



ICAO

International Standards
and Recommended Practices

Annex 16 to the Convention on International Civil Aviation

Environmental Protection

Volume III — Aeroplane CO₂ Emissions
First Edition, July 2017



The first edition of Annex 16, Volume III, becomes applicable on 1 January 2018.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

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AMENDMENTS

Amendments are announced in the supplements to the *Products and Services Catalogue*; the Catalogue and its supplements are available on the ICAO website at www.icao.int. The space below is provided to keep a record of such amendments.

RECORD OF AMENDMENTS AND CORRIGENDA

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(iii)

TABLE OF CONTENTS

	Page
Foreword	(vii)
Part I. DEFINITIONS AND SYMBOLS.....	I-1-1
CHAPTER 1. Definitions	I-1-1
CHAPTER 2. Symbols	I-2-1
Part II. CERTIFICATION STANDARD FOR AEROPLANE CO₂ EMISSIONS BASED ON THE CONSUMPTION OF FUEL	II-1-1
CHAPTER 1. Administration	II-1-1
CHAPTER 2.	
1. Subsonic jet aeroplanes over 5 700 kg	
2. Propeller-driven aeroplanes over 8 618 kg	II-2-1
2.1 Applicability	II-2-1
2.2 CO ₂ emissions evaluation metric	II-2-2
2.3 Reference aeroplane masses	II-2-2
2.4 Maximum permitted CO ₂ emissions evaluation metric value.....	II-2-3
2.5 Reference conditions for determining aeroplane specific air range	II-2-3
2.6 Test procedures	II-2-4
APPENDICES	
APPENDIX 1. Determination of the aeroplane CO ₂ emissions evaluation metric value.....	APP 1-1
1. Subsonic jet aeroplanes over 5 700 kg	
2. Propeller-driven aeroplanes over 8 618 kg	APP 1-1
1. Introduction.....	APP 1-1
2. Methods for determining specific air range	APP 1-1
3. Specific air range certification test and measurement conditions	APP 1-2
4. Measurement of aeroplane specific air range.....	APP 1-4
5. Calculation of reference specific air range from measured data	APP 1-6
6. Validity of results.....	APP 1-7
7. Calculation of the CO ₂ emissions evaluation metric value	APP 1-8
8. Reporting of data to the certificating authority	APP 1-8
APPENDIX 2. Reference geometric factor	APP 2-1

FOREWORD

Historical background

Standards and Recommended Practices for Environmental Protection were first adopted by the Council on 2 April 1971 pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago, 1944) and designated as Annex 16 to the Convention. This Volume III to Annex 16 was developed in the following manner:

At the 36th Session of the ICAO Assembly in 2007, Contracting States adopted Assembly Resolution A36-22, *Consolidated statement of continuing ICAO policies and practices related to environmental protection*. This resolution provided for the establishment of a process which led to the development and recommendation to the Council a Programme of Action on International Aviation and Climate Change and a common strategy to limit or reduce greenhouse gas emissions attributable to international civil aviation.

The development of an aeroplane CO₂ Standard as part of the range of measures for addressing greenhouse gas emissions from international aviation was one of the recommended elements within the ICAO Programme of Action on International Aviation and Climate Change. This was subsequently endorsed by the ICAO High-level Meeting on International Aviation and Climate Change in October 2009.

In line with the ICAO Programme of Action, the Eighth Meeting of the Committee on Aviation Environmental Protection (CAEP/8) in February 2010 agreed to develop International Standards and Recommended Practices for Aeroplane CO₂ Emissions. This was approved by the ICAO Council in May 2010. Subsequently, the 37th Session of the ICAO Assembly in 2010 adopted resolutions A37-18 and A37-19, requesting that the Council develop a global CO₂ Standard for aircraft. The CAEP developed draft International Standards and Recommended Practices for Aeroplane CO₂ Emissions and, after amendment following the usual consultation with the Contracting States of the Organization, Annex 16, Volume III, was adopted by the Council.

Table A shows the origin of amendments to the Annex over time together with a list of the principal subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

Applicability

Part I of Volume III of Annex 16 contains definitions and symbols. Part II contains Standards and Recommended Practices for certification of aeroplane CO₂ emissions based on the consumption of fuel applicable to the classification of aeroplanes specified in Part II of Volume III of Annex 16, where such aeroplanes are engaged in international air navigation.

Action by Contracting States

Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex, and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.

The attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

Use of the Annex text in national regulations. The Council, on 13 April 1948, adopted a resolution inviting the attention of Contracting States to the desirability of using in their own national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character and also of indicating departures from the Standards, including any additional national regulations that were important for the safety or regularity of international air navigation. Wherever possible, the provisions of this Annex have been written in such a way as to facilitate incorporation, without major textual changes, into national legislation.

Status of Annex components

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

1.— *Material comprising the Annex proper:*

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

Standard: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

Recommended Practice: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Provisions* governing the applicability of the Standards and Recommended Practices.
- d) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

- e) *Tables and Figures* which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

2.— *Material approved by the Council for publication in association with the Standards and Recommended Practices:*

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligations of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.
- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

Selection of language

This Annex has been adopted in six languages — English, Arabic, Chinese, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

Editorial practices

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix **Recommendation**; *Notes* have been printed in light italics, the status being indicated by the prefix *Note*.

It is to be noted that in the English text the following practice has been adhered to when writing the specifications: Standards employ the operative verb “shall” while Recommended Practices employ the operative verb “should”.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in Annex 5 to the Convention on International Civil Aviation. Where Annex 5 permits the use of non-SI alternative units these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document which is identified by a number includes all subdivisions of that portion.

Table A. Amendments to Annex 16

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
1st Edition	Tenth meeting of the Committee on Aviation Environmental Protection (CAEP/10)	Introduction of Annex 16, Volume III, containing Standards and Recommended Practices relating to the CO ₂ emissions certification for subsonic aeroplanes.	3 March 2017 21 July 2017 1 January 2018