



Report on entire Annex

Annex Reference	ENVIRONMENTAL PROTECTION  Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference  Definition	<p style="text-align: center;"><b>INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</b></p> <p style="text-align: center;"><b>PART I. DEFINITIONS AND SYMBOLS</b></p> <p style="text-align: center;"><b>CHAPTER 1. DEFINITIONS</b></p> <p><i>Aeroplane.</i> A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.</p>		Not Applicable		
Chapter 1 Reference  Definition	<p><i>Cockpit crew zone.</i> The part of the cabin that is exclusively designated for flight crew use.</p>		Not Applicable		



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Chapter 1 Reference  Definition	<p><b>Derived version of a CO2-certified aeroplane.</b> An aeroplane which incorporates changes in type design that either increase its maximum take-off mass, or that increase its CO2 emissions evaluation metric value by more than:</p> <ul style="list-style-type: none"> <li>a) 1.35 per cent at a maximum take-off mass of 5 700 kg, decreasing linearly to;</li> <li>b) 0.75 per cent at a maximum take-off mass of 60 000 kg, decreasing linearly to;</li> <li>c) 0.70 per cent at a maximum take-off mass of 600 000 kg; and</li> <li>d) a constant 0.70 per cent at maximum take-off masses greater than 600 000 kg.</li> </ul> <p><i>Note.- Where the certificating authority finds that the proposed change in design, configuration, power or mass is so extensive that a substantially new investigation of compliance with the applicable airworthiness regulations is required, the aeroplane will be considered to be a new type design rather than a derived version.</i></p>		Not Applicable		
Chapter 1 Reference  Definition	<p><b>Derived version of a non-CO2-certified aeroplane.</b> An individual aeroplane that conforms to an existing Type Certificate, but which is not certified to Annex 16, Volume III, and to which changes in type design are made prior to the issuance of the aeroplane's first certificate of airworthiness that increase its CO2 emissions evaluation metric value by more than 1.5 per cent or are considered to be significant CO2 changes.</p>		Not Applicable		



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Chapter 1 Reference  Definition	<i>Equivalent procedure.</i> A test or analysis procedure which, while differing from the one specified in this volume of Annex 16, in the technical judgement of the certificating authority yields effectively the same CO2 emissions evaluation metric value as the specified procedure.		Not Applicable		
Chapter 1 Reference  Definition	<i>Maximum passenger seating capacity.</i> The maximum certificated number of passengers for the aeroplane type design.		Not Applicable		
Chapter 1 Reference  Definition	<i>Maximum take-off mass.</i> The highest of all take-off masses for the type design configuration.		Not Applicable		
Chapter 1 Reference  Definition	<i>Optimum conditions.</i> The combinations of altitude and airspeed within the approved operating envelope defined in the aeroplane flight manual that provides the highest specific air range value at each reference aeroplane mass.		Not Applicable		
Chapter 1 Reference  Definition	<i>Performance model.</i> An analytical tool or method validated from corrected flight test data that can be used to determine the SAR values for calculating the CO2 emissions evaluation metric value at the reference conditions.		Not Applicable		



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Chapter 1 Reference  Definition	<i>Reference geometric factor.</i> An adjustment factor based on a measurement of aeroplane fuselage size derived from a two-dimensional projection of the fuselage.		Not Applicable		
Chapter 1 Reference  Definition	<i>Specific air range.</i> The distance an aeroplane travels in the cruise flight phase per unit of fuel consumed.		Not Applicable		
Chapter 1 Reference  Definition	<i>State of Design.</i> The State having jurisdiction over the organization responsible for the type design.		Not Applicable		
Chapter 1 Reference  Definition	<i>Subsonic aeroplane.</i> An aeroplane incapable of sustaining level flight at speeds exceeding a Mach number of 1.		Not Applicable		



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Chapter 1 Reference  Definition	<p><b>Type Certificate.</b> A document issued by a Contracting State to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State.</p> <p><i>Note.- In some Contracting States a document equivalent to a Type Certificate may be issued for an engine or propeller type.</i></p>		Not Applicable		



