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# ICAO Supporting Tools States' Action Plan





## ICAO Environmental - ENV Tools Suite

### ICAO Carbon Emissions Calculator – for States

Allows passengers to estimate CO<sub>2</sub> emissions from their air travel



### ICAO Fuel Savings Estimation Tool (IFSET)

To assist States in estimating fuel savings from operational improvements



### ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT)

To assist States and aeroplanes operators - monitoring and reporting requirements



### ICAO E-Learning Course – Module 1. State Action Plan



### ICAO Green Meetings Calculator

To support decision making in minimizing CO<sub>2</sub> emissions from air travel to attend meetings



### ICAO EBT – Environmental Benefit Tool



### ICAO MAC Curves

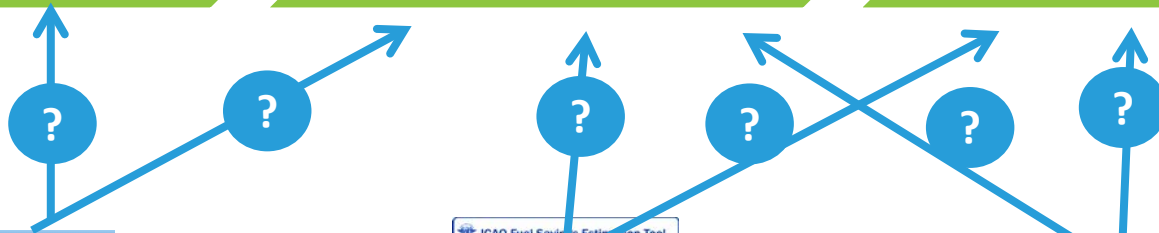




Baseline  
scenario

Mitigation  
Measures

Expected  
Results





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# Action Plan Emissions Reduction (APER) Website



ICAO SECURE PORTAL

Welcome Page

## Welcome to the Action Plan on Emissions Reduction (APER) Website



This website has been developed to assist States that want to prepare and submit their State Action Plan to ICAO. State Action Plans enable all ICAO Member States to establish a long-term strategy on climate change for the international aviation sector, involving all interested parties at national level. The level of detail submitted within a State Action Plan will ultimately enable ICAO to compile global progress towards meeting the goals set by Assembly Resolution A37-19, and reaffirmed by A38-18, A39-2, and A40-18. States are invited to update their State Action Plan every three years, so that ICAO can continue to compile the quantified information submitted.

### UPCOMING EVENTS: State Action Plans – Online Regional Seminars 2020

SAM/NACC - 27 to 28 July, starting at 13:00 Lima / 13:00 Mexico City time  
 EUR/NAT - 29 to 30 July, starting at 14:00 Paris time  
 ESAF/WACAF - 03 to 04 August, starting at 15:00 Nairobi / 12:00 Dakar time  
 APAC - 05 to 06 August, starting at 08:00 Bangkok time  
 MID - 25 to 26 August, starting at 13:00 Cairo time

APER

Action Plan on Emissions Reduction  
[SUBMIT A STATE ACTION PLAN](#)  
[CONTACT ICAO](#)

ICAO Secure Portal &gt; APER &gt; SUBMIT A STATE ACTION PLAN

## SUBMIT A STATE ACTION PLAN

### Welcome to the Action Plan on Emissions Reduction (APER) Website



There are two ways to submit a State Action Plan through the APER.

- 1) Complete the step-by-step process of entering data directly on the site, with the option to upload supporting material; or
- 2) Upload a complete the State Action Plan as a PDF or Word document, along with any supporting material.

Please select the submission process that you would like to follow:

[FOLLOW THE STEP-BY-STEP APER PROCESS](#)

[UPLOAD A COMPLETE STATE ACTION PLAN](#)

minimum information described above in English. If the State



# Action Plan Emissions Reduction (APER) Website

- Resources**

Document 9988 - Guidance Material for the Development of States' Action Plans



Document 10031 - Guidance on Environmental Assessment of Proposed Air Traffic Management Operational Changes

Transforming Global Aviation Collection



Feasibility Studies

- Tools links and guidance**

Environmental Benefit Tool (EBT)

ICAO e-learning course on Action Plans

ICAO Carbon Emissions Calculator for States

Marginal Abatement Cost (MAC) Curve Tool

ICAO Fuel Savings Estimation Tool

Eco-Airport Toolkit e-collection

- Miscellaneous**

Assembly Resolution A40-18 – Climate Change

International RTK by State

Form M

Seminar Material





# ICAO E-Learning Training Tutorial

## ICAO UNITAR Online Training Tutorial



UN CC:e-Learn

Think, Talk, Act Climate

[www.icao.int/environmental-protection](http://www.icao.int/environmental-protection)

<https://unccelearn.org>



This e-tutorial aims to build an understanding of the importance of States' Action Plans in the civil aviation sector.

