024, taking into account the impact of the COVID-19 outbreak. The latter is based on three different scenarios depending on how soon an effective vaccine would be

made widely available to (air) travelers. Other factors have been included, amongst which the economic impact of the crisis or levels of public confidence, to name a few. The Scenario 2: vaccine widely made available for travelers by summer 2022, considered as the most likely, sees ECAC flights only reaching 92% of their 2019 levels in 2024.

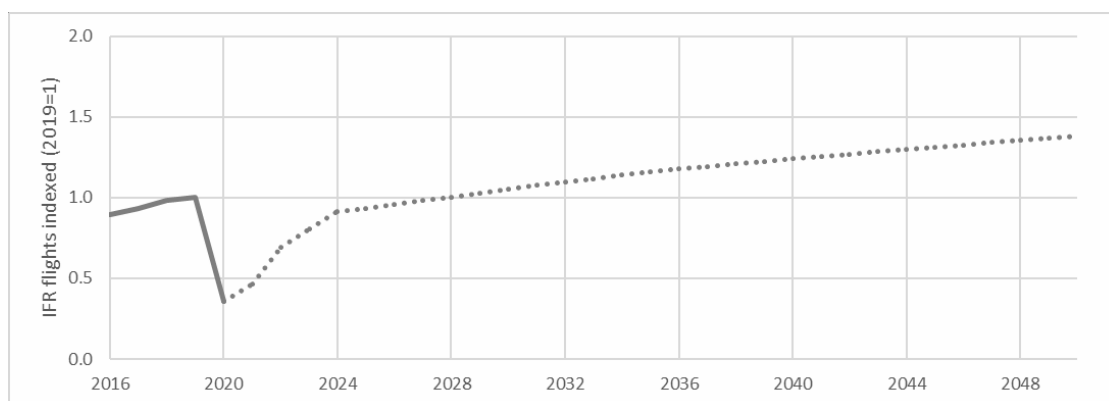
In order to take into account the COVID-19 impact and to extend the horizon to 2050, the following adaptations have been brought to the original long-term forecast. Considering the most-likely scenarios of the long-term forecast and the medium-term forecasted version of the long-term flight forecast has been derived:

- a) Replace the long-term forecast horizon by the most recent medium-term forecast to account for COVID impact;
- b) Update the rest of the horizon (2025-2040) assuming that the original growth rates of the long-term forecast, would remain similar to those calculated pre-COVID-19; and
- c) Extrapolate the final years (2040-2050) considering the same average annual growth rates as the one forecasted for the 2035-2040 period, but with a 0.9 decay.

The method used relies on the calculation of adjustment factors at STATFOR region-pair level and have been applied to the original long-term forecast⁵. Adjusting the baseline enables to further elaborate the baseline scenario as forecasted future fuel consumption and to 2030, 2040 and 2050, in the absence of action.

Figure 1 below shows the ECAC scenario of the passenger flight forecasted international departures for both historical (solid line) and future (dashed line) years.

Figure 1. Updated EUROCONTROL “Regulation and Growth” scenario of the passenger flight forecast for ECAC international departures including the COVID-19 impact in 2020 and the following 4 years.



Further assumptions and results for the baseline scenario

The ECAC baseline scenario was generated by EUROCONTROL for all ECAC States. It covers all commercial international passenger flights departing¹⁰ from ECAC airports, as forecasted in the aforementioned traffic scenario. The number of passengers per flight is derived from Eurostat data.

EUROCONTROL also generates a number of all-cargo flights in its baseline scenario. However, no information about the freight tonnes carried is available. Hence, historical and forecasted cargo traffic have been extracted from another source (ICAO). This data, which is presented below, includes both belly cargo transported on passenger flights and freight transported on dedicated all-cargo flights.

Historical fuel burn and emission calculations are based on the actual flight plans from the PRISME data warehouse used by EUROCONTROL, including the actual flight distance and the cruise altitude by airport pair. These calculations were made for about 99% of the passenger flights (the remaining flights had information missing in the flight plans). Determination of the fuel burn and CO₂ emissions for historical years is built up as the aggregation of fuel burn and emissions for each aircraft of the associated traffic sample characteristics. Fuel burn and CO₂ emission results consider each aircraft's fuel burn in its ground and airborne phases of flight and are obtained by use of the EUROCONTROL IMPACT environmental model, with the aircraft technology level of each year.

Forecast years (until 2050) fuel burn and modelling calculations use the 2019 flight plan characteristics as much as possible, to replicate actual flown distances and cruise levels, by airport pairs and aircraft types. When not possible, this modelling approach uses past years traffics too, and, if needed, the ICAO CAEP forecast modelling. The forecast fuel burn and CO₂ emissions of the baseline scenario for forecast years uses the technology level of 2019.

For each reported year, the revenue per passenger kilometre (RPK) calculations use the number of passengers carried for each airport pair multiplied by the great circle distance between the associated airports and expressed in kilometres. Because of the coverage of the passenger estimation data sets (Scheduled, Low-cost, Non-Scheduled flights, available passenger information, etc.) these results are determined for about 99% of the historical passenger traffic, and 97% of the passenger flight forecasts. From the RPK values, the passenger flights RTK were calculated as the number of tonnes carried by kilometers, assuming that 1 passenger corresponds to 0.1 tonne.

The fuel efficiency represents the amount of fuel burn divided by the RPK for each available airport pair with passenger data, for the passenger traffic only. Here, the RPK and fuel efficiency results corresponds to the aggregation of these values for the whole concerned traffic years. The following tables and figures show the results for this baseline scenario, which is intended to serve as a reference case by approximating fuel consumption and CO₂ emissions of European aviation in the absence of mitigation actions.

Table 4. Baseline forecast for international traffic departing from ECAC airports

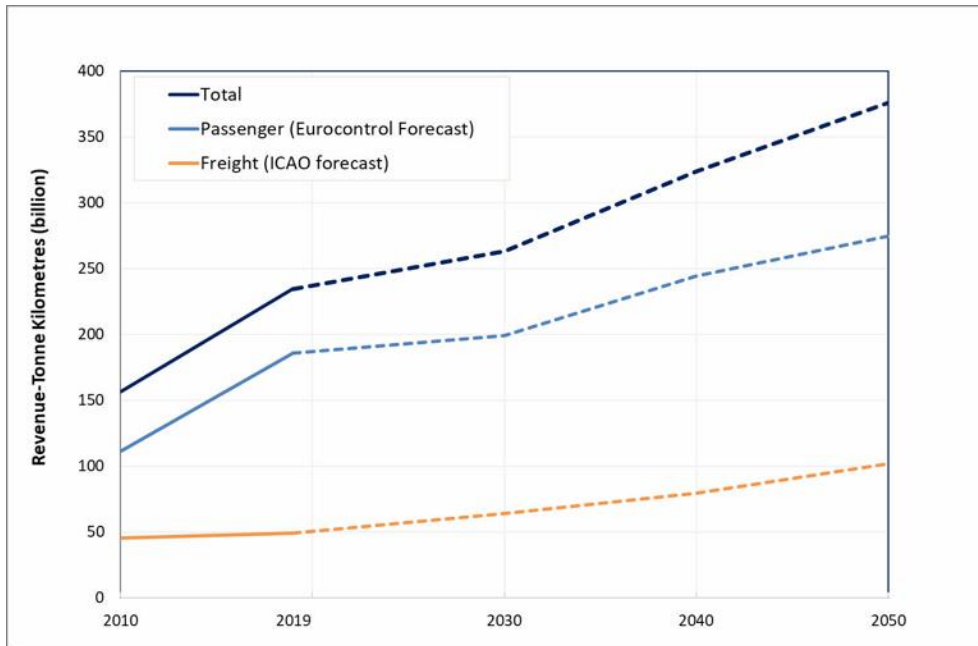
Year	Passenger Traffic (IFR movements) (million)	Revenue Passenger Kilometres RPK (billion)	All-Cargo Traffic (IFR movements) (million)	Freight Tonne Kilometres transported FTKT (billion)	Total Revenue Tonne Kilometres RTK (billion)
2010	4.56	1,114	0.198	45.4	156.8
2019	5.95	1,856	0.203	49.0	234.6
2030	5.98	1,993	0.348	63.8	263.1
2040	7.22	2,446	0.450	79.4	324.0
2050	8.07	2,745	0.572	101.6	376.1

Table 5. Fuel burn and CO₂ emissions forecast for the baseline scenario

Year	Fuel Consumption (10 ⁹ kg)	CO ₂ emissions (10 ⁹ kg)	Fuel efficiency (kg/RPK ¹²)	Fuel efficiency (kg/RTK ¹⁴)
2010	36.95	116.78	0.0332	0.332
2019	52.01	164.35	0.0280	0.280
2030	50.72	160.29	0.0252	0.252
2040	62.38	197.13	0.0252	0.252
2050	69.42	219.35	0.0250	0.250

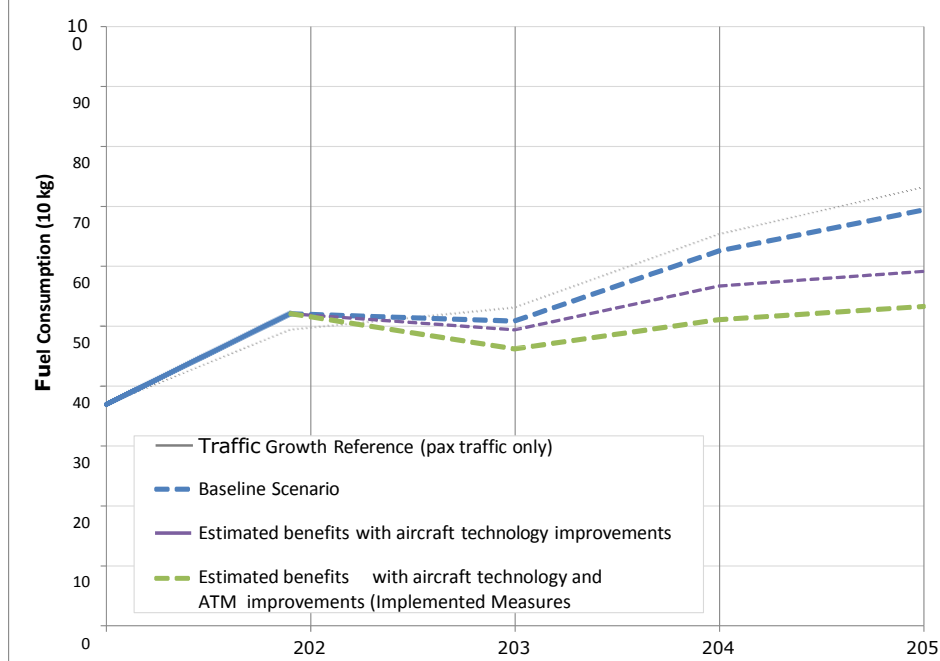
For reasons of data availability, results shown in this table do not include cargo/freight traffic.

Figure 2. Forecasted traffic until 2050 (assumed both for the baseline and implemented measures scenarios).



The impact of the COVID-19 in 2020 is not fully reflected in Figure 2, as this representation is oversimplified through a straight line between 2019 and 2030. The same remark applies for Figure 3 and Figure 4.

Figure 3. Fuel consumption forecast for the baseline and implemented measures scenarios (international passenger flights departing from ECAC airports).