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Chapter 2 Reference 2  Standard	<p style="text-align: center;"><b>CHAPTER 2. SYMBOLS</b></p> <p>Where the following symbols are used in Volume III of this Annex, they have the meanings, and where applicable the units, ascribed to them below:</p> <p>AVG            Average CG             Centre of gravity CO2            Carbon dioxide g0             Standard acceleration due to gravity at sea level and a geodetic latitude of 45.5 degrees, 9.80665 (m/s<sup>2</sup>) Hz             Hertz (cycle per second) MTOM         Maximum take-off mass (kg) OML           Outer mould line RGF           Reference geometric factor RSS           Root sum of squares SAR           Specific air range (km/kg) TAS           True airspeed (km/h) Wf            Total aeroplane fuel flow (kg/h) δ              Ratio of atmospheric pressure at a given altitude to the atmospheric pressure at sea level</p>		Not Applicable		



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Chapter 1 Reference 1.1  Standard	<p style="text-align: center;"><b>PART II. CERTIFICATION STANDARD FOR AEROPLANE CO2 EMISSIONS BASED ON THE CONSUMPTION OF FUEL</b></p> <p style="text-align: center;"><b>CHAPTER 1. ADMINISTRATION</b></p> <p>1.1 The provisions of 1.2 to 1.11 shall apply to all aeroplanes included in the classifications defined for CO2 emissions certification purposes in Chapter 2 of this part where such aeroplanes are engaged in international air navigation.</p>		Not Applicable		
Chapter 1 Reference 1.2  Standard	<p>1.2 CO2 emissions certification shall be granted or validated by the State of Registry of an aeroplane on the basis of satisfactory evidence that the aeroplane complies with requirements that are at least equal to the applicable Standards specified in this Annex.</p>		Not Applicable		
Chapter 1 Reference 1.3  Standard	<p>1.3 Contracting States shall recognize as valid a CO2 emissions certification granted by another Contracting State provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in this Annex.</p>		Not Applicable		



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Chapter 1 Reference 1.4  Standard	<p>1.4 The amendment of this volume of the Annex to be used by a Contracting State shall be that which is applicable on the date of submission to that Contracting State for either a Type Certificate in the case of a new type, approval of a change in type design in the case of a derived version, or under equivalent application procedures prescribed by the certifying authority of that Contracting State.</p> <p><i>Note.- As each new edition and amendment of this Annex becomes applicable (according to Table A of the Foreword), it supersedes all previous editions and amendments.</i></p>		Not Applicable		
Chapter 1 Reference 1.5  Standard	<p>1.5 Unless otherwise specified in this volume of the Annex, the date to be used by Contracting States in determining the applicability of the Standards in this Annex shall be the date the application for a Type Certificate was submitted to the State of Design, or the date of submission under an equivalent application procedure prescribed by the certifying authority of the State of Design.</p>		Not Applicable		
Chapter 1 Reference 1.6  Standard	<p>1.6 An application shall be effective for the period specified in the airworthiness regulations appropriate to the aeroplane type, except in special cases where the certifying authority grants an extension. When the period of effectivity is extended, the date to be used in determining the applicability of the Standards in this Annex shall be the date of issue of the Type Certificate, or approval of the change in type design, or the date of issue of approval under an equivalent procedure prescribed by the State of Design, less the period of effectivity.</p>		Not Applicable		





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Chapter 1 Reference 1.7  Standard	1.7 For derived versions of non-CO2-certified aeroplanes and derived versions of CO2-certified aeroplanes, the applicability provisions concerning the Standards of this Annex refer to the date on which “the application for the certification of the change in type design” was made. The date to be used by Contracting States in determining the applicability of the Standards in this Annex shall be the date on which the application for the change in type design was submitted to the Contracting State that first certified the change in type design.		Not Applicable		
Chapter 1 Reference 1.8  Standard	1.8 Where the provisions governing the applicability of the Standards of this Annex refer to the date on which the certificate of airworthiness was first issued to an individual aeroplane, the date to be used by Contracting States in determining the applicability of the Standards in this Annex shall be the date on which the first certificate of airworthiness was issued by any Contracting State.		Not Applicable		
Chapter 1 Reference 1.9  Standard	1.9 The certifying authority shall publish the certified CO2 emissions evaluation metric value granted or validated by that authority.		Not Applicable		
Chapter 1 Reference 1.10  Standard	1.10 The use of equivalent procedures in lieu of the procedures specified in the appendices of this volume of Annex 16 shall be approved by the certifying authority.  <i>Note.- Guidance material on the use of equivalent procedures is provided in the Environmental Technical Manual (Doc 9501), Volume III - Procedures for the CO2 Emissions Certification of Aeroplanes.</i>		Not Applicable		