It shows how, by adopting the right "basket of measures" in the aviation sector, according to their own contexts, States can mitigate the Greenhouse Gas Emissions from international aviation .



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## E-Learning Training Course on States Action Plan

### MODULE 1

#### STATES' ACTION PLANS ON CO<sub>2</sub> EMISSIONS REDUCTION FROM INTERNATIONAL AVIATION



This module describes the main components of the States' Action Plans on CO<sub>2</sub> Emissions Reduction from International Aviation. By the end of this module, you will be able to:

Define the activities to carry out for the development of a State Action Plan

Explain why it is important to develop a State Action Plan

Describe the main information which should be included in a State Action Plan

### MODULE 2

#### BASELINE SCENARIO CALCULATION



This module aims to provide the necessary information to enable the States to calculate their baseline. By the end of this module, you will be able to:

Define the baseline scenario of CO<sub>2</sub> emissions from international aviation

Estimate international aviation fuel burnt, CO<sub>2</sub> emissions, and International Revenue Tonnes Kilometer (RTK)

Calculate the baseline using the ICAO Environment Benefits Tool (EBT)

### MODULE 3

#### MITIGATION MEASURES



This module provides an overview of mitigation measures to limit or reduce CO<sub>2</sub> emissions from international aviation and case-studies of low emissions aviation measures implemented in States. By the end of this module, you will be able to:

Understand the elements of ICAO's Basket of Measures to reduce CO<sub>2</sub> emissions

Identify relevant measures that can be taken by a State to reduce CO<sub>2</sub> emissions from the international aviation sector

### MODULE 4

#### SELECTION, PRIORITIZATION AND IMPLEMENTATION OF MITIGATION MEASURES



This module aims to provide the necessary information to enable States to select, prioritize and implement mitigation measures. By the end of this module, you will be able to:

Analyse the benefits and effectiveness of mitigation measures in relation to the costs involved

Analyse the additionality of projects

Carry out a risk analysis in the process of implementing mitigation measures

### MODULE 5

#### TOOLS AND EXPECTED RESULTS



This module presents the tools that allow the Civil Aviation Authorities (CAA) to calculate, as well as to monitor CO<sub>2</sub> emissions from international aviation at the State level. By the end of this module, you will be able to:

Use the ICAO tools to calculate CO<sub>2</sub> emissions reduction and fuel savings

Use the ICAO Environmental Benefits Tool (EBT) to calculate the expected results from the selected mitigation measures

Use the Aviation Environmental System (AES) to monitor CO<sub>2</sub> emissions from the aviation sector, if available in the State



UN CC:e-Learn

Think, Talk, Act Climate



# E-Learning Training Course on States Action Plan

ICAO PROJECT FUNDING BY European Union UNITAR United Nations Institute for Training and Research

## MODULE 1: STATES' ACTION PLANS ON CO<sub>2</sub> EMISSIONS REDUCTION FROM INTERNATIONAL AVIATION

### LEARNING OBJECTIVES

By the end of this module, you should be able to:

- Define the activities related to the development of a State Action Plan;
- Explain why it is important to develop a State Action Plan;
- Describe the main information which should be included in a State Action Plan.

INTERNATIONAL AVIATION CO<sub>2</sub> EMISSIONS REDUCTION: STATES' ACTION PLANS  
E-LEARNING COURSE

ICAO PROJECT FUNDING BY European Union UNITAR United Nations Institute for Training and Research

## MODULE 2: STATES' ACTION PLANS: BASELINE CALCULATION

### LEARNING OBJECTIVES

By the end of this module, you should be able to:

- Define the Baseline;
- Estimate international aviation fuel burn CO<sub>2</sub> emissions, and International Revenue Sources Kilometer (IRTSK);
- Calculate the baseline using the Environmental Benefit Tool (EBT).

INTERNATIONAL AVIATION CO<sub>2</sub> EMISSIONS REDUCTION: STATES' ACTION PLANS  
E-LEARNING COURSE

ICAO PROJECT FUNDING BY European Union UNITAR United Nations Institute for Training and Research

## MODULE 3 STATES' ACTION PLANS: MITIGATION MEASURES

### LEARNING OBJECTIVES

By the end of this module, you should be able to:

- Identify measures that can be taken by a State to reduce the CO<sub>2</sub> emissions from the international aviation sector.

