



International Civil Aviation Organization

WORKING PAPER

A40-WP/436

TE/186

2/8/19

(Information paper)

English only

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

IMPLEMENTATION OF REDUCED CONTINGENCY FUEL FROM 5% OF THE PLANNED TRIP FUEL TO 3%

(Presented by Indonesia)

EXECUTIVE SUMMARY

This information paper presents the plan to adopt regulations regarding reduced contingency fuel from 5% of the planned trip fuel to 3% of the planned trip fuel.

<i>Strategic Objectives:</i>	This information paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	This information paper relates to the financial implications resulting from the reduction of fuel burn and Carbon emissions initiated by ICAO's CORSIA program.
<i>References:</i>	ICAO Doc 9976, <i>Flight Planning and Fuel Management (FPFM) Manual</i> , First Edition, 2015

1. INTRODUCTION

1.1 To comply with ICAO's CORSIA program, Director General of Civil Aviation (DGCA) and airlines in Indonesia are encouraged to implement fuel optimization program, one of them is through the reduction of contingency fuel from 5% of the planned trip fuel to 3%. DGCA should support this implementation by adopting the appropriate regulations, that are already mentioned in the EASA EU 965/2012 on Air Operations Rev.12 March 2019 and ICAO Doc 9976, *Flight Planning and Fuel Management (FPFM) Manual*, First Edition, 2015.

1.2 This contingency fuel reduction program is an initiative to support ICAO's CORSIA program and to help reduce operational cost, and many European airlines have already implemented this fuel policy.

1.3 To support the implementation of this contingency fuel reduction program, the Indonesian DGCA and Garuda Indonesia have already agreed to perform trial flights on outbound international flights to Europe starting from 16 July for 20 flights on Airbus A330-200.

2. DISCUSSION

2.1 Referring to the EASA EU 965/2012 on Air Operations Rev.12 March 2019 and ICAO Doc 9976, the en-route alternate (ERA) aerodrome nomination is essential to the implementation of this reduced contingency fuel program.

2.2 Since aerodromes in Europe are well managed and established as an ERA aerodrome, it is easier to implement this program for outbound flights to Europe. Therefore, we prioritize to implement this 3% contingency fuel program for outbound international route to Europe first, for Garuda Indonesia's flights from Medan, Indonesia (KNO) to London Heathrow, England (LHR) with Airbus A330-200.

2.3 In Europe, stage 3 air traffic flow management (ATFM) has already been implemented. This system is key to supporting the implementation of the reduced contingency fuel program. This supports even more the implementation of this 3% contingency fuel program for outbound international flights to Europe

2.4 Indonesia's DGCA refers to ICAO Annex 6 — *Operation of Aircraft*, Part 1 — *International Commercial Air Transport — Aeroplanes* to develop the Civil Aviation Safety Regulation, which currently does not accommodate the implementation of 3% contingency fuel program in Indonesia. Therefore, we propose to collaborate with other Civil Aviation Authorities that already have the experience in applying this policy, to understand how best to implement this 3% contingency fuel program.

2.5 Indonesia's flag carrier, Garuda Indonesia's historical data on fuel usage shows that, for international flights using wide-body aircrafts (Airbus A330 and Boeing 777-300ER), only 6% of flights use more than 3% of their planned contingency fuel. This result is still within the requirements stated in the EASA regulations to implement this 3% contingency fuel policy (which should not be more than 10%).

2.6 The implementation of this reduced contingency fuel program is expected to reduce the Indonesia's contributions to CO₂ emissions and can be viewed as a step to support ICAO's CORSIA

program. For outbound international flights from KNO to LHR by Airbus A330-200, it is estimated that the aircraft will burn 478 kg less fuel and will emit 1,510 kg less CO₂ per flight.

2.7 Other than for CORSIA purposes, this 3% contingency fuel can prove to be financially beneficial to the airlines, since they can reduce fuel costs too. In the case of Garuda Indonesia, the implementation of this fuel policy for their outbound routes from KNO-LHR can help the company save up to USD 184,718 per year.

3. CONCLUSION

3.1 The Assembly is invited to:

- a) comment, discuss and provide input to any relevant matters of the content of this paper;
- b) share other member states experience of implementing reduced contingency fuel down to 3% policy; and
- c) support the addition of the regulation allowing the use of 3% contingency fuel in the ICAO Annex 6 Part 1, Chapter 4.3.6.3 c).

— END —