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Chapter 1 Reference 1.11  Standard	<p>1.11 Contracting States shall recognize valid aeroplane exemptions granted by an authority of another Contracting State responsible for production of the aeroplane provided that an acceptable process was used.</p> <p><i>Note.- Guidance on acceptable processes and criteria for granting exemptions is provided in the Environmental Technical Manual (Doc 9501), Volume III - Procedures for the CO2 Emissions Certification of Aeroplanes.</i></p>		Not Applicable		



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Chapter 2 Reference 2.1.1  Standard	<p style="text-align: center;"><b>CHAPTER 2.</b></p> <p style="text-align: center;"><b>1.- SUBSONIC JET AEROPLANES OVER 5 700 kg</b></p> <p style="text-align: center;"><b>2.- PROPELLER-DRIVEN AEROPLANES OVER 8 618 kg</b></p> <p style="text-align: center;"><b>2.1 Applicability</b></p> <p style="text-align: center;"><i>Note.- See also Chapter 1, 1.4, 1.5, 1.6, 1.7, 1.8 and 1.11.</i></p> <p>2.1.1 The Standards of this chapter shall, with the exception of amphibious aeroplanes, aeroplanes initially designed or modified and used for specialized operational requirements, aeroplanes designed with zero reference geometric factor (RGF), and those aeroplanes specifically designed or modified and used for fire-fighting purposes, be applicable to:</p> <p>a) subsonic jet aeroplanes, including their derived versions, of greater than 5 700 kg maximum take-off mass, for which the application for a type certificate was submitted on or after 1 January 2020, except for those aeroplanes of less than or equal to 60 000 kg maximum take-off mass with a maximum passenger seating capacity of 19 seats or less;</p> <p>b) subsonic jet aeroplanes, including their derived versions, of greater than 5 700 kg and less than or equal to 60 000 kg maximum take-off mass with a maximum passenger seating capacity of 19 seats or less, for which the application for a type certificate</p>		Not Applicable		



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	<p>was submitted on or after 1 January 2023;</p> <p>c) all propeller-driven aeroplanes, including their derived versions, of greater than 8 618 kg maximum take-off mass, for which the application for a type certificate was submitted on or after 1 January 2020;</p> <p>d) derived versions of non-CO2-certified subsonic jet aeroplanes of greater than 5 700 kg maximum certificated take-off mass, for which the application for certification of the change in type design was submitted on or after 1 January 2023;</p> <p>e) derived versions of non-CO2 certified propeller-driven aeroplanes of greater than 8 618 kg maximum certificated take-off mass, for which the application for certification of the change in type design was submitted on or after 1 January 2023;</p> <p>f) individual non-CO2-certified subsonic jet aeroplanes of greater than 5 700 kg maximum certificated take-off mass, for which a certificate of airworthiness was first issued on or after 1 January 2028; and</p> <p>g) individual non-CO2-certified propeller-driven aeroplanes of greater than 8 618 kg maximum certificated take-off mass, for which a certificate of airworthiness was first issued on or after 1 January 2028.</p> <p><i>Note.- Aeroplanes initially designed or modified and used for specialized operational requirements refer to aeroplane type configurations which, in the view of the certifying authority, have different design characteristics to meet specific operational needs compared to typical civil aeroplane types covered by the scope of this volume of Annex 16, and which may result in a very different</i></p>				



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	<i>CO2 emissions evaluation metric value.</i>				
Chapter 2 Reference 2.1.2  Standard	2.1.2 Notwithstanding 2.1.1, it may be recognized by a Contracting State that aeroplanes on its registry do not require demonstration of compliance with the provisions of the Standards of Annex 16, Volume III, for time-limited engine changes. These changes in type design shall specify that the aeroplane may not be operated for a period of more than 90 days, unless compliance with the provisions of Annex 16, Volume III, is shown for that change in type design. This applies only to changes resulting from a required maintenance action.		Not Applicable		
Chapter 2 Reference 2.1.3  Standard	2.1.3 The granting of an exemption for an aeroplane against applicability requirements specified in 2.1.1 shall be noted on the aeroplane statement of conformity issued by the certifying authority. Certifying authorities shall take into account the numbers of exempted aeroplanes that will be produced and their impact on the environment. Exemptions shall be reported by aeroplane serial number and made available via an official public register.  <i>Note.- Further guidance on issuing exemptions is provided in the Environmental Technical Manual (Doc 9501), Volume III - Procedures for the CO2 Emissions Certification of Aeroplanes.</i>		Not Applicable		