INTERNATIONAL AVIATION CO<sub>2</sub> EMISSIONS REDUCTION: STATES' ACTION PLANS  
E-LEARNING COURSE

ICAO PROJECT FUNDING BY European Union UNITAR United Nations Institute for Training and Research

## MODULE 4 STATES' ACTION PLANS: SELECTION, PRIORITIZATION AND IMPLEMENTATION OF MITIGATION MEASURES

### LEARNING OBJECTIVES

By the end of this module, you should be able to:

- Analyze the benefits and effectiveness in relation to the costs involved;
- Analyze the additionality of projects;
- Carry out a risk analysis in the process of implementing mitigation measures.

INTERNATIONAL AVIATION CO<sub>2</sub> EMISSIONS REDUCTION: STATES' ACTION PLANS  
E-LEARNING COURSE

ICAO PROJECT FUNDING BY European Union UNITAR United Nations Institute for Training and Research

## MODULE 5: STATES' ACTION PLANS: TOOLS AND EXPECTED RESULTS

### LEARNING OBJECTIVES

By the end of this module, you should be able to:

- Use the ICAO tools to calculate CO<sub>2</sub> emissions and fuel savings;
- Use the Environmental Benefit Tool (EBT) to calculate the expected results from the selected mitigation measures;
- Use the Aviation Environmental System (AES) to monitor CO<sub>2</sub> emissions from international aviation, if installed in the State.

INTERNATIONAL AVIATION CO<sub>2</sub> EMISSIONS REDUCTION: STATES' ACTION PLANS  
E-LEARNING COURSE





# Estimating aircraft fuel burn and CO<sub>2</sub> emissions: ICAO Carbon Emissions Calculator

## Description:

ICAO has developed a methodology to calculate the carbon dioxide emissions from air travel for use in offset programmes.



One Way/Round Trip		Cabin Class		Number of Passengers	
One Way		Economy		1	

Leg	From City/Airport	To City/Airport
1	GVA	YUL
Delete All Location(s)	Delete Leg	Add New Leg

Reset
Compute

Metric (KG / KM)		Standard (LBS / MI)				
Total						
Dep Airport	Arr Airport	Number of passengers	Cabin Class	Trip	Aircraft Fuel Burn/journey (KG) <sup>a,b</sup>	Total passengers' CO <sub>2</sub> /journey (KG) <sup>c</sup>
GVA	YUL	1	Economy	One Way	46048.4	318.2

Flight Stage Detail					
Dep Airport	Arr Airport	Distance (KM)	Aircraft	Aircraft Fuel Burn/leg (KG) <sup>a</sup>	Passenger CO <sub>2</sub> /pax/leg (KG)
GVA	YUL	5901.0	333	46048.4	318.2



## ICAO Carbon Emissions Calculator Methodology (cont.)

- User-friendly, unbiased, tool to compute carbon emissions from air travel
- Suitable for use with voluntary offsetting programmes
- Best publicly available data (transparency)
- Fully documented
- Methodology Developed through CAEP
- Expert inputs provided from

ICAO Secretariat, ICAO Member States, Universities  
NGOs, International Air Transport Association – IATA (Airlines),  
International Coordinating Council of Aerospace Industries Associations – ICCAIA  
(Manufacturers)

- Methodology is internationally recognized and accepted
- All UN air travel GHG inventories are prepared using the ICAO Calculator



ICAO Carbon Emissions Calculator Methodology

Version 10

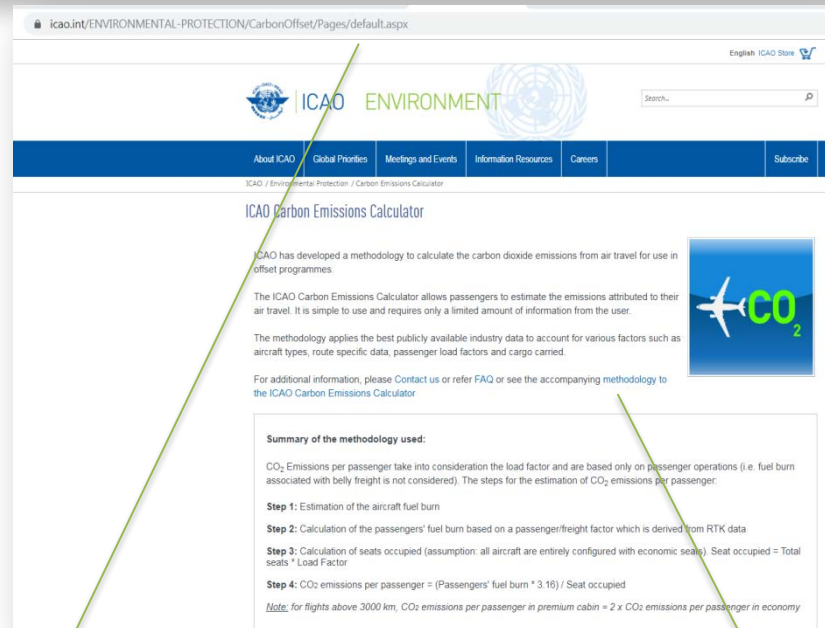
June 2017

Available on the  
public website



# ICAO Carbon Emissions Calculator - Public Interface

- Transparent
- Easy-to-use
- Publicly available
- Delivers consistent estimates of CO<sub>2</sub> – suitable for use with offset programs
- Available since June 2008



