

EASA Fuel Rules: A Picture Book

OPSGROUP Team

18 July, 2022



The new EASA Fuel Rules. A horrendous, confusing document that seems to have been written in the form of an unsolvable riddle. Last time I tried to read it I did actually give up and read some (generally quite lame) aviation riddles instead to relax.

Here's my favourite.

You are sitting on an aeroplane. There is a horse in front of you, and a car behind you. Where are you?

Back to the EASA riddle.

We are on attempt four thousand now and are slowly managing to wade through it, with the help of some **useful input from other people** along the way. Thanks *people*, you know who you are.

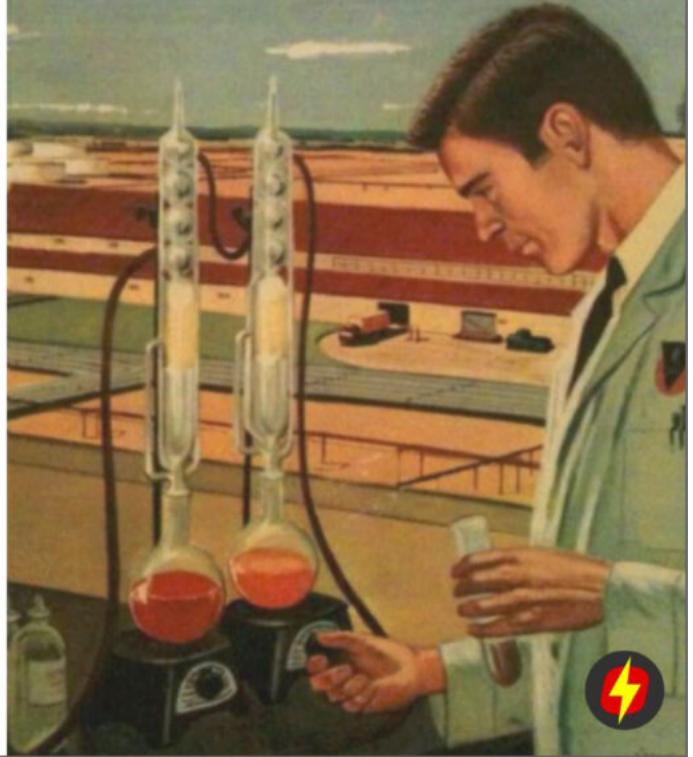
We have taken what (we think) we know, and have made a book. Well, a PDF actually which you can download [here](#).

Before you read this, we do think you should read this though. **It's our first post on the EASA fuel rules** and it covers who this actually applies to.

OPSGROUP
An Opsgroup Textbook

By The Opsgroup Team

The EASA Fuel Rules School Book



Probably should say 'By EASA' too really.

Click above for the PDF version (which you can also download directly).

If you prefer, try this "Book" version ...

What it is.

A handy thing in PDF form, filled with old Sci-Fi book covers, because I like them, which you can maybe **use alongside the actual EASA document** to help you wade through it a lot more easily.

What it isn't.

A replacement to EASA's document, something to actually use as an official fuel policy decider guide or an actual textbook.

Think you've spotted an error?

Well don't be shy, share it! We'll even add your name into the book (only if you want us to). Email us at: news@ops.group

Don't worry, we won't be offended. Like I said, fourth or fifth thousandth attempt and still not sure we've totally *got to grips* with it. We're also not an actual fuel planning operator so chances are a lot of you do know more than us on this so let us know and we'll let others know, and hopefully the combined heads of all might help us finally and definitively solve this riddle.

If you want more (official) info, then check out the Webinars EASA has recorded on it all here.

FYI, the answer to the other riddle is: On the aeroplane.

Contrails, Chemtrails and Climate Change

OPSGROUP Team

18 July, 2022



Putting 'climate change' in the title of a post on an aviation page probably isn't the best way to draw in the readers. But this is not a lecture. Promise.

So, what is it about?

It isn't about **chemtrails**. They aren't a real thing.