ECAC Scenario with Implemented Measures: Estimated Benefits

In order to improve the fuel efficiency and to reduce future air traffic emissions beyond the projections in the baseline scenario, ECAC States have taken further action. Assumptions for a top-down assessment of effects of mitigation actions are presented here, based on modelling results by EUROCONTROL and EASA. Measures to reduce aviation's fuel consumption and emissions will be described in the following chapters.

For reasons of simplicity, the scenario with implemented measures is based on the same traffic volumes as the baseline case, i.e. updated EUROCONTROL's 'Regulation and Growth' scenario described earlier. Unlike in the baseline scenario, the effects of aircraft related technology development and improvements in ATM/operations are considered here for a projection of fuel consumption and CO₂ emissions up to the year 2050.

Effects of **improved aircraft technology** are captured by simulating fleet roll-over and considering the fuel efficiency improvements of new aircraft types of the latest generation (e.g. Airbus A320NEO, Boeing 737MAX, Airbus A350XWB etc.). The simulated future fleet of aircraft has been generated using the Aircraft Assignment Tool¹⁶ (AAT) developed collaboratively by EUROCONTROL, EASA and the European Commission. The retirement process of AAT is performed year by year, allowing the determination of the number of new aircraft required each year. In addition to the fleet rollover, a constant annual improvement of fuel efficiency of 1.16% per annum is assumed for each aircraft type with entry into service from 2020 onwards. This rate of improvement corresponds to the 'Advanced' fuel technology scenario used by CAEP to generate the fuel trends for the Assembly. This technology improvement modelling is applied to the years 2030 and 2040. For the year 2050, as the forecast traffic reuses exactly the fleet of the year 2040, the technological improvement is determined with the extrapolation of the fuel burn ratio between the baseline scenario and the technological improvement scenario results of the years 2030 to 2040.

The effects of **improved ATM efficiency** are captured in the Implemented Measures Scenario on the basis of efficiency analyses from the SESAR project. In SESAR, a value of 5,280 kg of fuel per flight for ECAC (including oceanic region) is used as a baseline¹⁷. Based on the information provided by the PAGAR 2019 document¹⁸, and compared to a 2012 baseline, the benefits at the end of Wave 1 could be about 3% CO₂/fuel savings achieved by 2025 equivalent to 147.4 kg of fuel/flight. So far, the target for Wave 2 remains at about 7% more CO₂/fuel savings (352.6 kg of fuel) to reach the initial Ambition target of about 10% CO₂/fuel savings (500 kg fuel) per flight by 2035. The 2030 efficiency improvement is calculated by assuming a linear evolution between 2025 and 2035. As beyond 2035, there is no SESAR Ambition yet, it is assumed that the ATM efficiency

improvements are reported extensively for years 2040 and 2050.

The as yet un-estimated benefits of Exploratory Research projects¹⁹ are expected to increase the overall future fuel savings.

While the effects of **introduction of Sustainable Aviation Fuels (SAF)** were modelled in previous updates on the basis of the European ACARE goals²⁰, the expected SAF supply objectives for 2020 were not met, and in the current update the SAF benefits have not been modelled as a European common measure in the implemented measures scenario. However, numerous initiatives related to SAF (e.g. ReFuelEU Aviation) are largely described in Section B chapter 2 and it is expected that future updates will include an assessment of its benefits as a collective measure.

Effects on aviation's CO₂ emissions of **market-based measures** including the EU Emissions Trading System (ETS) with the linked Swiss ETS, the UK ETS and the ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) have not been modelled in the top-down assessment of the implemented measures scenario presented here as, at the time of the submission of this action plan, a legislative proposal for the revision of the EU ETS Directive concerning aviation, is under development to complete the implementation of CORSIA by the EU and to strengthen the ambition level of the EU ETS. CORSIA is not considered a European measure but a global one. It aims for carbon-neutral growth (CNG) of aviation as compared to the average of 2019 and 2020 levels of emissions in participating States, and an indication of a corresponding (hypothetical) target applied to Europe is shown in Figure 4²¹, while recalling that this is just a reference level, given that CORSIA was designed to contribute to the CNG 2020 globally and not in individual States or regions.

Tables 5-7 and Figure 4 summarize the results for the scenario with implemented measures. It should be noted that **Table 5** show direct combustion emissions of CO₂ (assuming 3.16 kg CO₂ per kg fuel). More detailed tabulated results are found in Appendix A, including results expressed in equivalent CO₂ emissions on a well-to-wake basis (for comparison purposes of SAF benefits).

Table 5. Fuel burn and CO₂ emissions forecast for the Implemented Measures Scenario (new aircraft technology and ATM improvements only).

Year	Fuel Consumption (10kg)	CO ₂ emissions (10 kg)	Fuel efficiency (kg/RPK)	Fuel efficiency (kg/RTK)
2010	36.95	116.78	0.0332	0.332
2019	52.01	164.35	0.0280	0.280
2030	46.16	145.86	0.0229	0.229
2040	51.06	161.35	0.0206	0.206
2050	53.18	168.05	0.0192	0.192
2050 vs 2019				-32%

For reasons of data availability, results shown in this table do not include cargo/freight traffic

Table 6. Average annual fuel efficiency improvement for the Implemented Measures Scenario (new aircraft technology and ATM improvements only)

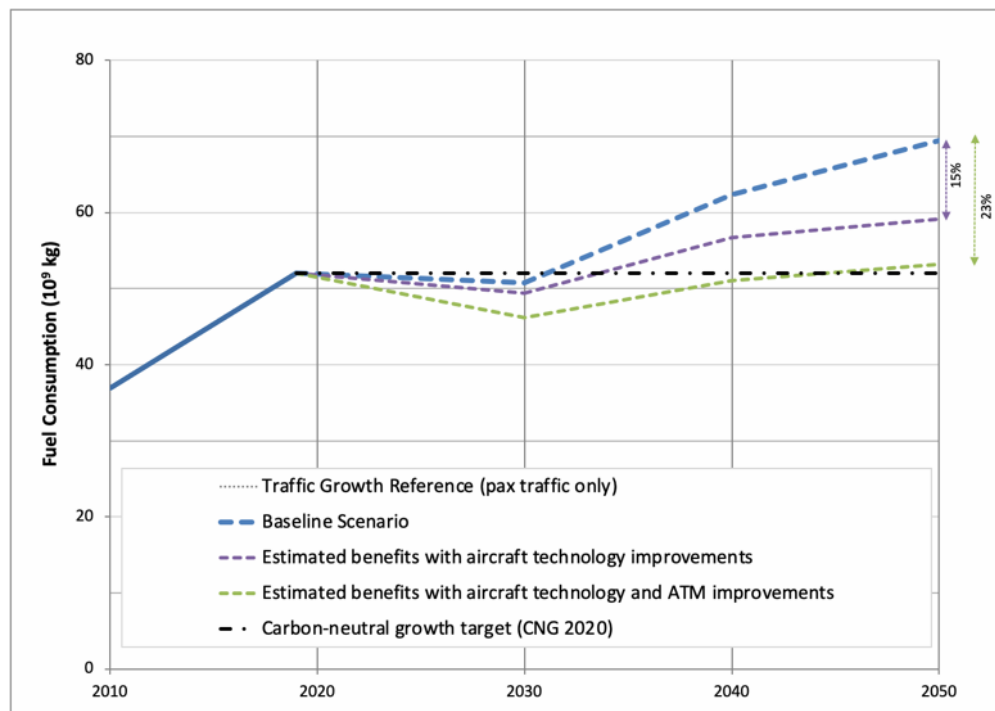
Period	Average annual fuel efficiency improvement (%)
2010-2019	-1.86%
2019-2030	-1.82%
2030-2040	-1.03%
2040-2050	-0.74%

Table 7. CO₂ emissions forecast for the scenarios described in this chapter.

Year	CO ₂ emissions (10 kg)			% improvement by Implemented Measures (full scope)
	Baseline Scenario	Implemented Measures Scenario		
		Aircraft techn. improvements only	Aircraft techn. and ATM improvements	
2010	116,78			NA
2019	164,35			NA
2030	160,3	160,3	160,3	-9%
2040	197,1	197,1	197,1	-18%
2050	219,4	219,4	219,4	-23%

For reasons of data availability, results shown in this table do not include cargo/freight traffic. Note that fuel consumption is assumed to be unaffected by the use of sustainable aviation fuels.

Figure 4. Fuel consumption forecast for the baseline and implemented measures scenarios.



As shown in Figure 4, the impact of improved aircraft technology indicates an overall 15% reduction of fuel consumption and CO₂ emissions in 2050 compared to the baseline scenario. Overall CO₂ emissions, including the effects of new aircraft types and ATM-related measures, are projected to improve to lead to a 23% reduction in 2050 compared to the baseline.

From Table 5, under the currently assumed aircraft technology and ATM improvement scenarios, the fuel efficiency is projected to lead to a 32% reduction from 2019 to 2050. Indeed, the annual rate of fuel efficiency improvement is expected to progressively slow down from a rate of 1.82% between 2019 and 2030 to a rate of 0.74% between 2040 and 2050. Aircraft technology and ATM improvements alone will not be sufficient to meet the post-2020 carbon neutral growth objective of ICAO. This confirms that additional action, particularly market-based measures and SAF, are required to fill the gap. There are among the ECAC Member States additional ambitious climate strategies where carbon neutrality by 2050 is set as the overall objective. The aviation sector will have to contribute to this objective.

B. ACTIONS TAKEN COLLECTIVELY IN EUROPE

1. TECHNOLOGY AND STANDARDS

- 1.1. Aircraft emissions standards
- 1.2. Research and development: Clean Sky and the European Partnership for Clean Aviation

2. SUSTAINABLE AVIATION FUELS (SAF)

- 2.1. Addressing barriers of SAF penetration into the market
- 2.2. Standards and requirements for SAF use

3. OPERATIONAL IMPROVEMENTS

- 3.1. The EU's Single European Sky Initiative and SESAR

4. MARKET-BASED MEASURES

- 4.1. The Carbon Offsetting and Reduction Scheme for International Aviation

5. ADDITIONAL MEASURES

- 5.1. ACI Airport Carbon Accreditation
- 5.2. European industry roadmap to a net zero European aviation: Destination 2050
- 5.3. Environmental Label Programme
- 5.4. Multilateral capacity building projects

6. SUPPLEMENTAL BENEFITS FOR DOMESTIC SECTORS

- 6.1. ACI Airport Carbon Accreditation
- 6.2. The EU's Single European Sky Initiative and SESAR

1. TECHNOLOGY AND STANDARDS

1.1 Aircraft emissions standards

European Member States fully support ICAO's Committee on Aviation Environmental Protection (CAEP) work on the development and update of aircraft emissions standards, in particular to the **ICAO Aircraft CO₂ Standard** adopted by ICAO in 2017. Europe significantly contributed to its development, notably through the European Aviation Safety Agency (EASA). It is fully committed to its implementation in Europe and the need to review the standard on a regular basis in light of developments in airplane fuel efficiency. EASA has supported the process to integrate this standard into European legislation (2018/1139) with an applicability date of 1 January 2020 for new airplane types.

ASSESSMENT

This is a European contribution to a global measure (CO₂ standard). Its contribution to the global aspirational goals are available in CAEP.

