

From: ETAviationHelp <ETAviationHelp@environment-agency.gov.uk>
Sent: Wednesday, September 19, 2018 5:49 AM
To: Adam Hartley <ahartley@univ-wea.com>
Subject: Request for support from Aircraft Operators for EU-ETS SET and ICAO's CORSIA CERT CEMs emission models

Dear Aircraft Operator

Please find below and attached an important communication sent on behalf of Eurocontrol. Please direct any queries you may have regarding this email to Eurocontrol at ets.info@eurocontrol.int.

Kind regards

ET Aviation Helpdesk: etaviationhelp@environment-agency.gov.uk

EUROCONTROL request to aircraft operators for cooperation in order to update the fuel burn and CO₂ estimation models for the EU ETS SET and ICAO's CORSIA CERT – 2017 traffic data

Dear Sir / Madam

Every year since 2010, EUROCONTROL has been collecting samples of flight related fuel burn from volunteer aircraft operators (AOs).

Since 2010, this valuable and commercially sensitive data has contributed to the maintenance and evolution of the aircraft fuel burn models contained in EUROCONTROL's "Small Emitters Tool"^[1] (SET, downloadable at <http://www.eurocontrol.int/small-emitters-tool>). The SET can be used in the European Union Emission Trading Scheme (EU-ETS) that applies to the 30 States of the European Economic Area (EEA).

The accuracy of the SET is such that the April 2014 update of the EU ETS Directive introduced the possibility for an AO with less than 25,000 tonnes of total annual CO₂ emissions (full scope) or (since the December 2017 update of the Directive) with less than 3,000 tonnes of total annual CO₂ emissions to be reported (EEA scope), to submit its emissions report to the relevant ETS competent authority without the need for the report to be verified by an accredited verification body: the AO can simply provide emissions reports supplied by EUROCONTROL as long as the fuel burn and emissions data included in these reports have been generated using the SET. This has reduced the administrative complexity of the ETS for such AOs, which was an important achievement for all and for the SET. AOs who are eligible for and interested in this simplified reporting can visit our ETS support facility (<https://www.eurocontrol.int/ets-support-facility>).

In September 2016, the 39th ICAO General Assembly has adopted resolution A39-3 for the implementation of a Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), a worldwide market based measure aimed at complementing a broader basket of measures to achieve the global aspirational goal of carbon-neutral growth from 2020.

EUROCONTROL has contributed to the development of the 2018 version of the CORSIA CO₂ Estimation and Reporting Tool (CERT) using, when agreed by an AO, data provided by the AO on a voluntary basis to EUROCONTROL. Published by ICAO mid-2018 (<https://www.icao.int/environmental-protection/CORSIA/Pages/CERT.aspx>), the CERT is to be used by AOs for filling data gaps or as simplified fuel consumption monitoring method in CORSIA.

EUROCONTROL continues to support its Member States and the European Commission in the implementation of the EU ETS and also to contribute actively to the technical work of ICAO's CORSIA, including the further maintenance and evolution of the CERT.

EUROCONTROL is thus repeating its annual exercise of fuel burn data samples collection from voluntary AOs to update the SET and to contribute to the CERT yearly release.

As was the case for the annual update of the SET, the provision by AOs of actual fuel burn data from samples of their flights is also essential to update the fuel burn and CO₂ estimation models used in CORSIA's CERT, in particular to ensure that they reflect as accurately as possible the fuel burn performance of the global fleet including most recent aircraft types.

The approach and methodology being used to develop the underlying fuel burn and CO₂ emissions estimation models of the CERT is similar to the one successfully used for the SET. In particular, an **anonymised** flight and fuel burn database is established under the ICAO's CAEP to support the work leading up to the publication of the ICAO CO₂ Estimation Models (CEMs) and the CERT.

The objective of this anonymised database is to allow the development of aircraft type specific CEMs to be used by the CERT. Two types of models are being conceived:

- a model providing fuel burn and CO₂ emissions as a function of aircraft type (at present the ICAO designator of the aircraft type) and of great circle distance between two aerodromes;
- a model providing fuel burn and CO₂ emissions as a function of aircraft type (at present the ICAO designator of the aircraft type) and of block time of a flight.

As in the past, EUROCONTROL is inviting AOs to provide, on a voluntary basis, samples of 2017 flights monitored fuel burn.

Gathering new data samples every year allows aircraft fuel and emissions models in the SET and in the CERT to be updated so as to follow and cater for the evolution of actual aircraft fuel performance, which can be influenced by technological and operational improvements or changes.

Details of the requested data and minimal coverage period are specified in the attached Word document.

EUROCONTROL shall consider the data which your company provides in response to this request to be confidential and treat it accordingly.

EUROCONTROL shall use the data it receives for the sole purpose of contributing to the development, maintenance and evolution of the EU ETS related SET and of the ICAO CEMs used in the CORSIA CERT subject to the following restrictions:

- 1- Data from European AOs shall be used to update both the SET and the CEMs.
- 2- For data received from non-European AOs, **only** data relevant for the EU ETS full scope shall be used and **only** to update the SET. None of the data received from non-European AOs shall be included in the CORSIA anonymized database used to update the CEMs/CERT. **Non-European AOs wishing to contribute** to the update of the CEMs/CERT should contact the relevant CERT data collecting organisation point of contact:
 - Brazilian operators should contact Mr. Daniel Ramos Longo at Brazil's ANAC (daniel.longo@anac.gov.br)
 - US operators should contact Mr. Daniel Williams at US's FAA (Daniel.Williams@faa.gov)
 - any other non-European operator should contact Mr. Jes at IATA (nauckhoffj@iata.org)

By providing the data, your company agrees for EUROCONTROL to:

- (a) keep the received data as long as it has been used in the establishment of a released and still applicable version of the SET or of the CERT
- (b) make available (if applicable) for inclusion in the anonymised database, part of the received data insofar this does not allow the identification of the aircraft operator or of the specific flight. Data such as the flight call sign, departure aerodrome, arrival aerodrome, or aircraft registration marks shall thus not be made available. Data which will be made available includes data copied "as is" from that received from your company (aircraft type, block time if received from your company, fuel burn) and data computed by EUROCONTROL from that received from your company

(e.g. great circle distance computed on the basis of the departure and arrival aerodromes indicated by your company).

We very much appreciate you giving consideration to this request, and we will be pleased to answer any questions you may have or to provide any further clarification you may require.

We would be extremely grateful if you could provide your data by **1st November 2018** (the earlier, the better) by email to ets.info@eurocontrol.int.

Yours faithfully

On behalf of EUROCONTROL's DECMA Environment Unit (DECMA/ACS/ENV)