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Chapter 2 Reference 2.2  Standard	<p align="center"><b>2.2 CO2 emissions evaluation metric</b></p> <p>The metric shall be defined in terms of the average of the 1/SAR values for the three reference masses defined in 2.3 and the RGF defined in Appendix 2. The metric value shall be calculated according to the following formula:</p> <p>CO2 emissions evaluation metric value</p> <p><i>Note 1.- The metric value is quantified in units of kg/km.</i></p> <p><i>Note 2.- The CO2 emissions evaluation metric is a specific air range (SAR)-based metric adjusted to take into account fuselage size.</i></p>		Not Applicable		
Chapter 2 Reference 2.3.1  Standard	<p align="center"><b>2.3 Reference aeroplane masses</b></p> <p>2.3.1 The 1/SAR value shall be established at each of the following three reference aeroplane masses, when tested in accordance with these Standards:</p> <p>a) high gross mass: 92 per cent maximum take-off mass (MTOM)</p> <p>b) mid gross mass: simple arithmetic average of high gross mass and low gross mass</p> <p>c) low gross mass: <math>(0.45 \times \text{MTOM}) + (0.63 \times (\text{MTOM} \times 0.924))</math></p> <p><i>Note.- MTOM is expressed in kilograms.</i></p>		Not Applicable		



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Chapter 2 Reference 2.3.2  Standard	2.3.2 CO2 emissions certification for MTOM also represents the certification of CO2 emissions for take-off masses less than MTOM. However, in addition to the mandatory certification of CO2 metric values for MTOM, applicants may voluntarily apply for the approval of CO2 metric values for take-off masses less than MTOM.		Not Applicable		
Chapter 2 Reference 2.4.1  Standard	<p><b>2.4 Maximum permitted CO2 emissions evaluation metric value</b></p> <p>2.4.1 The CO2 emissions evaluation metric value shall be determined in accordance with the evaluation methods described in Appendix 1.</p>		Not Applicable		



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Chapter 2 Reference 2.4.2  Standard	<p>2.4.2 The CO2 emissions evaluation metric value shall not exceed the value defined in the following paragraphs:</p> <p>a) for aeroplanes specified in 2.1.1 a), b) and c) with a maximum take-off mass less than or equal to 60 000 kg:</p> <p>Maximum permitted value = <math>10 (-2.73780 + (0.681310 * \log_{10}(\text{MTOM})) + (-0.0277861 * (\log_{10}(\text{MTOM}))^2))</math></p> <p>b) for aeroplanes specified in 2.1.1 a) and c) with a maximum take-off mass greater than 60 000 kg, and less than or equal to 70 395 kg:</p> <p>Maximum permitted value = 0.764</p> <p>c) for aeroplanes specified in 2.1.1 a) and c) with a maximum take-off mass greater than 70 395 kg:</p> <p>Maximum permitted value = <math>10 (-1.412742 + (-0.020517 * \log_{10}(\text{MTOM})) + (0.0593831 * (\log_{10}(\text{MTOM}))^2))</math></p> <p>d) for aeroplanes specified in 2.1.1 d), e), f) and g) with a maximum certificated take-off mass less than or equal to 60 000 kg:</p> <p>Maximum permitted value = <math>10 (-2.57535 + (0.609766 * \log_{10}(\text{MTOM})) + (-0.0191302 * (\log_{10}(\text{MTOM}))^2))</math></p> <p>e) for aeroplanes specified in 2.1.1 d), e), f) and g) with a maximum certificated take-off mass greater than 60 000 kg, and less than or equal to 70 107 kg:</p> <p>Maximum permitted value = 0.797</p> <p>f) for aeroplanes specified in 2.1.1 d), e), f) and g) with a maximum take-off mass greater than 70 107 kg:</p>		Not Applicable		