1.2 Research and development

1.2.1 Clean Sky

Clean Sky³ is an EU Joint Undertaking that aims to develop and mature breakthrough "clean technologies" for air transport globally. Joint Undertakings are Public Private Partnership set up by the European Union on the EU research programmes. By accelerating their deployment, the Joint Undertaking will contribute to Europe's strategic environmental and social priorities, and simultaneously promote competitiveness and sustainable economic growth. The first Clean Sky Joint Undertaking (**Clean Sky 1** - 2011-2017) had a budget of €1.6 billion, equally shared between the European Commission and the aeronautics industry. It aimed to develop environmental-friendly technologies impacting all flying-segments of commercial aviation. The objectives were to reduce aircraft CO₂ emissions by 20-40%, NO_x by around 60% and noise by up to 10dB compared to year 2000 aircraft.

This was followed up with a second Joint Undertaking (**Clean Sky 2** – 2014-2024) with the objective to reduce aircraft emissions and noise by 20 to 30% with respect to the latest technologies entering into service in 2014. The current budget for the programme is approximately €4 billion.

The two Interim Evaluations of Clean Sky in 2011 and 2013 acknowledged that the programme is successfully stimulating developments towards environmental targets. These preliminary assessments confirm the capability of achieving the overall targets at completion of the programme.

Main remaining areas for Research and Technological Development (RTD) efforts under Clean Sky 2 were:

³ <http://www.cleansky.eu/>

- **Large Passenger Aircraft:** demonstration of best technologies to achieve the environmental goals whilst fulfilling future market needs and improving the competitiveness of future products.
- **Regional Aircraft:** demonstrating and validating key technologies that will enable a 90-seat class turboprop aircraft to deliver breakthrough economic and environmental performance and a superior passenger experience.
- **Fast Rotorcraft:** demonstrating new rotorcraft concepts (tilt-rotor and compound helicopters) technologies to deliver superior vehicle versatility and performance.
- **Airframe:** demonstrating the benefits of advanced and innovative airframe structures (like a more efficient wing with natural laminar flow, optimised control surfaces, control systems and embedded systems, highly integrated in metallic and advanced composites structures). In addition, novel engine integration strategies and innovative fuselage structures will be investigated and tested.
- **Engines:** validating advanced and more radical engine architectures.
- **Systems:** demonstrating the advantages of applying new technologies in major areas such as power management, cockpit, wing, landing gear, to address the needs of a future generation of aircraft in terms of maturation, demonstration and Innovation.
- **Small Air Transport:** demonstrating the advantages of applying key technologies on small aircraft demonstrators to revitalise an important segment of the aeronautics sector that can bring new key mobility solutions.
- **Eco-Design:** coordinating research geared towards high eco-compliance in air vehicles over their product life and heightening the stewardship with intelligent Re-use, Recycling and advanced services.

In addition, the **Clean Sky Technology Evaluator**⁴ will continue to be upgraded to assess technological progress routinely and evaluate the performance potential of Clean Sky 2 technologies at both vehicle and aggregate levels (airports and air traffic systems).

1.2.1 Disruptive aircraft technological innovations: European Partnership for Clean Aviation

With the Horizon 2020 programme coming to a close in 2020, the Commission has adopted a proposal to set up a new Joint Undertaking under the Horizon Europe programme (2021-2027). The **European Partnership for Clean Aviation (EPCA)**⁵ will follow in the footsteps of CleanSky2. The EU contribution proposed is again €1.7 billion. The stakeholder community has already formulated a Strategic Research and Innovation Agenda (SRIA), which is intended to serve as a basis of the partnership once established. Subject to the final provisions of the partnership and the EU budget allocation, industry stakeholders have proposed a commitment of €3 billion from the private side.

General objectives of EPCA:

⁴ <https://www.cleansky.eu/technology-evaluator-te>

⁵ <https://clean-aviation.eu/>

(a) To contribute to reduce the ecological footprint of aviation by accelerating the development of climate neutral aviation technologies for earliest possible deployment, therefore significantly contributing to the achievement of the general goals of the European Green Deal, in particular in relation to the reduction of Union-wide net greenhouse gas emissions reduction target of at least 55% by 2030, compared to 1990 levels and a pathway towards reaching climate neutrality by 2050.

(b) To ensure that aeronautics-related research and innovation activities contribute to the global sustainable competitiveness of the Union aviation industry, and to ensure that climate-neutral aviation technologies meet the relevant aviation safety requirements, and remains a secure, reliable, cost-effective, and efficient means of passenger and freight transportation.

Specific objectives:

(a) To integrate and demonstrate disruptive aircraft technological innovations able to decrease net emissions of greenhouse gasses by no less than 30% by 2030, compared to 2020 state-of-the-art technology while paving the ground towards climate-neutral aviation by 2050.

(b) To ensure that the technological and the potential industrial readiness of innovations can support the launch of disruptive new products and services by 2035, with the aim of replacing 75% of the operating fleet by 2050 and developing an innovative, reliable, safe and cost-effective European aviation system that is able to meet the objective of climate neutrality by 2050.

(c) To expand and foster integration of the climate-neutral aviation research and innovations value chains, including academia, research organisations, industry, and SMEs, also by benefitting from exploiting synergies with other national and European related programmes.

ASSESSMENT

The quantitative assessment of the technology improvement scenario from 2020 to 2050 has been calculated by EUROCONTROL and EASA and it is included in Section A above (ECAC Baseline Scenario and Estimated Benefits of Implemented Measures) and in Appendix A.

Table 7 Fuel consumption and CO₂ emissions of international passenger traffic departing from ECAC airports, with aircraft technology improvements after 2019 included:

Year	Fuel Consumption (10 ⁹ kg)	CO ₂ emissions (10 ⁹ kg)	Well-to-wake CO _{2e} emissions (10 ⁹ kg)	Fuel efficiency (kg/RPK)	Fuel efficiency (kg/RTK)
2010	36.95	116.78	143.38	0.0332	0.332
2019	52.01	164.35	201.80	0.0280	0.280
2030	49.37	156.00	191.54	0.0232	0.232
2040	56.74	179.28	220.13	0.0217	0.217
2050	59.09	186.72	229.26	0.0202	0.202
For reasons of data availability, results shown in this table do not include cargo/freight traffic.					

Table 8 Average annual fuel efficiency improvement for the Implemented Measures Scenario (new aircraft technology only):

Period	Average annual fuel efficiency improvement (%)
2010-2019	-1.86%
2019-2030	-1.22%
2030-2040	-0.65%
2040-2050	-0.74%

2. SUSTAINABLE AVIATION FUELS

Sustainable aviation fuels (SAF) including advanced biofuels and synthetic fuels, have the potential to significantly reduce aircraft emissions and ECAC States are embracing their large-scale introduction in line with the 2050 ICAO Vision.

The European collective SAF measures included in this Action Plan focuses on its CO₂ reductions benefits. Nevertheless SAF has the additional benefit of reducing air pollutant emissions of non-volatile Particulate Matter (nvPM) with up to 90% and sulphur (SO_x) with 100%, compared to fossil jet fuel⁶. As a result, the large-scale use of SAF can have important other non-CO₂ benefits on the climate which are not specifically assessed within the scope of this Plan.

2.1 Addressing barriers of SAF penetration into the market

SAF are considered to be a critical element in the basket of measures to mitigate aviation's contribution to climate change in the short-term using the existing global fleet.

However, the use of SAF has remained negligible up to now despite previous policy initiatives such as the [European Advanced Biofuels Flightpath](#), as there are still significant barriers for its large-scale deployment.

The [European Aviation Environmental Report \(EAER\)](#) published in January 2019, identified a lack of information at European level on the supply and use of SAF within Europe. [EASA](#) completed two studies in 2019 to address the lack of SAF monitoring in the EU.

2.1.1 Sustainable Aviation Fuel 'Facilitation Initiative'

The first study, addressing the barriers of SAF penetration into the market, examines how to incentivise the approval and use of SAF as drop-in fuels in Europe by introducing a SAF Facilitation Initiative.

The remaining significant industrial and economic barriers limit the penetration of SAF into the aviation sector. To reduce the costs and risk that economic operators face in bringing SAF to the aviation market, this study examined how to incentivize the approval and use of SAF as drop-in fuels in Europe by introducing a SAF Facilitation Initiative.

The report begins by analyzing the status of SAFs in Europe today, including both more

⁶ [ICAO 2016 Environmental Report](#), Chapter 4, Page 162, Figure 4.

established technologies and ones at a lower Technology Readiness Level (TRL). It reviews one of the major solutions to the obstacle of navigating the SAF approval process, namely the US Clearing House run by the University of Dayton Research Institute and funded by the Federal Aviation Administration (FAA). The issue of sustainability is also examined, via an analysis of the role of Sustainability Certification Schemes (SCS) and how they interact with regulatory sustainability requirements, particularly those in the EU's Renewable Energy Directive (RED II) and ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

Through interviews with a wide range of stakeholders the best form of European facilitation initiative has been identified. This study recommends that such an initiative be divided into two separate bodies, the first acting as an EU Clearing House and the second acting as a Stakeholder Forum.

The report is available at EASA's website: [‘Sustainable Aviation Fuel ‘Facilitation Initiative’](#).

2.1.2. Sustainable Aviation Fuel ‘Monitoring System’

In response to a lack of information at the EU level on the supply and use of SAF within Europe identified by the [European Aviation Environmental Report](#), EASA launched a second study to identify a cost effective, robust data stream to monitor the use and supply of SAF, as well as the associated emissions reductions. This included identifying and recommending performance indicators related to the use of SAF in Europe, as well as the associated aviation CO₂ emissions reductions achieved.

The study followed five steps:

1. Identification of possible performance indicators by reviewing the current ‘state of the art’ SAF indicators and consultation with key stakeholders.
2. Identification of regulatory reporting requirements, and other possible sources of datasets and information streams in the European context, with the potential to cover the data needs of the proposed performance indicators.
3. Examination of sustainability requirements applicable to SAF, and potential savings in greenhouse gas (GHG) emissions compared to fossil-based fuels.
4. Review of SAF use today and future expectations for SAF use within Europe.
5. Definition of a future monitoring and reporting process on SAF use in Europe and related recommendations to implement it.

The results will be used as a basis for subsequent work to include SAF performance indicators in future EAERs, which will provide insight into the market penetration of SAF over time in order to assess the success of policy measures to incentivize uptake.

The report is available at EASA's website: [‘Sustainable Aviation Fuel ‘Monitoring System’](#).

ASSESSMENT

While these studies are expected to contribute to addressing barriers of SAF penetration into the market, its inclusion is for information purposes and the assessment of its benefits in terms of reduction in aviation emissions is not provided in the present action plan.

2.2 Standards and requirements for SAF: ICAO standards applicable to SAF supply

Europe is actively contributing to the development of the ICAO CORSIA Standards and Recommended Practices (SARPs), through the ICAO Committee on Aviation and Environmental Protection (CAEP), establishing global Sustainability Requirements applicable to SAF as well as to the CORSIA Methodology for Calculating Actual Life Cycle Emissions Values and to the calculation of CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels; CORSIA standards are applicable to any SAF use to be claimed under CORSIA in order to reduce offsetting obligations by aeroplane operators.

ASSESSMENT

The inclusion of European requirements for SAF respond to ICAO Guidance (Doc 9988) request (Para. 4.2.14) to provide estimates of the actual life cycle emissions of the SAF which are being used or planned to deploy and the methodology used for the life cycle analysis. It is therefore provided for information purposes only and no further assessment of its benefits in terms of reduction in aviation emissions is provided in this action plan common section.