<http://www.icao.int/ENVIRONMENTAL-PROTECTION/CarbonOffset/Pages/default.aspx>

[Link to Methodology](#)



# ICAO Carbon Emissions Calculator

## User Interface for Action Plans

## Action Plan on Emissions Reduction



Available on the  
APER Website

ICAO Carbon Emissions Calculator (Entire Flight)  
Version 2.6

© ICAO 2016

Click to Compute CO<sub>2</sub>

Insert schedule data below this row

14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37																																																															

## Simply enter the flight schedule for the State



# Estimating Fuel Savings from Operational Changes:

## ICAO Fuel Savings Estimation Tool (IFSET)







# ICAO Fuel Savings Estimation Tool

## Description:

Operational measures are one of the instruments available to States to improve fuel efficiency and reduce CO<sub>2</sub> emissions.

The ICAO Fuel Savings Estimation Tool (IFSET) has been developed by the Secretariat with support from States and international organizations to assist the States to estimate fuel savings in a manner consistent with the models approved by CAEP and aligned with the Global Air Navigation Plan.

Input

ID	Action	From Alt (ft)	To Alt (ft)	Distance (nm)	Time (sec)
1	Taxi				1200
2	Climb	3000	20000	37	
3	Level	20000	20000	20	
4	Climb	20000	25000	20	

Add Delete

New Procedure Definition

ID	Action	From Alt (ft)	To Alt (ft)	Distance (nm)	Time (sec)
1	Taxi				1000
2	Climb	3000	25000	57	
3	Level	25000	25000	20	

Add Delete

Output

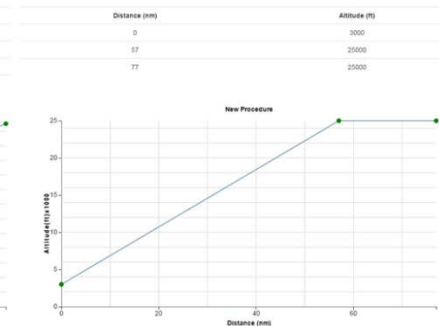
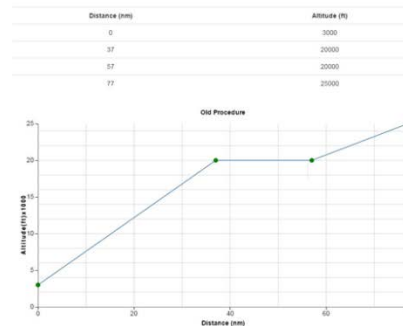
Estimated Fuel Changes Report

Scenario Name	Old Fuel Consumption (KG)	New Fuel Consumption (KG)	Savings (KG)	Savings (%)
Example	1337600	1293000	-54500	-4.10

Estimated Detailed Fuel Changes Report

Old Climb Fuel (KG)	New Climb Fuel (KG)	Climb Savings (KG)
923000	921000	-2100
Old Descent Fuel (KG)	New Descent Fuel (KG)	Descent Savings (KG)
0	0	0
Old Level Fuel (KG)	New Level Fuel (KG)	Level Savings (KG)
155800	146400	-9400
Old Taxi Fuel (KG)	New Taxi Fuel (KG)	Taxi Savings (KG)
258800	215600	-43100

## Graphics





## The tool can estimate:

- Effects of shortening / eliminating level segments on departure and approach
- Effects of shorter routes (either in time or distance)
- Effects of cruising at different altitudes
- Effects of reduced taxi times





- The tool **does not**:
  - Replace detailed modelling or measurement of fuel consumption
  - Estimate fuel consumption from airborne holding
  - Compute other elements than fuel consumption / CO<sub>2</sub> emissions

