

The banner features a green and blue background with stylized hills, a sun, and an airplane. The text is white and blue.

ICAO Symposium on Non-CO₂ Aviation Emissions

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Session 4: Partnerships to act on (Part I) **Research and
Monitoring**

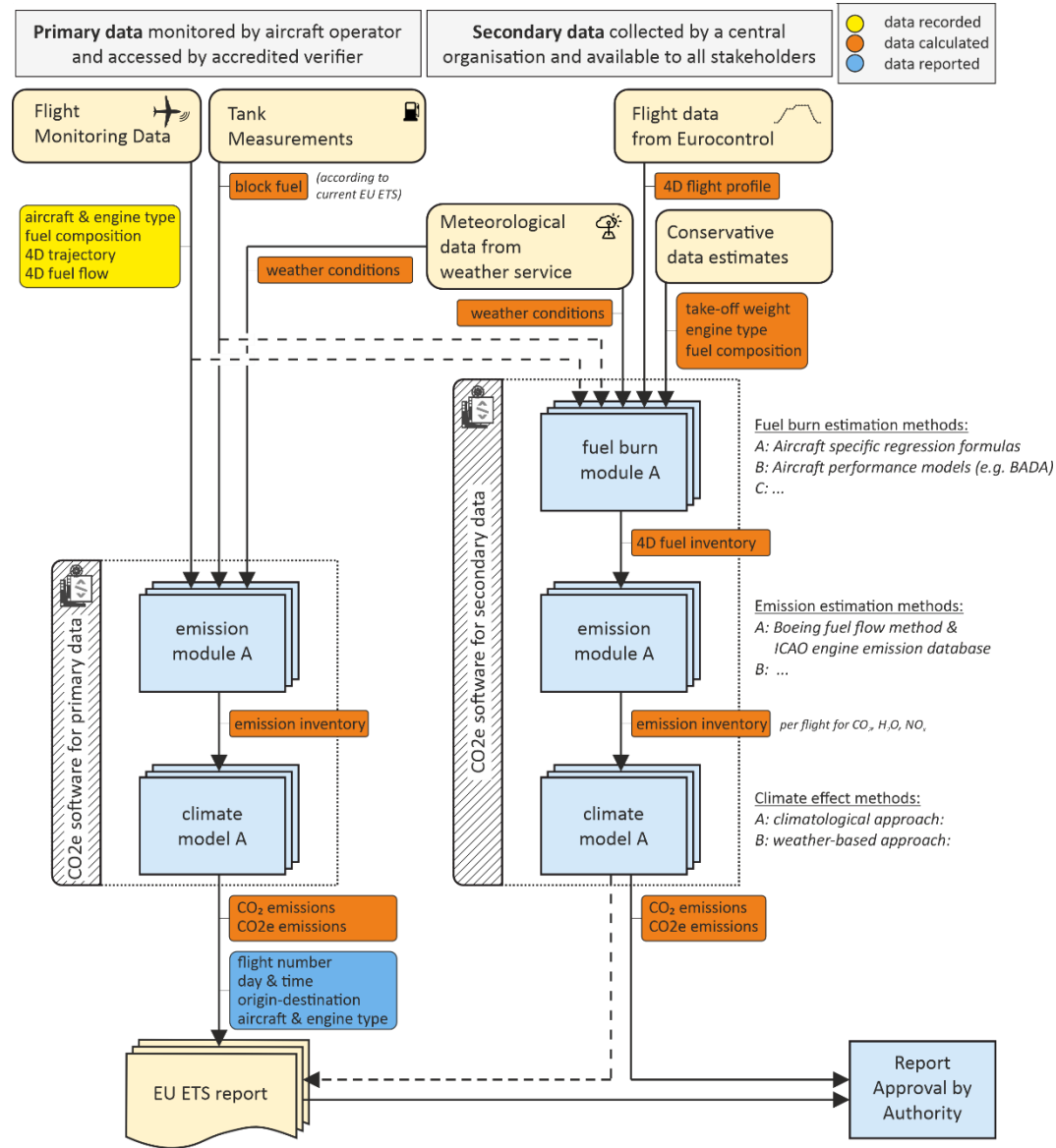
Key messages

- Aviation non-CO2 effects on climate are IPCC recognised (for decades) → Clear demand from EU 27 MS/Council + Parliament to act upon.
- Partnerships (cross-border large scale trials, research projects) are key to support non-CO2 measuring.
- EU ETS funded *Innovation Fund* supports mitigation of aviation non-CO2 effects since 2023.
- The MRV is not pricing (clarified in the legal act), but free-of-charge low-hanging fruit (accuracy and flexibility).
- The MRV aims to mainstream the topic, contribute towards enhancing scientific knowledge (iterative process) and inform policies.
- Uncertainties do exist and MRV/mitigation needs to account for them (risk-based assessments).
- Time-limited intra-European flights scope for 2025 and 2026. Additional long-haul data through full scope (+ flights inbound/outbound to EEA) from 1st Jan 2027.

Balance between flexibility and data precision of the MRV

- **Innovative metric** GWP with multiple time horizons (20, 50, and 100 years), with efficacy applied through NEATS, to express the CO₂e/flight, avoiding lock-in effects,
- **Menu-like IT tool (*NEATS – Non-CO2 Aviation Effects Tracking System*)** automatising the entire MRV process, where other than the fuel properties (e.g. aromatic content; H:C ratio), only aircraft properties (aircraft type, engine UID and aircraft mass) are to be sourced by the aircraft operators (unless automatized as well),
- Simplification for **small emitters** (<25 ktCO₂/y),
- **No mandatory quick access recorder (QAR) data** - using third-party available data (e.g. provided by EUROCONTROL and national weather services with a common reference NWP model) rather than data measured in-flight (measured data allowed in NEATS – confidential data is protected),
- **Default values** (fuel properties, engine UID, aircraft mass) in case no data is provided, possibility of fully automatic MRV. Important for ensuring transparency and consistency,
- **Transparent and state-of-art models and modules:** climatological location-simplified model approach ((open)AirClim) for **small emitters**, while default is the weather-based approach (CoCIP and aCCF). Those are preceded by modules: BADA and Boeing FFM2 respectfully for fuel-burn and emissions.

MRV functioning



FAQ

https://climate.ec.europa.eu/eu-action/transport/reducing-emissions-aviation_en#faqs

Legal act (TBP)

<https://ec.europa.eu/transparency/comitology-register/screen/documents/099386/1/consult?lang=en>

Thank You