3. OPERATIONAL IMPROVEMENTS

3.1 The EU's Single European Sky Initiative and SESAR

3.1.1 SESAR Project

SES and SESAR

The European Union's Single European Sky (SES) policy aims to reform Air Traffic Management (ATM) in Europe in order to enhance its performance in terms of its capacity to manage variable volumes of flights in a safer, more cost-efficient and environmentally friendly manner.

The SESAR (*Single European Sky ATM Research*) programme addresses the technological dimension of the single European sky, aiming in particular to deploy a modern, interoperable and high-performing ATM infrastructure in Europe.

SESAR contributes to the Single Sky's performance targets by defining, validating and deploying innovative technological and operational solutions for managing air traffic in a more efficient manner. SESAR coordinates and concentrates all EU research and development (RTD) activities in ATM.

SESAR is fully aligned with the Union's objectives of a sustainable and digitalized mobility and is projected towards their progressive achievement over the next decade. To implement the SESAR project, the Commission has set up with the industry, an innovation cycle comprising three interrelated phases: definition, development and deployment. These phases are driven by partnerships (SESAR Joint Undertaking and SESAR Deployment Manager) involving all categories of ATM/aviation stakeholders.

Guided by the European ATM Master Plan, the SESAR Joint Undertaking (SJU) is responsible for defining, developing, validating and delivering technical and operation solutions to modernize Europe's ATM system and deliver benefits to Europe and its citizens. The SESAR JU research programme is developed over successive phases, SESAR 1 (from 2008 to 2016) and SESAR 2020 (started in 2016) and SESAR 3 (starting in 2022). It is delivering SESAR solutions in four key areas, namely airport operations, network operations, air traffic services and technology enablers.

The SESAR contribution to the SES high-level goals set by the Commission are continuously reviewed by the SESAR JU and are kept up to date in the ATM Master Plan.

SESAR and the European Green Deal objectives







The European Green Deal launched by the European Commission in December 2019 aims to create the world's first climate-neutral bloc by 2050. This ambitious target calls for deep-rooted change across the aviation sector and places significantly stronger focus on the environmental impact of flying. Multiple technology pathways are required, one of which is the digital transformation of air traffic management, where SESAR innovation comes into play. Over the past ten years the SESAR JU has worked to improve the environmental footprint of air traffic management, from CO₂ and non-CO₂ emissions, to noise and local air quality. The programme is examining every phase of flight and use of the airspace and seeing what technologies can be used to eliminate fuel inefficiencies. It is also investing in synchronized data exchange and operations on the ground and in the air to ensure maximum impact. The ambition is to reduce by 2035 average CO₂ emissions per flight by 0.8-1.6 tonnes, taking into account the entire flight from gate to gate, including the airport.

Results

To date, the SESAR JU has delivered over 90 solutions for implementation, many of which offer direct and indirect benefits for the environment, with more solutions in the pipeline in SESAR 2020. Outlined in the SESAR Solutions Catalogue, these include solutions such as wake turbulence separation (for arrivals and departure), optimized use of runway configuration for multiple runway airports, or even optimized integration of arrival and departure traffic flows for single and multiple runway airports. Looking ahead, it is anticipated that the next generation of SESAR solutions will contribute to a reduction of some 450 kg CO₂ per flight.

Considering the urgency of the situation, the SESAR JU is working to accelerate the digital transformation in order to support a swift transition to greener aviation. Large-scale demonstrators are key to bridging the industrialization gap, bringing these innovations to scale and encouraging rapid implementation by industry. Such large-scale efforts have started now with the recently launched ALBATROSS project. They will also be the focus of the future SESAR 3 Joint Undertaking, which is expected to give further and fresh impetus to this important endeavor.

The **Performance Ambitions for 2035** compared to a **2012 baseline** for Controlled airspace for each key performance area are presented in the figure below, with the ambition for environment, expressed in CO₂ reduction, highlighted by the green dotted rectangle of **Figure 5** below:

Key performance area	SES high-level goals 2005	Key performance indicator	Performance ambition vs. baseline			
			Baseline value (2012)	Ambition value (2035)	Absolute improvement	Relative improvement
 Capacity	Enable 3-fold increase in ATM capacity	Departure delay ¹ , min/dep	9.5 min	6.5-8.5 min	1-3 min	10-30%
		IFR movements at most congested airports ² , million	4 million	4.2-4.4 million	0.2-0.4 million	5-10%
		Network throughput IFR flights ³ , million	9.7 million	~15.7 million	~6.0 million	~60%
		Network throughput IFR flight hours ³ , million	15.2 million	~26.7 million	~11.5 million	~75%
 Cost efficiency	Reduced ATM services unit costs by 50% or more	Gate-to-gate direct ANS cost per flight ¹ · EUR(2012)	EUR 960	EUR 580-670	EUR 290-380	30-40%
		Gate-to-gate fuel burn per flight ² , kg/flight	5280 kg	4780-5030 kg	250-500 kg	5-10%
 Operational efficiency		Additional gate-to-gate flight time per flight, min/flight	8.2 min	3.7-4.1 min	4.1-4.5 min	50-55%
		Within the: Gate-to-gate flight time per flight ³ , min/flight	[111 min]	[116 min]		
 Environment	Enable 10% reduction in the effects flights have on the environment	Gate-to-gate CO ₂ emissions, tonnes/flight	16.6 tonnes	15-15.8 tonnes	0.8-1.6 tonnes	5-10%
 Safety	Improve safety by factor 10	Accidents with direct ATM contribution ⁴ , #/year <small>Includes in-flight accidents as well as accidents during surface movement (during taxi and on the runway)</small>	0.7 (long-term average)	no ATM related accidents	0.7	100%
		ATM related security incidents resulting in traffic disruptions	unknown	no significant disruption due to cyber-security vulnerabilities	unknown	-
 Security						

1 Unit rate savings will be larger because the average number of Service Units per flight continues to increase.
2 "Additional" means the average flight time extension caused by ATM inefficiencies.
3 Average flight time increases because the number of long-distance flights is forecast to grow faster than the number of short-distance flights.
4 All primary and secondary (reactionary) delay, including ATM and non-ATM causes.
5 Includes all non-segregated unmanned traffic flying IFR, but not the drone traffic flying in airspace below 500 feet or the new entrants flying above FL 600.
6 In accordance with the PRR definition: where at least one ATM event or item was judged to be DIRECTLY in the causal chain of events leading to the accident. Without that ATM event, it is considered that the accident would not have happened.

Figure 5: Performance Ambitions for 2035 for Controlled airspace (Source: European ATM Master Plan 2020 Edition).

While all SESAR solutions bring added value to ATM performance, some have a higher potential to contribute the performance of the entire European ATM network and require a coordinated and synchronized deployment. To facilitate the deployment of these SESAR solutions, the Commission establishes common projects that mandate the synchronized implementation of selected essential ATM functionalities based on SESAR solutions developed and validated by the SESAR JU.

The first common project was launched in 2014 and its implementation is currently being coordinated by the SESAR Deployment Manager throughout the entire European ATM network. It includes six ATM functionalities aiming in particular to:

- Optimise the distancing of aircraft during landing and take-off, reducing delays and fuel burn while ensuring the safest flying conditions.
- Allow aircraft to fly their preferred and usually most fuel-efficient trajectory (free route).
- Implement an initial, yet fundamental step towards digitalising communications between aircraft and controllers and between ground stakeholders allowing better planning, predictability, thus less delays and fuel optimisation and passenger experience.

The first common project⁷ is planned to be completed by 2027. However, the benefits highlighted in **Figure 6** below have been measured where the functionalities have already

⁷ https://ec.europa.eu/transport/modes/air/sesar/deployment_en

been implemented.



Figure 6: First results of the first common project implemented.

3.1.2 SESAR Exploratory Research (V0 to V1)

SESAR Exploratory Research projects explore new concepts beyond those identified in the European ATM Master Plan or emerging technologies and methods. The knowledge acquired can be transferred into the SESAR industrial and demonstration activities. SESAR Exploratory Research projects are not subject to performance targets but should address the performances to which they have the potential to contribute.

3.1.3 SESAR Industrial Research & Validation Projects (environmental focus)

The main outcomes of the industrial research and validation projects dedicated to the environmental impacts of aviation in SESAR 1 were:

- The initial development by EUROCONTROL of the IMPACT⁸ web-based platform which allows noise impact assessments and estimates of fuel burn and resulting emissions to be made from common inputs, thus enabling trade-offs to be conducted. IMPACT has since been continuously maintained and developed by EUROCONTROL, used for ICAO Committee on Aviation Environmental Protection Modelling and Database Group (CAEP) assessments, the conduct of studies in support of the European Aviation Environment Report (EAER) editions 2016 and 2019, and has been adopted by a large range of aviation stakeholders.
- The initial development/maintenance Open-ALAQS that provides a mean to perform emissions inventory at airports, emissions concentration calculation and dispersion.
- The development of an IMPACT assessment process⁹.

It should be noted that these tools and methodology were developed to cover the research and the future deployment phase of SESAR, as well as to support European states and agencies in conducting environmental impact assessments for operational or regulatory purposes. They are still in use in SESAR.

⁸ <https://www.eurocontrol.int/platform/integrated-aircraft-noise-and-emissions-modelling-platform>

⁹ <https://www.sesarju.eu/sites/default/files/documents/transversal/SESAR%202020%20-%20Environment%20Impact%20Assessment%20Guidance.pdf>

SESAR Industrial Research and Validation assesses and validates technical and operational concepts in simulated and real operational environments according to a set of key performance areas. These concepts mature through the SESAR programme from V1 to V3 to become SESAR Solutions ready for deployment.

SESAR has a wide range of solutions to improve the efficiency of air traffic management, some of which are specifically designed to improve environmental performance, by reducing noise impact around airports and/or fuel consumption and emissions in all phases of flight.

A catalogue of SESAR Solutions is available¹⁰ and those addressing environment impacts are identified by the following pictogram:



3.1.4 SESAR2020 Industrial Research and Validation - Environmental Performance Assessment

The systematic assessment of environmental impacts of aviation are at the heart of SESAR Industrial Research and Validation activities since SESAR 1, with a very challenging target on fuel/CO₂ efficiency of 500kg of fuel savings on average per flight.