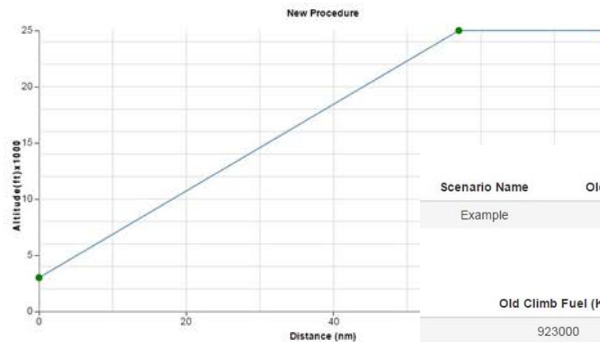
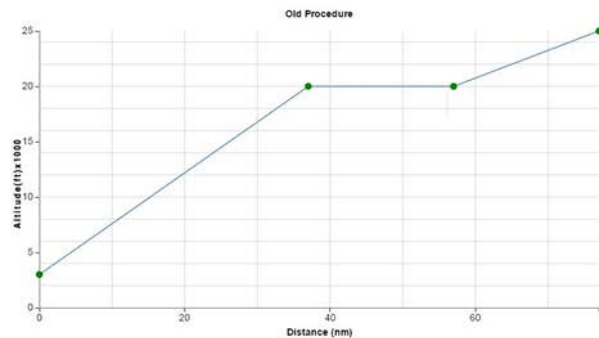


### Step 3 - Estimated Fuel Changes Report

Scenario Name:

Distance (nm)	Altitude (ft)
0	3000
37	20000
57	20000
77	25000

Distance (nm)	Altitude (ft)
0	3000
57	25000
77	25000



#### Estimated Fuel Changes Report

Scenario Name	Old Fuel Consumption (KG)	New Fuel Consumption (KG)	Savings (KG)	Savings (%)
Example	1337600	1283000	-54500	-4.10

#### Estimated Detailed Fuel Changes Report

Old Climb Fuel (KG)	New Climb Fuel (KG)	Climb Savings (KG)
923000	921000	-2100
Old Descent Fuel (KG)	New Descent Fuel (KG)	Descent Savings (KG)
0	0	0
Old Level Fuel (KG)	New Level Fuel (KG)	Level Savings (KG)
155800	146400	-9400
Old Taxi Fuel (KG)	New Taxi Fuel (KG)	Taxi Savings (KG)
258800	215600	-43100

Back

Export to Excel



## IFSET - In Summary

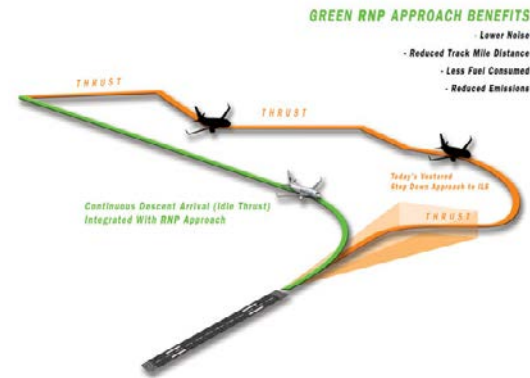
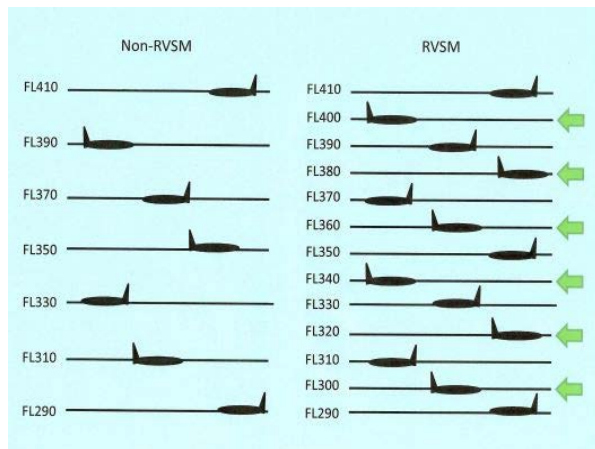
Operational Measure  
Implementation (planned or  
post)

+

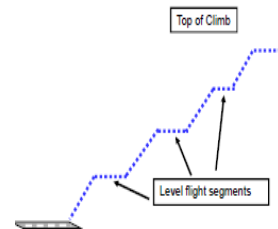
Need to quantify change in  
fuel consumption, but don't  
have the tools?

=

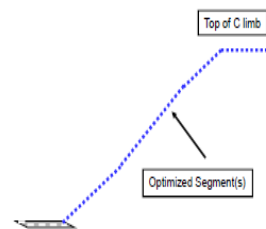
USE  
IFSET



Conventional Departure



Continuous Climb Operations







## Environmental Benefits Tool (EBT)

- Description:

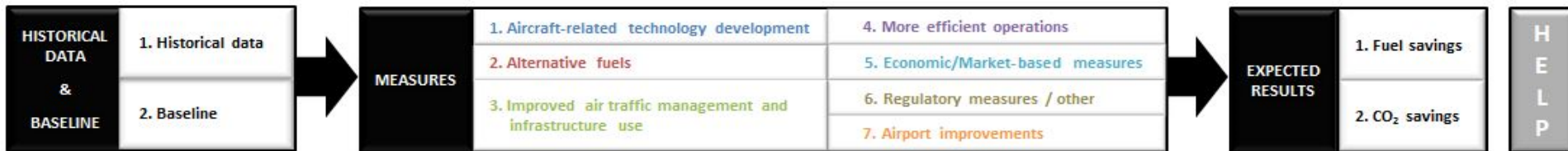
The EBT is a tool developed for supporting States in the development of their State Action Plan.

