



Jordan State Action Plan for Aviation Emissions Reduction

V1.0.docx

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1. Contact and background information

1.1. Contact information:

- CARC primary point of contact
- Formed stakeholder group /RJ, QAIA, ATM and Ministry of Environment (observer)

1.2. Current state of aviation

- New civil aviation law 41, year 2007/ CAA restructuring process
- MOE published a National Climate Change Policy
- Signed the (UNFCCC) in 1992 and ratified it in 1993, acceded the Kyoto Protocol as non-Annex-1 country in 2003

1. Contact and background information

1.3. Defining scope for this action plan

- International (same terms as the ICAO definition): all flights arriving and departing in Jordan are operated by Jordanian registered carriers and where either the origin or destination is outside of the national boundary.
- All fuel burn and RTK data are only applicable to Jordanian carriers.
- Geography, regional scale is important for Jordan, within the terms of this action plan, influence and monitoring of these aspects remain outside the context of this version.

2. Baseline and expected results



2.1. Baseline

- Baseline is developed based on analysis of historic emissions and RTK data
- These data are then projected for the selected time horizon.

- 2.2. Expected results

- A consultative process has been carried out with key stakeholders to determine the efficiency improvements that can be expected in the future either from measures that are already in-place and are to be accelerated or new measures that could be implemented in the future.

- 2.3. Metrics used to measure progress

- Volume of fuel used per revenue tonne kilometers (RTK)
i.e: fuel efficiency (fuel burn(litres)/RTK)
- Net CO₂ emissions (Kg)

2. Baseline and expected results



2.4. Supporting Documents

2.4.1. Time horizon and intermediate year selection: short term up to 2015, Medium term 2015-2020 and long term beyond 2020 (theoretical projections are made up to 2025).

2.4.2. Historic emissions data

It was elected to use data reported in ICAO form M by the main Jordanian air carriers.

2.4.3. historic RTK data

RTK data (international scheduled and non- scheduled) is recorded within ICAO form M. this data was combined with the historic international RTK data obtained from ICAO to provide a time series of historic RTK data from 2000-2012

2. Baseline and expected results

2.4. Supporting Documents

2.4.4. Forecasts for RTK and for related emissions in the baseline scenario

Based on the historic data detailed above, an extrapolation for future years (out to 2025) was made.

2.4.5. Quality analysis of data

A brief analysis was made of the fundamental data (derived from form M) . A summary is provided in Annex within this action plan.

3. Measures to mitigate CO2 emissions

- The measures documented are the result of stakeholder group meeting, where they reviewed current actions and identified potentially new actions.
- Formal templates defined within the ICAO guidance material on action plan have been completed with details.
- For clear accountability each action is allocated to a particular stakeholder with clear point of contact.



THANK YOU