SESAR Pj19.04 Content Integration members are monitoring the progress of SESAR Solutions towards this target in a document call Performance Assessment and Gap Analysis Report (PAGAR). The Updated version of PAGAR 2019 provides the following environmental achievements:

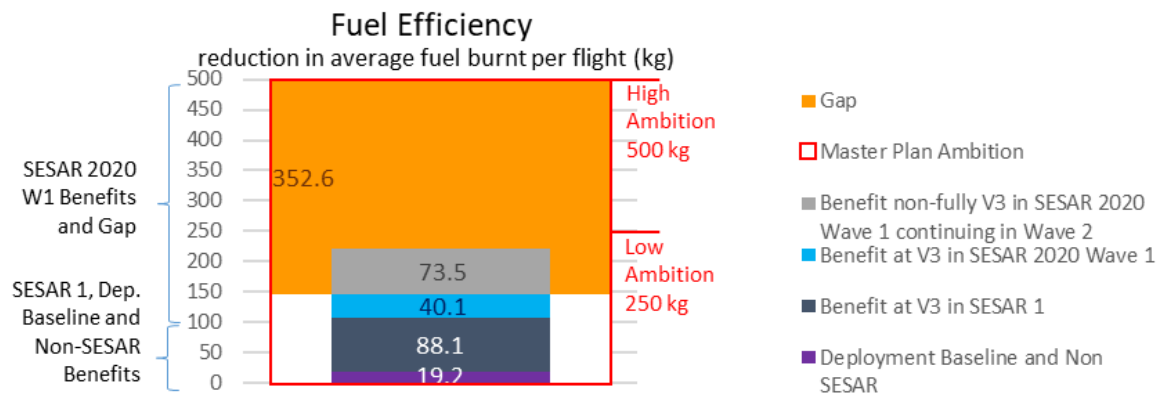


Figure 7: SESAR fuel efficiency achievement versus gap (Source: Updated version of PAGAR 2019)

The Fuel Efficiency benefits at V3 maturity level in SESAR 2020 Wave 1 represents an average of 40.1 kg of fuel savings per flight. There would therefore be a gap of 352.6 kg in fuel savings per flight to be filled by Wave 2, compared to the high fuel savings Ambition target (and a gap of 102.6 kg with respect to the low Ambition target, as the Master Plan defines a range of 5-10% as the goal). Potentially 73.5 kg might be fulfilled from Wave 1 Solutions non-fully V3 continuing in Wave 2.

A fuel saving of 40.1 kg per ECAC flight equates to about 0.76% of the 5,280kg of fuel burnt

¹⁰ <https://www.sesarju.eu/news/sesar-solution-catalogue-third-edition-now-out>

on average by an ECAC flight in 2012 (SESAR baseline). Although this might seem marginal, in 2035, ECAC-wide, it would equate to 1.9 million tonnes of CO₂ saved, equivalent to the CO₂ emitted by 165,000 Paris-Berlin flights; or a city of 258,000 European citizens; or the CO₂ captured by 95 million trees per year.

In SESAR, a value of 5,280 Kg of fuel per flight for the ECAC (including oceanic region) is used as a baseline¹¹. Based on the information provided by the PAGAR 2019 document¹², the benefits at the end of Wave 1 could be about 3% CO₂/fuel savings achieved by 2025 equivalent to 147.4kg of fuel/flight. So far, the target for Wave 2 remains at about 7% more CO₂/fuel savings (352.6kg of fuel) to reach the initial Ambition target of about 10% CO₂/fuel savings (500kg fuel) per flight by 2035. Beyond 2035, there is no SESAR Ambition yet. To this could be added the as yet non-estimated benefits of Exploratory Research projects¹³.

3.1.5 SESAR AIRE demonstration projects

In addition to its core activities, the SESAR JU co-financed projects where ATM stakeholders worked collaboratively to perform integrated flight trials and demonstrations of solutions. These aimed to reduce CO₂ emissions for surface, terminal, and oceanic operations and substantially accelerate the pace of change. Between 2009 and 2012, the SESAR JU co-financed a total of 33 “green” projects in collaboration with global partners, under the Atlantic Interoperability Initiative to Reduce Emissions (AIRE).

AIRE¹⁴ is the first large-scale environmental initiative bringing together aviation players from both sides of the Atlantic. So far, three AIRE cycles have been successfully completed.

A total of 15 767 flight trials were conducted, involving more than 100 stakeholders, demonstrating savings ranging from 20 to 1 000kg of fuel per flight (or 63 to 3150 kg of CO₂), and improvements in day-to-day operations. Another nine demonstration projects took place from 2012 to 2014, also focusing on the environment, and during 2015/2016 the SESAR JU co-financed fifteen additional large-scale demonstration projects, which were more ambitious in geographic scale and technology.

3.1.6 SESAR 2020 Very Large-Scale Demonstrations (VLDs)

VLDs evaluate SESAR Solutions on a much larger scale and in real operations to prove their applicability and encourage the early take-up of V3 mature solutions.

SESAR JU has recently awarded ALBATROSS¹⁵, a consortium of major European aviation stakeholder groups to demonstrate how the technical and operational R&D achievements of the past years can transform the current fuel intensive aviation to an environment-friendly industry sector.

The ALBATROSS consortium will carry a series of demonstration flights, which the aim to

¹¹ See SESAR ATM Master Plan – Edition 2020 (www.atmmasterplan.eu) - eATM

¹² See SESAR Performance Assessment Gap Analysis Report (PAGAR) updated version of 2019 v00.01.04, 31-03-2021

¹³ See SESAR Exploratory Research projects - <https://www.sesarju.eu/exploratoryresearch>

¹⁴ [https://ec.europa.eu/transport/modes/air/environment/aire_en#:~:text=The%20joint%20initiative%20AIRE%20\(Atlantic,NEXTGEN%20in%20the%20United%20States](https://ec.europa.eu/transport/modes/air/environment/aire_en#:~:text=The%20joint%20initiative%20AIRE%20(Atlantic,NEXTGEN%20in%20the%20United%20States)

¹⁵ <https://www.sesarju.eu/projects/ALBATROSS>

implementing a “perfect flight” (in other words the most fuel-efficient flight) will be explored and extensively demonstrated in real conditions, through a series of live trials in various European operating environments. The demonstrations will span through a period of several months and will utilize over 1,000 demonstration flights.

3.1.7 Preparing SESAR

Complementing the European ATM Master Plan 2020 and the High-Level Partnership Proposal, the Strategic Research and Innovation Agenda (SRIA) details the research and innovation roadmaps to achieve the Digital European Sky, matching the ambitions of the ‘European Green Deal’ and the ‘Europe fit for the digital age’ initiative.

The SRIA¹⁶ identifies inter-alia the need to continue working on “optimum green trajectories”, on non-CO₂ impacts of aviation, and the need to accelerate decarbonization of aviation through operational and business incentivisation.

ASSESSMENT

The quantitative assessment of the operational and ATM improvement scenario from 2020 to 2050 has been included in the modelled scenarios by EUROCONTROL on the basis of efficiency analyses from the SESAR project indicated in Figure 7 above and it is included in Section A above (ECAC Baseline Scenario and Estimated Benefits of Implemented Measures).

Table 9. CO₂ emissions forecast for the ATM improvements scenarios.

Year	CO ₂ emissions (10 ⁹ kg)	
	Baseline Scenario	Implemented Measures Scenario
		ATM improvements
2030	160.29	149.9
2040	197.13	177.4
2050	210.35	197.4
<p><i>For reasons of data availability, results shown in this table do not include cargo/freight traffic.</i></p> <p><i>Note that fuel consumption is assumed to be unaffected by the use of sustainable aviation fuels.</i></p>		

¹⁶ <https://www.sesarju.eu/node/3697>

4. MARKET-BASED MEASURES

4.1 The Carbon Offsetting and Reduction Scheme for International Aviation

ECAC Member States have always been strong supporters of a market-based measure scheme for international aviation to incentivize and reward good investment and operational choices, and so welcomed the agreement on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

The 39th General Assembly of ICAO (2016) reaffirmed the 2013 objective of stabilizing CO₂ emissions from international aviation at 2020 levels. In addition, the States adopted the introduction of a global market-based measure, namely the '*Carbon Offsetting and Reduction Scheme for International Aviation*' (CORSIA), to offset and reduce international aviation's CO₂ emissions above average 2019/2020 levels through standard international CO₂ emissions reductions units which would be put into the global market. This major achievement was most welcome by European States which have actively promoted the mitigation of international emissions from aviation at a global level.

4.1.1 Development and update of ICAO CORSIA standards

European Member States have fully supported ICAO's work on the development of Annex 16, Volume IV to the Convention on International Civil Aviation containing the Standards and Recommended Practices (SARPs) for the implementation of CORSIA, which was adopted by the ICAO Council in June 2018.

As a part of the ICAO's Committee on Aviation Environmental Protection (CAEP) work programme for the CAEP/12 cycle, CAEP's Working Group 4 (WG4) is tasked to maintain the Annex 16, Volume IV and related guidance material, and to propose revisions to improve those documents as needed.

Europe is contributing with significant resources to the work of CAEP-WG4 and EASA in particular by providing a WG4 co-Rapporteur, and by co-leading the WG4 task on maintaining the Annex 16, Volume IV and related guidance material.

4.1.2 CORSIA implementation

In application of their commitment in the 2016 "Bratislava Declaration" the 44 ECAC Member States have notified ICAO of their decision to voluntarily participate in CORSIA from the start of the pilot phase in 2021 and have effectively engaged in its implementation. This shows the full commitment of the EU, its Member States and the other Member States of ECAC to counter the expected in-sector growth of total CO₂ emissions from air transport and to achieving overall carbon neutral growth.

On June 2020, the European Council adopted [COUNCIL DECISION \(EU\) 2020/954](#) on the position to be taken on behalf of the European Union within the International Civil Aviation Organization as regards the notification of voluntary participation in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) from 1 January 2021 and the option selected for calculating airplane operators' offsetting requirements during the 2021-2023 period.

ASSESSMENT

CORSIA is a global measure which assessment is undertaken globally by ICAO. Thus, the assessment of the benefits provided by CORSIA in terms of reduction in European emissions is not provided in this action plan.

5. ADDITIONAL MEASURES

5.1 ACI Airport Carbon Accreditation

Airport Carbon Accreditation is a certification programme for carbon management at airports, based on international carbon mapping and management standards, specifically designed for the airport industry. It was launched in 2009 by Airport Council International (ACI) EUROPE, the trade association for European airports. Since then, it has expanded globally and is today available to members of all ACI Regions.

This industry-driven initiative was officially endorsed by EUROCONTROL and the European Civil Aviation Conference (ECAC). The programme is overseen by an independent Advisory Board comprised of many distinguished, independent experts from the fields of aviation and environment, including the European Commission, ECAC, ICAO and the UNFCCC.

The underlying aim of the programme is to encourage and enable airports to implement



best practice carbon and energy management processes and to gain public recognition of their achievements. It requires airports to measure their CO₂ emissions in accordance with the World Resources Institute and World Business Council for Sustainable Development GHG Protocol and to get their emissions inventory assured by an independent third party.

In addition to the already existing four accreditation levels, in 2020 two new accreditation levels were introduced: Level 4 and Level 4+. The introduction of those two new levels aims on one hand to align the programme with the objectives of the Paris Agreement and on the other hand to give, especially to airports that have already reached a high level of carbon management maturity, the possibility to continue their improvements¹⁷.

The six steps of the programme are shown in **Figure 8** and are as follows: Level 1 “Mapping”, Level 2 “Reduction”, Level 3 “Optimization”, Level 3+ “Neutrality”, Level 4 “Transformation” and Level 4+ “Transition”.