This tool allows easily generating a baseline scenario, estimating the impact of mitigation measures and finally generating expected results.





# Environmental Benefit Tool (EBT)



## Part 1 : Historical Data & Baseline

1. Select baseline methodology:
  - *Method A* – The main national air carrier of the State has a fleet of no more than 10 aircraft
  - *Method B* – The State has access to data for 5 years or more
  - *Method C* – The State only has data available for a single year
2. Generate the baseline up to 2050

## Part 2 : Mitigation Measures

© ICAO 2020

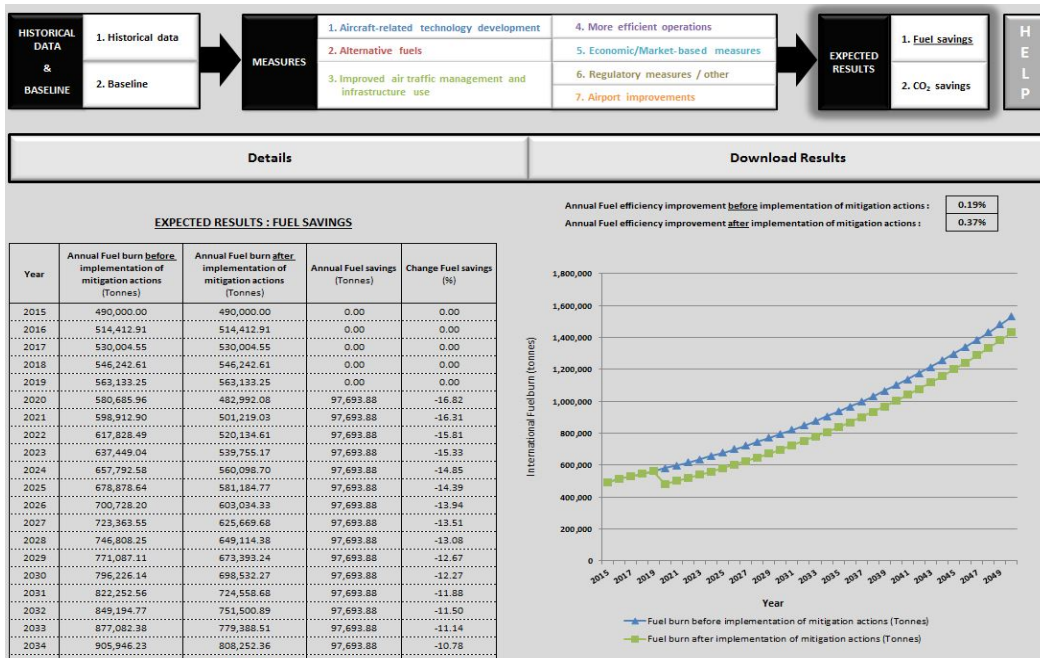
Calculate the impacts of the mitigation measures based on Rules of Thumb, IFSET or State data

## Part 3 : Expected Results

Generate the expected results by combining baseline and mitigation measures information



# Environmental Benefit Tool (EBT)

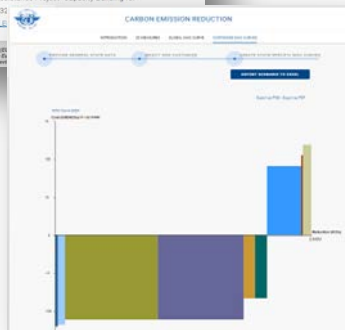
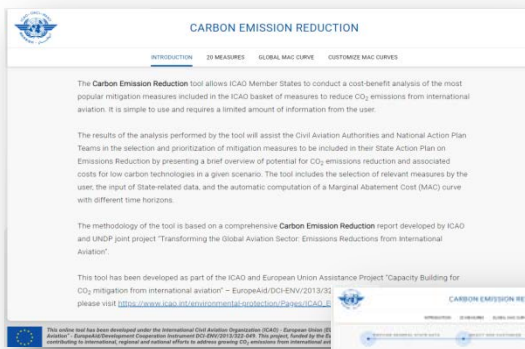


## Future developments

1. Migrate EBT from Excel-based tool to Application (.exe)
2. Integrate the ICAO Carbon Emissions Calculator methodology and IFSET methodology into EBT
3. Provide more flexibility to users to import their own data into EBT
4. Improve connection between EBT and the APER website



## Marginal Abatement Cost Curve (MACC)



This tool offers the possibility to States to identify and rank up to 20 mitigation measures in order to facilitate decision-making.