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	Maximum permitted value = $10 (-1.39353 + (-0.020517 * \log_{10}(\text{MTOM})) + (0.0593831 * (\log_{10}(\text{MTOM}))^2))$				



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Chapter 2 Reference 2.5.1  Standard	<p><b>2.5 Reference conditions for determining aeroplane specific air range</b></p> <p>2.5.1 The reference conditions shall consist of the following conditions within the approved normal operating envelope of the aeroplane:</p> <ul style="list-style-type: none"> <li>a) the aeroplane gross masses defined in 2.3;</li> <li>b) a combination of altitude and airspeed selected by the applicant for each of the specified reference aeroplane gross masses;</li> </ul> <p><i>Note.- These conditions are generally expected to be the combination of altitude and airspeed that results in the highest SAR value, which is usually at the maximum range cruise Mach number at the optimum altitude. The selection of conditions other than optimum conditions will be to the detriment of the applicant because the SAR value will be adversely affected.</i></p> <ul style="list-style-type: none"> <li>c) steady (unaccelerated), straight and level flight;</li> <li>d) aeroplane in longitudinal and lateral trim;</li> <li>e) ICAO standard day atmosphere1;</li> <li>f) gravitational acceleration for the aeroplane travelling in the direction of true North in still air at the reference altitude and a geodetic latitude of 45.5 degrees, based on g0;</li> <li>g) fuel lower heating value equal to 43.217 MJ/kg (18 580 BTU/lb);</li> <li>h) a reference aeroplane centre of gravity (CG) position selected by the applicant to be representative of a mid-CG point relevant to design cruise performance</li> </ul>		Not Applicable		



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	<p>at each of the three reference aeroplane masses;</p> <p><i>Note.- For an aeroplane equipped with a longitudinal CG control system, the reference CG position may be selected to take advantage of this feature.</i></p> <p>i) a wing structural loading condition selected by the applicant for representative operations conducted in accordance with the aeroplane's payload capability and manufacturer standard fuel management practices;</p> <p>j) applicant selected electrical and mechanical power extraction and bleed flow relevant to design cruise performance and in accordance with manufacturer recommended procedures;</p> <p><i>Note.- Power extraction and bleed flow due to the use of optional equipment such as passenger entertainment systems need not be included.</i></p> <p>k) engine handling/stability bleeds operating according to the nominal design of the engine performance model for the specified conditions; and</p> <p>l) engine deterioration level selected by the applicant to be representative of the initial deterioration level (a minimum of 15 take-offs or 50 engine flight hours).</p> <p>-----</p> <p>1Doc 7488/3 entitled Manual of the ICAO Standard Atmosphere (extended to 80 kilometres (262 500 feet)).</p>				



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Chapter 2 Reference 2.5.2  Standard	2.5.2 If the test conditions are not the same as the reference conditions, then corrections for the differences between test and reference conditions shall be applied as described in Appendix 1.		Not Applicable		
Chapter 2 Reference 2.6.1  Standard	<p style="text-align: center;"><b>2.6 Test procedures</b></p> <p>2.6.1 The SAR values that form the basis of the CO2 emissions evaluation metric value shall be established either directly from flight tests or from a performance model validated by flight tests.</p>		Not Applicable		
Chapter 2 Reference 2.6.2  Standard	2.6.2 The test aeroplane shall be representative of the configuration for which certification is requested.		Not Applicable		



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Chapter 2 Reference 2.6.3  Standard	<p>2.6.3 The test and analysis procedures shall be conducted in an approved manner to yield the CO2 emissions evaluation metric value as described in Appendix 1. These procedures shall address the entire flight test and data analysis process, from pre-flight actions to post-flight data analysis.</p> <p><i>Note.- The fuel used for each flight test should meet the specification defined in either ASTM D1655-152, DEF STAN 91-91 Issue 7, Amendment 33, or equivalent.</i></p> <p>-----</p> <p>2ASTM D1655-15 entitled Standard Specification for Aviation Turbine Fuels.</p> <p>3Defence Standard 91-91, Issue 7, Amendment 3, entitled Turbine Fuel, Kerosene Type, Jet A-1.</p>		Not Applicable		

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