¹⁷ Interim Report 2019 – 2020, *Airport Carbon Accreditation* 2020

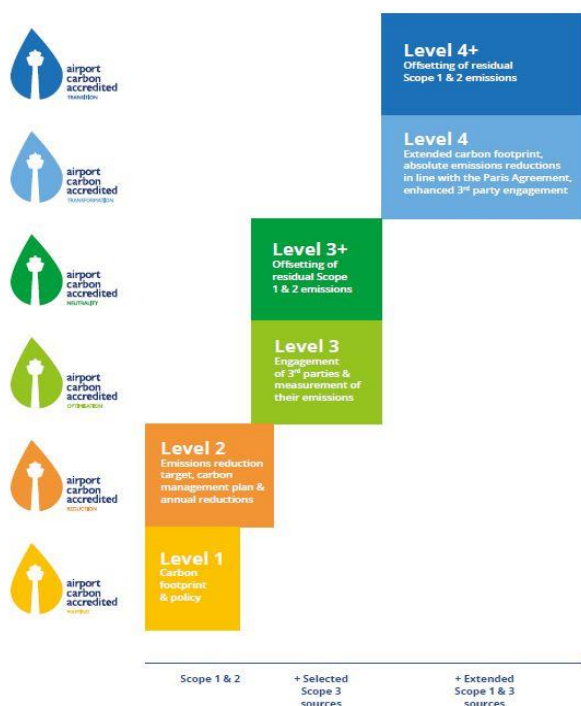


Figure 8 Six steps of *Airport Carbon Accreditation*

As of 31 March 2021, there are in total 336 airports in the programme worldwide. They represent 74 countries and 45.9% of global air passenger traffic. 112 reached a Level 1, 96 a Level 2, 63 a Level 3 and 60 a Level 3+ accreditation. Furthermore, five airports have already achieved accreditation at the newly introduced levels: 1 a Level 4 and 4 airports a Level 4+ accreditation.

One of its essential requirements is the verification by external and independent auditors of the data provided by airports. The Administrator of the programme has been collecting CO₂ data from participating airports since the programme launch. This has allowed the absolute CO₂ reduction from the participation in the programme to be quantified.

Aggregated data are included in the *Airport Carbon Accreditation* Annual Reports thus ensuring transparent and accurate carbon reporting. At Level 2 of the programme and above, airport operators are required to demonstrate CO₂ reductions associated with the activities they control.

The Annual Report, which is published in the fall of each year, typically covers the previous reporting year (i.e., mid-May to mid-May) and presents the programme's evolution and achievements. However, because of the extraordinary conditions faced in 2020 due to COVID-19 pandemic, special provisions are applied to all accredited airports, including the merge of programme years 11 and 12, which implies the extension of accreditation validity by one year. Thus, the current *Airport Carbon Accreditation* certification period covers the timespan May 2019 to May 2021. For this reason, the last published Report is considered as an Interim Report which addresses only a part of the on-going reporting period (i.e., from 16th May 2019 to 11th December 2020), and as such does not include the usual carbon Key Performance Indicators, but only valuable information regarding key achievements and developments, the most significant global and regional trends, and case studies highlighting the airports' commitment to continued climate action in spite of the current crisis. Therefore,

the tables below show carbon performance metrics until the 2018/2019 regular reporting cycle.

For historical reasons European airports remain at the forefront of airport actions to voluntarily mitigate and reduce their impact on climate change. The strong growth momentum is still being maintained as there are 167 airports in the programme. These airports account for 69.7% of European air passenger traffic.

Table 11: Emissions reduction highlights for the European region

	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
Total aggregate scope 1 & 2 reduction (ktCO ₂)	51.7	54.6	48.7	140	130	169	156	155	169	158
Total aggregate scope 3 reduction (ktCO ₂)	360	675	366	30.2	224	551	142	899	1160	1763

Table 12: Emissions offset for the European region

	2015-2016	2016-2017	2017-2018	2018-2019
Aggregate emissions offset, Level 3+ (tCO ₂)	222339	252218	321170	375146

The table above presents the aggregate emissions offset by airports accredited at Level 3+ of the programme in Europe. The programme requires airports at Levels 3+ and 4+ to offset their residual Scope 1 & 2 emissions as well as Scope 3 emissions from staff business travel.

Table 13: Airport Carbon Accreditation key performance indicators 2018/2019

Indicator	Unit	Time Period (2018/2019)	Absolute change compared to the 3-year rolling average	Change (%)
Aggregate scope 1 & 2 emissions from airports at Levels 1-3+	tCO ₂	6,520,255	-322,297	-4.9%
Scope 1 & 2 emissions per passenger from airports at Levels 1-3+	kgs of CO ₂	1.81	-0.09	-4.3%
Scope 1 & 2 emissions per traffic unit from airports at Levels 1-3+	kgs of CO ₂	1.55	-0.08	-4.3%
Indicator	Unit	Time Period (2018/2019)	Absolute change (vs. previous year)	Change (%)
Offsetting of aggregate scope 1 & 2 & staff business travel emissions from airports at Level 3+	tCO _{2e}	710,673	38.673	5.8%
Indicator	Unit	Time Period (2018/2019)	Absolute change (vs. previous year)	Change (%)
Scope 3 emissions from airports at Levels 3 and 3+	tCO ₂	60,253,685	6,895,954	12.9%

The programme's main immediate environmental co-benefit is the improvement of local air quality.

Costs for the design, development and implementation of *Airport Carbon Accreditation* have been borne by ACI EUROPE. *Airport Carbon Accreditation* is a non-for-profit initiative, with participation fees set at a level aimed at allowing for the recovery of the aforementioned costs.

The scope of *Airport Carbon Accreditation*, i.e. emissions that an airport operator can control, guide and influence, implies that as of Level 3, aircraft emissions are also covered. Thus, airlines can benefit from the gains made by more efficient airport operations to see a decrease in their emissions. This is consistent with the ambition of the European Green Deal, the inclusion of aviation in the EU ETS and the implementation of CORSIA and therefore can support the efforts of airlines to reduce these emissions.

ASSESSMENT

The inclusion of this collective European measure is descriptive for information purposes, and no quantitative assessment of its benefits in terms of reduction in aviation emissions is provided in the common section of this action plan.

5.2 European industry roadmap to a net zero European aviation: *Destination 2050*

The Destination 2050¹⁸ is an initiative and roadmap developed by aviation industry stakeholders (A4E, ACI EUROPE, ASD, CANSO and ERA) showing an ambitious decarbonisation pathway for European aviation.

These European industry organizations commit to work together with all stakeholders and policymakers to achieve the following climate objectives:

- Reaching net zero CO₂ emissions by 2050 from all flights within and departing from the European Economic Area, Switzerland and the UK. This means that by 2050, emissions from these flights will be reduced as much as possible, with any residual emissions being removed from the atmosphere through negative emissions, achieved through natural carbon sinks (e.g., forests) or dedicated technologies (carbon capture and storage). For intra-EU flights, net zero in 2050 might be achieved with close to no market-based measures.
- Reducing net CO₂ emissions from all flights within and departing from the European Economic Area, Switzerland and the UK by 45% by 2030 compared to the baseline¹⁹. In 2030, net CO₂ emissions from intra-EU flights would be reduced by 55% compared to 1990 levels.
- Assessing the feasibility of making 2019 the peak year for absolute CO₂ emissions from flights within and departing from the European Economic Area, Switzerland and UK.

¹⁸ www.destination2050.eu

¹⁹ A hypothetical 'no-action' scenario whereby CO₂ emissions are estimated based on the assumption that aircraft deployed until 2050 have the same fuel efficiency as in 2018.

With the Destination 2050 roadmap and through these commitments, the European aviation sector contributes to the Paris Agreement, recognising the urgency of pursuing the goal of limiting global warming to 1.5°C.

By doing so, the European aviation sector is also effectively contributing to the collective European Green Deal and EU's climate neutrality objectives.

This roadmap is complementary to the WayPoint 2050 Air Transport Action Group (ATAG) global pathway for the decarbonisation of aviation.

ASSESSMENT

The inclusion of this collective European measure is descriptive for information purposes, and no quantitative assessment of its benefits in terms of reduction in aviation emissions is provided in the common section of this action plan.

5.3 Environmental Label Programme

In response to the growing expectations of citizens to understand the environmental footprint of their flights, the European Union Member States, Switzerland, Norway, Lichtenstein, the United Kingdom and the European Commission have mandated EASA to explore voluntary environmental labelling options for aviation organizations. The proposals will be aligned with the European Green Deal, established in December 2019 and that strives to make Europe the first climate-neutral continent. The overall objective of the EASA Environmental Labelling Programme is to increase awareness and transparency, and ultimately to support passengers and other actors in making informed sustainable choices by providing harmonised, reliable and easily understandable information on their choices' environmental impacts, coordinated within EASA Member States. It should allow rewarding those air transport operators making efforts to reduce their environmental footprint. The label initiative covers a wide range of components of the aviation sector, including aircraft, airlines and flights.

In the proof-of-concept phase, EASA developed potential technical criteria and label prototypes for aircraft technology and design as well as airline operations, to inform European citizens on the environmental performance of aviation systems. Such information would be provided on a voluntary basis by aviation operators that have chosen to use the label. Different scenarios were developed and tested to consider how citizens could interact with labelling information, e.g. on board the aircraft and/or during the booking process as well as on a dedicated website and smartphone application. Various key environmental indicators were reviewed, including the absolute CO₂ emissions and average CO₂ emissions per passenger-kilometre of airlines.

The pilot phase covering the period 2021-2023 will further expand the scope of indicators and take into account life-cycle considerations, e.g. to cover aspects from the extraction of raw materials to recycling and waste disposal. The pilot phase also foresees an impact assessment of the label.

While the potential CO₂ emissions reductions generated by such a label were not quantified at this stage, it is proposed to keep the ICAO updated on future developments concerning the European environmental labelling initiative, including on potential CO₂ emissions savings.

ASSESSMENT

The inclusion of this collective European measure is descriptive for information purposes, and no quantitative assessment of its benefits in terms of reduction in aviation emissions is provided in the common section of this action plan.

5.4 Multilateral capacity building projects

The European Union is highly committed to ensuring sustainable air transport in Europe and worldwide. In this endeavor, the EU is launching a number of initiatives in different areas to assist partner States in meeting the common environmental commitments.

5.4.1 EASA capacity-building partnerships

EASA has been selected as an implementing Agency for several of these initiatives, including the **EU-South East Asia Cooperation on Mitigating Climate Change impact from Civil Aviation** (EU-SEA CCCA), launched in 2019, and a **Capacity Building Project for CO₂ Emissions Mitigation in the African and Caribbean Region**, launched in 2020.

The overall objective of these projects²⁰ is to enhance the partnership between the EU and partner States in the areas of civil aviation environmental protection and climate change, and to achieve long-lasting results that go beyond the duration of the projects. The specific objectives of the two projects are to develop or support existing policy dialogues with partner States on mitigating GHG emissions from civil aviation, to contribute to the CORSIA readiness process of partner States, as well as to implement CORSIA in line with the agreed international schedule, including considerations of joining the voluntary offsetting phase starting in 2021 or at the earliest time possible. On top of the CORSIA-related support, these projects are assisting the partner States in the development and update of the State Action Plans to reduce CO₂ emissions from civil aviation, as well as providing support in the development of emission data management tools supporting the implementation of State Action Plans and CORSIA.

By January 2021, the EU-SEA CCCA had improved the technical readiness of all the 10 partner States in the region, as well as their airplane operators' capabilities to comply with CORSIA requirements. Five States had implemented emission data management solutions to generate CORSIA Emission Reports, and eight States had successfully submitted their 2019 CORSIA CO₂ Emissions Reports to ICAO. 4 CORSIA verification bodies had been accredited in the region with dedicated support to their respective National Accreditation Bodies to finalise the accreditation process.

In addition, EASA is implementing, on behalf of the Commission, technical cooperation projects in the field of aviation in Asia, Latin-America and the Caribbean, which include an environmental component aiming at cooperation and improvement of environmental standards.