The tool includes a user-friendly interface and is fully customizable to fit the State's situation



## Marginal Abatement Cost Curve (MACC)

### MAC CURVES

Under the framework of the ICAO-UNDP-GEF project, ICAO has designed a tool to support States and their stakeholders prioritize the most appropriate international aviation CO<sub>2</sub> emissions mitigation measures, in light of their respective costs and CO<sub>2</sub> emissions reductions. The tool is particularly focussed on developing States and Small Island Developing States (SIDS).

Numerous measures are available to States and their aviation stakeholders seeking to reduce CO<sub>2</sub> emissions from international aviation. Limited financial and technical resources represent a challenge for the implementation of these measures and make prioritizing a necessity. Marginal abatement cost (MAC) curves illustrate the relative CO<sub>2</sub> emissions reductions among possible measures on a comparative cost basis.

Each proposed CO<sub>2</sub> emissions mitigation measure requires a specific investment to achieve CO<sub>2</sub> emissions reductions.



Similarly each proposed CO<sub>2</sub> emissions reduction measure has a limit in terms of the maximum possible reductions.



Marginal abatement cost (MAC) curves are a way to compare measures on a common basis, comparing measures in terms of cost per tonne of CO<sub>2</sub> emissions reduced while highlighting the total potential reductions.



Based on the analysis of the mitigation measures included in the State Action Plans submitted by ICAO Member States, ICAO has developed global MAC curves, which simplify the process of assessing the CO<sub>2</sub> emissions reductions and the costs for individual measures and so help States and aviation stakeholders put them in priority order. A MAC Curve Tool can be tailored to the individual reality of States, allowing them to input their local data, create MAC curves and therefore prioritize the measures to be implemented in light of their own circumstances and conditions.

### ICAO IDENTIFIED MITIGATION MEASURES

- Purchase new aircraft
- Improve fuel efficiency through development or modification
- Replace engines
- Develop sustainable aviation fuel (SAF)
- Improve pre-departure planning (DMAN) and arrival planning (AMAN)
- Improve collaborative decision-making (A-CDM)
- Improve air traffic management in non-radar airspace
- Improve fuel efficiency of departure and approach procedures
- Introduce continuous climb and descent procedures
- Improve aircraft guidance on apron
- Improve taxiing
- Minimise weight
- Minimise flaps (take off and landing)
- Minimise reverser use
- Reduce speed
- Optimise aircraft maintenance (engine washing and zonal drying)
- Select aircraft best suited to the mission
- Install fixed electrical ground power and preconditioned air to enable auxiliary power unit switch-off
- Use cleaner alternative sources of power generation (for fixed electrical GPU and PCA)
- Construct taxiways and speed exits


MAC curves are a powerful decision-making tool. They were developed through ICAO's **Transforming the Global Aviation Sector: Emissions Reductions from International Aviation** joint assistance project with the United Nations Development Programme (UNDP), financed by the Global Environment Facility (GEF). ICAO is supporting developing States and SIDS in their efforts to reduce CO<sub>2</sub> emissions from international aviation, under the overarching ICAO initiative on States' Action Plans on CO<sub>2</sub> emissions reduction activities. The deliverables of the ICAO-UNDP-GEF project aim to increase the capacity of States and their stakeholders to take meaningful and coordinated action to address international aviation environmental issues.






# ICAO CO<sub>2</sub> Estimation and Reporting Tool CERT

© ICAO 2019





**CORSA** | CO<sub>2</sub> Estimation & Reporting Tool (CERT)

Version 2019

## Step 2. CO<sub>2</sub> emissions estimation

Summary of assessment of applicability of CORSIA and eligibility to use the ICAO CORSIA CERT in 2020

← Back
Home
Next →

Steps:

- 2.a Collect flight information (aircraft type, aerodromes of origin and destination) for all flights during the relevant time period.
- 2.b Enter the information for all flights by double clicking on the green cells below.  
Note: For a given aerodrome pair flown by a particular aircraft type, all flights can be entered as a single entry by entering total number of flights during the relevant time period.  
Note: Data can also be copied and pasted across input cells as needed.  
Note: Data can also be imported from a csv file, structured to match the contents under the INPUT section below.

