



Aviation Footprinter™ FAQs

Overview

Aviation Footprinter™ is designed exclusively for the aviation industry as a simple-to-use carbon accountancy system that makes short work of monitoring your emissions. The perfect tool for emissions reporting, analysing and auditing. It supports a fuel saving program and makes handling the data easy. Accessible from anywhere in the world 24/7.

1) What is the source of the airport coordinate data?

Airport data, including identification codes, longitude and latitude, is obtained from published Eurocontrol data.

2) How is the airport data kept up to date?

The Eurocontrol data is checked monthly. Any changes are updated in the system Airports database table.

3) How is the Great Circle Distance (GCD) calculated?

GCDs are calculated from the latitudes and longitudes of airport pairs using the oblate spheroid algorithm with WGS 84 parameters, 95kms are added to the calculated distance to give the final result.

4) How does the system help to minimise errors across the fleet?

Flights can only be recorded against aircraft registrations which are in the Fleet database table to minimise errors in fleet identification or flight logging.

5) How does the system reduce risk of errors in fuel use calculation?

Previous block-on fuel is automatically derived from the previous flight data; linked flights help to expose data entry errors. Flight planning and flight management data is included to crosscheck against calculated fuel use = block-on (previous flight) - block-on (this flight) + fuel uplift (this flight).

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6) How does the system preserve accuracy?

The system maintains full numeric accuracy until final display of accumulated data when rounding is done to 2 decimal places. All unit conversions are performed to the maximum published accuracy of the conversion factor. The actual data in its native unit is stored for each flight along with the normalised, converted data value.

7) How does the system decide whether to measure weight of fuel uplift by volume/density or directly by weight?

Fleet data indicates whether the gauges are uncalibrated or calibrated to 2.5% or 5%. Based on that data, the system decides which data to use for fuel uplift measurement.

8) How does the system crosscheck for gross errors to maximise data completeness on individual recorded flight data?

The system flags flights that are recorded with a departure airport that differs from the previous arrival airport, indicating a missing flight. The system flags zero or negative fuel, indicating a data transcription error. The system warns of differences between calculated fuel use (method A or B) and flight planning or flight management fuel used.

9) How does the system reduce risk of errors at or just before verification stage.

Flights with errors and anomalies detected in the data are flagged, and the data for these suspect flights can be viewed and edited to fix errors and omissions. Errors are flagged where the flight departure airport differs from the previous arrival airport, the calculated fuel use is negative or zero; warnings are flagged where the planned fuel or measured fuel differ by a set threshold from the calculated fuel use.

10) How does the system help to ensure ETS flights are identified and non-ETS flights are not reported?

The system records all flights but displays non-ETS flights in a lighter colour, and records the totals for ETS and non-ETS flights individually. Only ETS flights are included in the final report. Each flight has a flight type which is used to indicate where an ETS flight is exempt (royal, military, circular, etc.) All non-ETS airports are flagged in the Airports database table, so the system can determine from the airport pair whether a flight is an ETS flight; this determination can be overridden by the flight type to render it exempt.

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11) How does the system reduce the risk of small emitters falsely identifying aircraft type and distance into the Eurocontrol calculator?

The system will only allow an aircraft to be added to the operator's fleet with its ICAO code. That ICAO code is used, along with the distance derived from the GCD between the city pairs, as the parameters to feed onto the Eurocontrol calculator. The distance is calculated according to the GCD + 95 WGS formula. Therefore, the operator would need to inaccurately identify both their aircraft type and the city pair to obtain incorrect data from the Eurocontrol calculator.

12) How does the system cope with APU fuel?

Because the fuel is calculated from block-on (previous flight) to block-on (this flight), the APU fuel is automatically included in the calculation.

13) How does the system enable verifiers to cross check flights against other documents, such as technical Logs or Mass and Balance sheets?

Verifiers can request, via the system, documents to be uploaded into ETS Aviation Footprinter. The operator receives the message via the system and uploads a PDF copy of the supporting document. The verifier can then view the document remotely and accept or reject it, and include a message back to the operator, for example, to request a rescan of the document. The status of the document request (pending upload, pending verification, accepted or rejected) is indicated against the summary of the flight under the flight data.

14) Is there a way to view operator procedures, processes or manual from within Aviation Footprinter?

The system can store any process, procedure document or manual. Verifiers can also request documentation concerning any procedure or process to be uploaded into the system. Monitoring Plans, Annual Reports and Tonne Kilometre Reports are all held on the system, in addition to the data for the individual flights. In short, if it is an ETS related document, it can be made available on the system and viewed remotely.

15) How does the system cope with APU fuel?

Because the fuel is calculated from block-on (previous flight) to block-on (this flight), the APU fuel is automatically included in the calculation.

16) Does the system store historical flight data?

The operator can upload any historical flight data into Aviation Footprinter. Flight data can be viewed between any selected date range, and reports can be generated for any year.

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17) How does the system deal with circular flights.

Operators can exempt them manually, however the system also automatically files them as Non-ETS flights.

18) How does the system deal with Fuel used during ground maintenance?

Fuel used during maintenance can be accounted for as a separate flight with a flight type of 'maintenance'. If the tanks are drained during maintenance, the fuel at block on for the previous flight will no longer be accurate for the fuel calculation for the next flight. The system will flag a warning or error in the calculated fuel use for that flight. Under these circumstances, there is a Notes section in the flight data where a report of the cause of the error can be recorded to inform the verifier about the reasons for the data discrepancy.

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