It is about **contrails**. The wispy bits of whatever that your airplane engines fart out as you fly, or the 'engine plumes' if prefer to imagine your airplane resembling something like a peacock.

Contrails are basically water vapour. They form when the exhaust gases from the engine starts to cool and mix with the air around them. The humidity rises, the water cools and condensation occurs.

A small, small proportion of what is burped out of the engine is not water though, but impurities from inside the engine.

Things like sulphur particles. It only makes up about 0.05%, but these tiny particles give the water something to freeze onto and they cause tiny ice crystals to form.

So why do we care about this?

They are quite a useful indicator of **possible wake turbulence** for us, but aside from that (and unless you are one of the pilots who likes to draw amusing pictures in the sky with them) then we don't really

care that much.

But maybe we should care a bit, because some contrails loiter up there for ages – these are known as *homomutatus* contrails. Frankly, anything which sounds a little like ‘mutant’ should cause concern, and these definitely do, because they are responsible for the word we shall not utter.

Ok, we will, just to be clear – **global warming**.

Not here to lecture though! Promise!

A little bit of science (still not a lecture)

So, the airplane burps out the water, it turns into contrails which then hang up there in the stratosphere. Aviation causes only about 5% of the water present in the stratosphere, so it isn’t a terrible culprit.

Unfortunately, though, those homomutatus contrails, plus the extra water, plus the ice particles – all that stuff left up there by airplanes – causes terrestrial radiation to backscatter. It also stores up some of the radiation coming in and the result is something they call ‘**radiative forcing**’.

Basically, extra heating-up happens.

So, airplanes are spitting out CO₂ and contrails, and the contrails are thought to be responsible for something between 20% to about 40% of all the radiative forcing aviation causes to occur (they don’t really know how much, but they reckon about that amount).

So... why are we actually telling you if this isn't a lecture?

We’re getting there, stay attentive!

Free Route Airspace (a big open area between 2 waypoints where you are routed in a straight-line between them) has already helped reduce fuel burn and CO₂ emissions. They reckon it saved about 40 tonnes of fuel a day, and reduced the CO₂ by about 150 tonnes a day.

So, the helping-the-environment plans are already helping you because it means **less fuel burn**.

ICAO and Eurocontrol, in conjunction with EDYY/Maastricht have now set up a project called the **Contrail Prevention Trial**.

The Contrail Prevention Trial will initially only take place in Maastricht and the plan is to sometimes **re-route aircraft** around atmospheric conditions that are most conducive to contrails.

The Contrail Prevention Trial

If you are routing through Maastricht airspace **you might find you are given a re-route**. It won’t be huge, it might mean a little bit of an **increase in fuel burn**, but it will hopefully mean a **decrease in the contrails** your aircraft produces.

You won’t really know, but some clever science person down on the ground hopefully will.

So, a little bit of science, no lecture, and some info on why, if you are routing through Maastricht sometime in 2021, you might be given a tactical diversion. Now you know why ☺

Here is the **official announcement** on it, found on the Eurocontrol homepage:

CONTRAIL PREVENTION TRIAL – MAASTRICHT UAC (EDYY) AIRSPACE

=====

IN AN EFFORT TO MINIMISE THE IMPACT OF AVIATION ON THE ENVIRONMENT, MUAC WILL BE RUNNING A CONTRAIL PREVENTION TRIAL FROM 18TH JANUARY 2021 UNTIL 31ST DECEMBER 2021 BETWEEN 1500-0500UTC WINTER (1400-0400UTC SUMMER).

FLIGHTS MAY BE TACTICALLY REQUESTED TO DEVIATE FROM THE PLANNED/REQUESTED FLIGHT LEVEL BY THE SECTOR CONTROLLER.

ANY FLIGHT FLYING VIA MAASTRICHT UAC SECTORS BETWEEN THESE TIMES MAY BE CHOSEN. THE TRIAL WILL GO AHEAD DEPENDENT ON THE WEATHER CONDITIONS.

MUAC AO HOTLINE +31 43 366 1428

NMOC ON BEHALF OF MAASTRICHT (EDYY) FMP

=====