Import Input File (.csv)
- 2.c After entering input, compute CO<sub>2</sub> emissions. Click on → 

Estimate CO<sub>2</sub> Emissions
- 2.d After computing CO<sub>2</sub> emissions, generate a summary assessment of applicability of CORSIA and eligibility to use the ICAO CORSIA CERT in 2019. Click on → 

3. Generate Summary Assessment

INPUT					OUTPUT			
Date (Optional)	Flight ID (Optional)	ICAO Aircraft Type Designator  Search Aircraft Code Custom AC	Origin Aerodrome  Search Aerodrome Custom AP	Destination Aerodrome  Search Aerodrome Custom AP	Number of Flights	Great Circle Distance (in km)	CO <sub>2</sub> Emissions (in tonnes of CO <sub>2</sub> )	Flight(s) subject to Scope of Applicability of CORSIA




# ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT)


## Description:

The ICAO CORSIA CERT is one of the five ICAO CORSIA Implementation Elements and is reflected in the ICAO document entitled "ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool", referenced in Annex 16, Volume IV.

The ICAO CORSIA CERT supports aeroplane operators in fulfilling their monitoring and reporting requirements in CORSIA by populating the standardized Emissions Monitoring Plan and Emissions Report templates.

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CO<sub>2</sub> Estimation & Reporting Tool (CERT)

Version 2019

### Step 2. CO<sub>2</sub> emissions estimation

Summary of assessment of applicability of CORSIA and eligibility to use the ICAO CORSIA CERT in 2020

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Steps:

- 2.a Collect flight information (aircraft type, aerodromes of origin and destination) for all flights during the relevant time period.
- 2.b Enter the information for all flights by double clicking on the green cells below.  
Note: For a given aerodrome pair flown by a particular aircraft type, all flights can be entered as a single entry by entering total number of flights during the relevant time period.  
 Note: Data can also be copied and pasted across input cells as needed.  
 Note: Data can also be imported from a csv file, structured to match the contents under the INPUT section below.
- 2.c After entering input, compute CO<sub>2</sub> emissions. Click on →
- 2.d After computing CO<sub>2</sub> emissions, generate a summary assessment of applicability of CORSIA and eligibility to use the ICAO CORSIA CERT in 2019. Click on →

Import Input File (.csv)

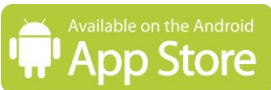
Estimate CO<sub>2</sub> Emissions

3. Generate Summary Assessment

INPUT					OUTPUT			
Date (Optional)	Flight ID (Optional)	ICAO Aircraft Type Designator <div style="text-align: center;">Search Aircraft Code Custom AC</div>	Origin Aerodrome <div style="text-align: center;">Search Aerodrome Custom AP</div>	Destination Aerodrome <div style="text-align: center;">Search Aerodrome Custom AP</div>	Number of Flights	Great Circle Distance (in km)	CO <sub>2</sub> Emissions (in tonnes of CO <sub>2</sub> )	Flight(s) subject to Scope of Applicability of CORSIA



ICAO's environmental tools are available  
free of charge from:  
**<http://www.icao.int/env> and APER website**



*\*The special interface to the ICAO Carbon Emissions Calculator is available through the APER portal.*



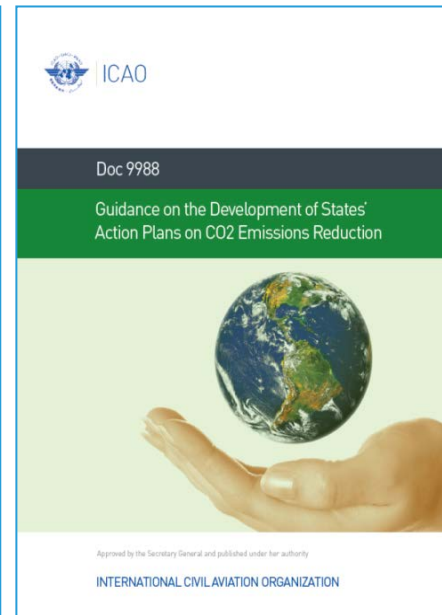
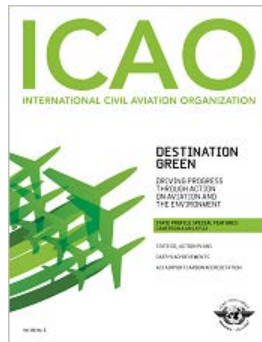
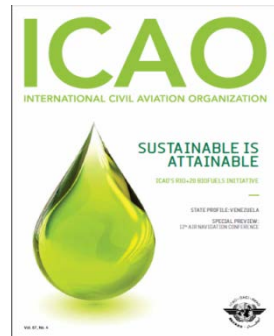
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## Additional Information



For more information, please visit our website: <http://www.icao.int/env>



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THANK YOU