These projects have been successful in supporting regional capacity building technical cooperation to the partner States with regard to environmental standards. With regard to CORSIA, support is provided for the development or enhancement of State Action Plans, as well as for the implementation of the CORSIA MRV system. Projects have also been successful in engaging with key national and regional stakeholders (regulatory authorities,

²⁰ <https://www.easa.europa.eu/domains/international-cooperation/easa-by-country/map#group-easa-extra>

aeroplane operators, national accreditation bodies, verification bodies), thereby assessing the level of readiness for State Action Plan and CORSIA implementation on wider scale in the respective regions, and to identify further needs for additional support in this area.

6. SUPPLEMENTAL BENEFITS FOR DOMESTIC SECTORS

Although the benefits of all the European collective measures included in this action plan are focused on international aviation, they are also applicable to domestic aviation (except CORSIA) and thus, will bring supplemental benefits in terms of CO₂ emissions reductions in the domestic European air traffic.

In addition, a number of those measures taken collectively in Europe and contained in this action plan offer as well additional supplemental benefits for domestic sectors beyond CO₂ savings. Those are summarized below.

6.1 ACI Airport Carbon Accreditation

Airport Carbon Accreditation is referred among the measures contained in this action plan aiming to encourage and enable airports to implement best practice carbon and energy management processes.

While its main objective is supporting airport actions to voluntarily mitigate and reduce their impact on climate change, the programme's main immediate environmental co-benefit is the improvement of local air quality linked to the non-CO₂ additional emissions benefits from the reduction of fuel burn that an airport operator can control, guide and influence.

6.2 The EU's Single European Sky Initiative and SESAR

The European Union's Single European Sky (SES) initiative and its SESAR (*Single European Sky ATM Research Programme*) programme are aiming to deploy a modern, interoperable and high-performing ATM infrastructure in Europe, as has been described above in detail in this action plan, among its key operational measures to reduce CO₂ emissions.

But the environmental outcomes of SESAR implementation go far beyond reducing fuel burn, and the key deliverables from the SESAR Programme have also a significant potential to mitigate **non-CO₂ emissions and noise impacts**.

It should be noted that although no targets have yet been set for non-CO₂ emissions (at local or global level) and noise impacts, the ATM Master Plan requires that each SESAR solution with an impact on these environmental aspects assesses them to the extent possible and within available resources.

In this context, for example the EUROCONTROL *Integrated aircraft noise and emissions modelling platform* [IMPACT](#), which delivers noise contour shape files, surface and population counts based on the European Environment Agency population database, estimates of fuel burn and emissions for a wide range of pollutants, and geo-referenced inventories of emissions within the landing and take-off portion, is one of the recommended models for conducting environmental impact assessments in SESAR.

SECTION 2- National Actions in Armenia

The information included in this section provides a description of the implementation of national action which contribute to the European common measures quantified in the common section.

The estimated expected results are thus already estimated among the common ECAC estimated benefits of the implementation of common measures.

OPERATIONAL IMPROVEMENTS IN ARMENIA

1. OPERATIONAL IMPROVEMENTS AT AIRPORTS

Starting from December 1, 2019 «Armenia International Airports» CJSC is implementing a carbon emission reduction policy. Controlling and reducing carbon emissions contributes positively to environmental sustainability and aligns with company's energy and fuel management approach.

2. OPERATIONAL ATM IMPROVEMENTS

ATM Master Plan and Local Single Sky implementation

Armenia, with support from EUROCONTROL, contributes to the development of the European ATM Master Plan in coordination with the SESAR Joint Undertaking (SJU) through the Local Single Sky implementation.

EUROCONTROL provides support in planning and reporting progress on implementing the ATM Master Plan (level 3) as for each one of the ECAC States. The results of such reporting are compiled in annual Local Single Sky ImPlementation (LSSIP) reports.

The implementation of the Single European Sky package in Armenia has delivered the following main achievements in the last years:

The following was done in 2018:

- The agreement was signed and the testing was done for the implementation of the basic OLDI via FMTP with Tbilisi FIR (North). The connection is operational since January 2019.
- The AMHS operation was done.
- Armenia implemented 24h Free Route airspace above FL195 starting from 06.12. 2018.
- A new ILS-DME CAT II was installed at "Shirak" airport.
- ECAA agreement was also planned to be signed. The first round of negotiations was held in Yerevan in the spring of 2017.
- The reconstruction of "Zvartnots" international airport was finished and "Zvartnots" aerodrome was certified as Class "E" by the Civil Aviation Committee.

The following was done in 2019:

- Modernization of ATC contingency room: acquisition and installation of the new CWP's.
- The Cross-border 24h FRA with Georgia between FL195-FL660 was implemented.
- The runway lighting system was modernized at "Zvartnots" airport.
- General aviation new regulations were implemented, DRONE regulation activities were launched.
- In 2019 Memorandum of Cooperation between the Republic of Armenia and Georgia was signed for ATM/ANS area. The first workshop was held in the head office of the Civil Aviation Committee of the Republic of Armenia in December.
- In July of 2019, a special agreement on the provision of support to Armenia for the purpose of implementing a uniform European Air Traffic Management system was signed between EUROCONTROL and Armenia.

The following was done in 2020:

- Modernization of ATC contingency room: acquisition and installation of the new VCS system,
- Upgrade of WAM systems: acquisition and installation of the new 12 additional lateral stations,
- Start of the project for the acquisition and installation of the new MSSR radar (2020-2021),
- Acquisition and installation of new VHF stations.

The following is planned to be implemented in 2021:

- A new Armenian Aviation Law will be adopted in 2021.
- A new regulation of airfield requirements is planned to be adopted in 2021.
- Armenian regulations are planned to be adapted in 2021 according to the Civil Aviation Area Agreement signed between EU and the Republic of Armenia.
- Continue and finish of the project for the acquisition and installation of the new MSSR radar.

Free Route Airspace (FRA)

Armenia with the help of the EUROCONTROL implemented free route airspace (FRA) in the state.

FRA is a specified volume of airspace in which users can freely plan a route between defined entry and exit points. Subject to airspace availability, routeing is possible via intermediate waypoints, without reference to the air traffic service (ATS) route network. Inside this airspace, flights remain subject to air traffic control.

FRA Benefits

FRA is a way of overcoming the aviation sector's efficiency, capacity and environmental problems by helping reduce fuel consumption and emissions, while improving flight efficiency. At the same time, it paves the way for further enhanced airspace design and ATM operational concepts.

With FRA projects now in place across three quarters of European airspace, the region's flight efficiency targets are within grasp. European flights reached a record low in terms of en-route flight extension at the end of 2017. Route extension - the difference between the flight flown and the corresponding portion of the great circle distance - reached an **average of 3.17% in 2012. In 2017, this fell to 2.77%, very close to the Europe-wide performance target of 2.6% by 2019**, thanks in part to initiatives like free route airspace.

FRA is a key landmark in achieving free routeing across European airspace on the road to SESAR's business trajectories and 4D profiles. It will make it possible to meet the demands of future airspace users over the next 50 years, including civil and military unmanned aircraft systems (UASs), hypersonic transport, spaceplane operations to sub-orbit, wireless network balloons and airships.

FRA Benefits in the country

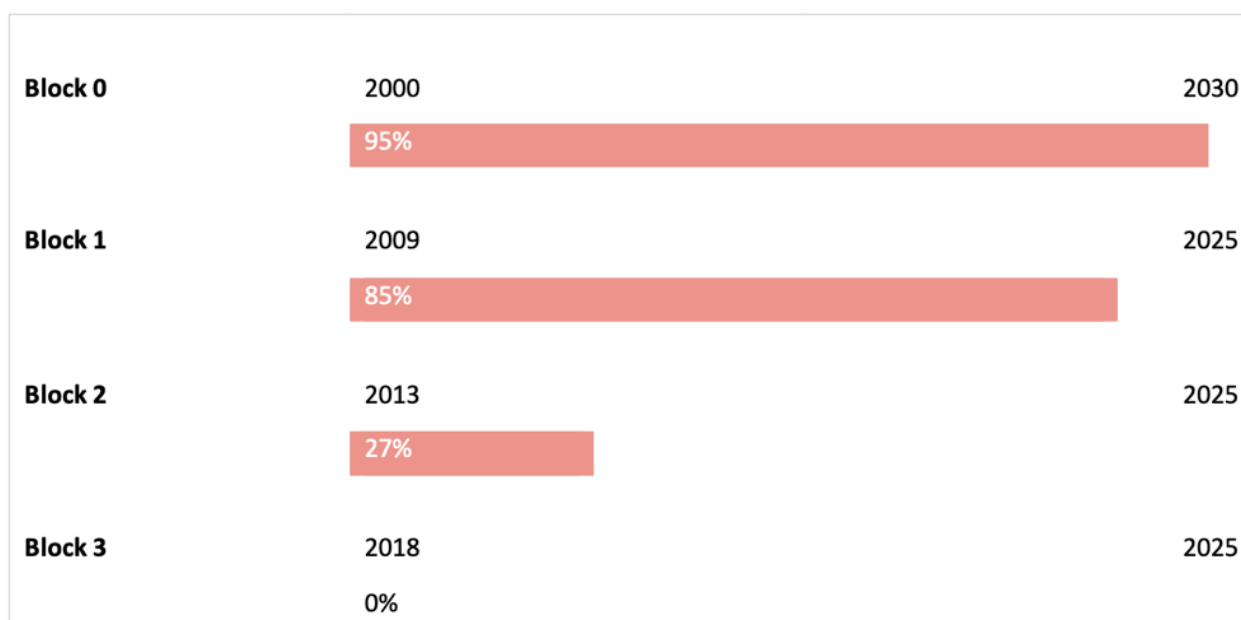
In 2019 Armenia and Georgia had announced the launched of the joint Free Route (FRA) Airspace South Caucasus, which allows to operate flights above 195 flight levels (FL 195) round the clock under simplified Cross Border operation.

Before COVID-19 situation, about 125 flights were using the concept daily.

As a result, **28,714 miles of flight paths, 3,872 minutes of flight time, 260,438 kg of fuel** were reduced annually, which, in turn, contributed to environmental protection.

ICAO ASBUs Progress Implementation

The figure below shows the progress made so far in the implementation of the ICAO ASBUs Blocks. The overall percentage is calculated as an average of the relevant Objectives contributing to each of the relevant ASBUs.



CONCLUSION

Section 2 of this action plan was finalised on 30 June 2021 and shall be considered as subject to update after that date.

— END —

APPENDIX A

DETAILED RESULTS FOR ECAC SCENARIOS FROM SECTION A

1. BASELINE SCENARIO

a) Baseline forecast for international traffic departing from ECAC airports

Year	Passenger Traffic (IFR movements) (million)	Revenue Passenger Kilometres ²¹ RPK (billion)	All-Cargo Traffic (IFR movements) (million)	Freight Tonne Kilometres transported ²² FTKT (billion)	Total Revenue Tonne Kilometres ²³ RTK (billion)
2010	4.56	1,114	0.198	45.4	156.8
2019	5.95	1,856	0.203	49.0	234.6
2030	5.98	1,993	0.348	63.8	263.1
2040	7.22	2,446	0.450	79.4	324.0
2050	8.07	2,745	0.572	101.6	376.1

Note that the traffic scenario shown in the table is assumed for both the baseline and implemented measures scenarios.

b) Fuel burn and CO₂ emissions forecast for the baseline scenario

Year	Fuel Consumption (10 ⁹ kg)	CO ₂ emissions (10 ⁹ kg)	Fuel efficiency (kg/RPK)	Fuel efficiency (kg/RTK)
2010	36.95	116.78	0.0332	0.332
2019	52.01	164.35	0.0280	0.280
2030	50.72	160.29	0.0252	0.252
2040	62.38	197.13	0.0252	0.252
2050	69.42	219.35	0.0250	0.250
<i>For reasons of data availability, results shown in this table do not include cargo/freight traffic.</i>				

²¹ Calculated on the basis of Great Circle Distance (GCD) between airports, for 97% of the passenger traffic for forecast years.

