APPENDIX 4

DRAFT RECOMMENDATION ON METHODOLOGY FOR EMISSIONS CALCULATIONS

Whereas according to the ECAC environmental policy statement, ECAC is aiming for sustainable growth in air transport by working to reduce the environmental impacts of noise and emissions,

Whereas adaptation of available international models for emissions calculation for the specific needs of aviation is part of ECAC's work programme for the period 2001-2003,

Whereas obligations exist upon States to report emissions to international organisations such as the United Nations Framework Convention on Climate Change and the United Nations Economic Commission for Europe, ECAC advocates that any methodology should be consistent with the format required for reporting of domestic aviation emissions under UN/ECE and UN/FCCC requirements, currently in accordance with the IPCC 1996 guidelines (as revised),

Noting that the level of activity in the field of emissions calculations shows considerable variation between ECAC Member States,

The Conference recommends

Article 1

Definitions

In this Recommendation, CORINAIR (**C**o-**or**dination of **In**formation on **Air** Emissions) is the Europe-wide emission inventory programme that has developed the methodology on which this Recommendation is based.

Article 2

Scope

The procedures referenced in this Recommendation relate to the calculation of emissions from civil subsonic turbo-jet and turboprop aircraft flying domestic routes within the boundaries of a Member State or flying international routes departing or arriving at an airport within the boundaries of a Member State.

Article 3

Adoption of a common framework for calculation of aviation emissions

ECAC Member States should ensure that the necessary steps are taken so that procedures used in the calculation of aviation emissions for international reporting are based, at the earliest opportunity, on the criteria specified in Articles 4-7 and explained in the **Guidance Material**.

Article 4

Methodology

The ANCAT methodology is based on the EMEP/CORINAIR methodology that consists of three methods with different levels of accuracy and complexity.

ECAC Member States should calculate the emissions of aviation as accurately as possible using **ANCAT method number three** as described in the Guidance Material.

If Member States are not able to use such a detailed methodology or are unable to obtain detailed information on distances flown, they may use **ANCAT method number two**, as described in the Guidance Material.

If Member States are unable to obtain detailed information on aircraft types, they may use **ANCAT method number one**, as described in the Guidance Material.

If a peer reviewed and well-documented national methodology is available which is more accurate than ANCAT method number three, Member States may use this national methodology when producing emission inventories.

Article 5

Quality of reported data

ECAC States are urged, in line with the objective of harmonisation and consistency in the application of the emission calculations methodology, to progressively refine and improve the level of accuracy in recording aircraft emission data. States should aim towards calculation of emissions from their aviation activity in accordance with ANCAT method number three or a peer reviewed and well-documented national methodology in order to achieve the best practicable level of accuracy.

Article 6

Traffic Data

ECAC Member States should use their own national traffic data. If such data are not available, Member States may use data available from EUROCONTROL on aircraft movements.

Article 7

Emissions Database

When producing emission inventories using ANCAT 1, 2, or 3, ECAC Member States should use the emission data tables as described in the Guidance Material.