²² Includes passenger and freight transport (on all-cargo and passenger flights).

²³ A value of 100 kg has been used as the average mass of a passenger incl. baggage (ref: ICAO).

2. IMPLEMENTED MEASURES SCENARIO

2A) EFFECTS OF AIRCRAFT TECHNOLOGY IMPROVEMENTS AFTER 2019

a) Fuel consumption and CO₂ emissions of international passenger traffic departing from ECAC airports, with aircraft technology improvements after 2019 included:

Year	Fuel Consumption (10 ⁹ kg)	CO ₂ emissions (10 ⁹ kg)	Well-to-wake CO ₂ e emissions (10 ⁹ kg)	Fuel efficiency (kg/RPK)	Fuel efficiency (kg/RTK)
2010	36.95	116.78	143.38	0.0332	0.332
2019	52.01	164.35	201.80	0.0280	0.280
2030	49.37	156.00	191.54	0.0232	0.232
2040	56.74	179.28	220.13	0.0217	0.217
2050	59.09	186.72	229.26	0.0202	0.202
For reasons of data availability, results shown in this table do not include cargo/freight traffic.					

b) Average annual fuel efficiency improvement for the Implemented Measures Scenario (new aircraft technology only)

Period	Average annual fuel efficiency improvement (%)
2010-2019	-1.86%
2019-2030	-1.22%
2030-2040	-0.65%
2040-2050	-0.74%

2B) EFFECTS OF AIRCRAFT TECHNOLOGY AND ATM IMPROVEMENTS AFTER 2019

a) Fuel consumption and CO₂ emissions of international passenger traffic departing from ECAC airports, with aircraft technology and ATM improvements after 2019:

Year	Fuel Consumption (10 ⁹ kg)	CO ₂ emissions (10 ⁹ kg)	Well-to-wake CO ₂ e emissions (10 ⁹ kg)	Fuel efficiency (kg/RPK)	Fuel efficiency (kg/RTK)
2010	36.95	116.78	143.38	0.0332	0.332
2019	52.01	164.35	201.80	0.0280	0.280
2030	46.16	145.86	179.09	0.0217	0.217
2040	51.06	161.35	198.12	0.0196	0.196
2050	53.18	168.05	206.33	0.0182	0.182
For reasons of data availability, results shown in this table do not include cargo/freight traffic.					

b) Average annual fuel efficiency improvement for the Implemented Measures Scenario (new aircraft technology and ATM improvements)

Period	Average annual fuel efficiency improvement (%)
2010-2019	-1.86%
2019-2030	-1.82%
2030-2040	-1.03%
2040-2050	-0.74%

c) Equivalent (well-to-wake) CO₂e emissions forecasts for the scenarios described in this common section

Year	Well-to-wake CO ₂ e emissions (10 ⁹ kg)			% improvement by Implemented Measures (full scope)
	Baseline Scenario	Implemented Measures Scenario		
		Aircraft techn. improvements only	Aircraft techn. and ATM improvements	
2010	143.38			NA
2019	201.80			NA
2030	196.8	191.5	179.1	-9%
2040	242.0	220.1	198.1	-18%
2050	269.3	229.3	206.3	-23%
For reasons of data availability, results shown in this table do not include cargo/freight traffic. Note that fuel consumption is assumed to be unaffected by the use of sustainable aviation fuels.				

APPENDIX B

NOTE ON THE METHODS TO ACCOUNT FOR THE CO₂ EMISSIONS ATTRIBUTED TO INTERNATIONAL FLIGHTS

1. Background

The present note addresses recommendations on the methodologies to account the CO₂ emissions, for the guidance on the development of the common European approach for ECAC States to follow, in view of the submission to ICAO of their updated State Action Plans for CO₂ Emissions Reduction (APER).

The ECAC APER guidance shall be established on the basis of the ICAO 9988 Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction Activities document (3rd edition). One of its objectives is to define a common approach for accounting CO₂ emissions of international flights: two different methods are proposed for CO₂ accounting, namely ICAO and IPCC. Because of their intrinsic definitions, it is expected that these two different approaches induce both accounting differences, and practical issues, and furthermore, two ways to target the CO₂ Emissions Reduction Activities, and to define the action plans, de facto.

As the objective of the definition of the common section of the ECAC APER guidance consists into determining a common approach for all the foreseen activities, including CO₂ accounting and monitoring, the ECAC APER Task Group required to assess the details of each methods and to propose recommendations in this present note.

2. Accounting methods

The ICAO Doc 9988 document 3rd edition defines the two CO₂ accounting methods (§3.2):

- a) ICAO: each State reports the CO₂ emissions from the international flights operated by aircraft registered in the State (State of Registry).
- b) IPCC: each State reports the CO₂ emissions from the international flights departing from all aerodromes located in the State or its territories (State of Origin).

The international flights concern aircraft movements from a country to another country. Each method determines the country assignment of the movement.

Method	ICAO	IPCC
Definition	The ICAO methodology is based on the State of nationality of the airline, and defines an "international" flight as one undertaken to or from an airport located in a State other than the airline's home State, i.e. each State reports only on the international activity of its own commercial air-carriers.	The IPCC methodology defines international aviation as flights departing from one country and arriving in another, i.e. each State report to IPCCs in respect of all flights departing from their territory, irrespective of the nationality of the operator.
Use in projects	CORSIA/ETS (partially)	IPCC EAER UNFCCC

2.1 Comparisons: flown distance and number of operations

The comparison of the number of operations and flown distance of 2019, aggregated at ECAC or State levels provide a good indication of the possible differences for CO₂ accounting.

At the ECAC area level, the relative difference between the ICAO and IPCC methods, is - 0.66% for operations number and + 0.26% on flown distance (Source EUROCONTROL/CRCO). This is explained by the fact that movements of the operators registered outside the ECAC area member states are not counted in.

The table hereafter lists the countries for which the relative differences of counting the number of operations or flown distance is more than 50% or less than -50% (Source EUROCONTROL/CRCO).

DEPARTURE COUNTRY	(ICAO – IPCC) % difference number of operations	(ICAO – IPCC) % difference number of flown distance
ALBANIA	-71.04%	-75.34%
ARMENIA	-80.76%	-84.64%
AUSTRIA	114.51%	104.81%
BOSNIA AND HERZEGOVINA	-83.45%	-80.73%
CROATIA	-52.08%	-65.54%
CYPRUS	-84.06%	-92.75%
DENMARK	-68.07%	-53.81%
ESTONIA	-67.93%	-53.48%
FAROE ISLANDS	-100.00%	-100.00%
GEORGIA	-68.62%	-66.45%
GREECE	-58.26%	-65.83%
HUNGARY	213.95%	245.36%
IRELAND	509.31%	478.00%
ITALY	-71.45%	-63.90%
LIECHTENSTEIN	2100.00%	8572.91%
LITHUANIA	-78.83%	-65.95%
LUXEMBOURG	55.29%	54.05%
NORTH MACEDONIA	-98.69%	-98.90%
MALTA	97.00%	125.78%
MONACO	100.17%	708.97%
SLOVAKIA	-73.46%	-72.30%

The previous table highlights the possible relative differences for a country-by-country approach:

- High differences for low-cost origin countries (Ireland, Austria, Hungary) as all the movements exceed the departures capacity: nb operations ICAO >> nb operations IPCC
 - Example: Ireland (Ryanair), Austria (EasyJet), Hungary (Wizzair)
- High differences for business jet country locations: nb operations ICAO > nb operations IPCC
 - Example: Monaco, Malta, Liechtenstein
- Difference for countries with lot of low-cost departures: nb operations ICAO < nb operations IPCC
 - Example: Greece, Italy

3 Impact on the action plan definitions

The choice of the method entails two significantly different approaches. The ICAO approach would bring the focus on the capability of a State to manage the emissions evolution of only its own “flag carriers”. A State having a significant aviation activity operated by non-flag carriers would therefore not be able to reflect in the plan its possible policy on the evolution of its overall aviation activity. Also, if the State flag carriers have an important aviation activity between third countries, this would become a “responsibility” of the State in terms of emissions reduction plans.

The IPCC method, on the contrary, brings the focus on the management of the emissions reductions for the State related aviation activity, integrating the State’s policy in terms of evolution and importance of the aviation business for it and national plans to reduce emissions (e.g., promotion of operations with more fuel-efficient aircraft).

Allowing States to use the ICAO or the IPCC method has the risk of under estimation for some as well as double counting for others if consolidating the States action plans.

It is also worth noting that the IPCC method actually allows consolidating and correlating the data with the CORSIA reporting. Indeed, under CORSIA emissions are reported by States aggregated at country pair level with no info on the operator. If all States were reporting action plans based on the IPCC approach aggregating at country pair level, this info can be consolidated and correlated with the CORSIA reported one. The ICAO method for the action plans would not allow this.

3.1 Impact on the baseline definition (ECAC)

The selection of the ICAO/IPCC method also affects the definition and estimation of the CO₂ emissions of the international flights at the ECAC level.

The Base year dataset and the forecasts dataset that EUROCONTROL shall define and assess (at the ECAC level), are based on the IPCC. The ICAO method cannot be used for such assessments.

LIST OF ABBREVIATIONS

AAT - Aircraft Assignment Tool

ACARE – Advisory Council for Research and Innovation in Europe
ACA – Airport Carbon Accreditation
ACI – Airports Council International
AIRE – The Atlantic Interoperability Initiative to Reduce Emissions
APER TG - Action Plans for Emissions Reduction Task Group of the ECAC/EU Aviation and Environment Working Group (EAEG)
ATM – Air Traffic Management
CAEP – Committee on Aviation Environmental Protection
CNG – Carbon neutral growth
CORSIA - Carbon Offsetting and Reduction Scheme for International Aviation
EAER – European Aviation Environmental Report
EASA – European Aviation Safety Agency
EC – European Commission
ECAC – European Civil Aviation Conference
EEA – European Economic Area
EFTA – European Free Trade Association
EU – European Union
EU ETS – the EU Emissions Trading System
GHG – Greenhouse Gas
ICAO – International Civil Aviation Organisation
IFR – Instrumental Flight Rules
IPCC – Intergovernmental Panel on Climate Change
IPR – Intellectual Property Right
JU – Joint Undertaking
MBM – Market-based Measure
MT – Million tonnes
PRISME - Pan European Repository of Information Supporting the Management of EATM
RED – Renewable Energy Directive
RPK – Revenue Passenger Kilometre
RTK – Revenue Tonne Kilometre
RTD – Research and Technological Development
SAF – Sustainable Aviation Fuels
SES – Single European Sky
SESAR – Single European Sky ATM Research
SESAR JU – Single European Sky ATM Research Joint Undertaking
SESAR R&D – SESAR Research and Development
SMEs - Small and Medium Enterprises