



# AVIATION SUSTAINABILITY BRIEFING

News and views on how we can **make aviation sustainable together**

In this edition:

**Georgia tackling emissions of increasing air traffic through cross-border Free Route Airspace and Climb and Descend Operations**

**Flying on electricity and hydrogen** the vision of the Alliance for Zero-Emission Aviation

**Interview with Antoine Toulemont** from European Regions Airline Association on the sustainable future of regional aviation

**Interview with Stephen Arrowsmith** on EASA's Aviation Non-CO<sub>2</sub> Experts Network

**Latest news** on EUROCONTROL's work on sustainability

**Sustainable aviation news** from around the world

# Editor's note



**Marilyn Bastin**

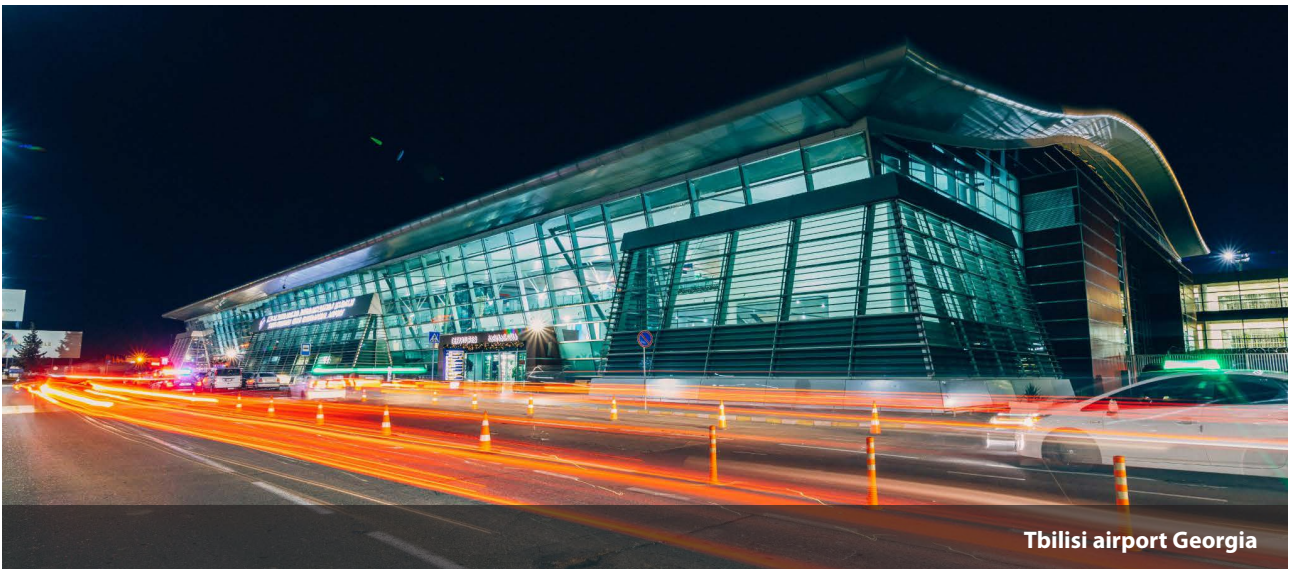
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Dear readers,

Our EUROCONTROL **Aviation Sustainability Briefing** is all about sharing insights into how we can make aviation sustainable together. With this edition we have uncovered a couple of fabulous examples on how our sector is dedicated to doing just that. Georgian air navigation service provider



SAKAERONAVIGATSIA Ltd has kindly shared their insight into how they are optimising airspace design and procedures to handle growing numbers of traffic. Their challenges and their cross-border collaboration with their partners can really educate us about efforts for more efficiency and sustainability in the region.

Supported by EUROCONTROL the Alliance for Zero-Emission Aviation (AZE) recently launched its vision on enabling the operation of hydrogen-powered and electric flights in Europe. This edition features an article on the strategy for those wanting to know more and we are also extending our perspective from the strategy towards an area where zero-emission aircraft are most likely to be deployed first: regional aviation.

In this edition we spoke to Antoine Toulemont of European Regions Airline Association about the current challenges of the regional aviation market and how electric aircraft manufacturer AURA AERO is making significant progress developing hybrid-electric regional aircraft.

What we must not forget: The climate impact from aviation stems from a combination of both CO<sub>2</sub> and non-CO<sub>2</sub> emissions. Extensive work is being done on gathering more data on non-CO<sub>2</sub> emissions in order to support and accelerate the research on contrails avoidance. I am happy to say that in this edition we managed to also include an interview with Stephen Arrowsmith of the European Union Aviation Safety Agency (EASA) on EASA's Aviation Non-CO<sub>2</sub> Experts Network (ANCEN).

Enjoy reading this edition!

*Margherita*

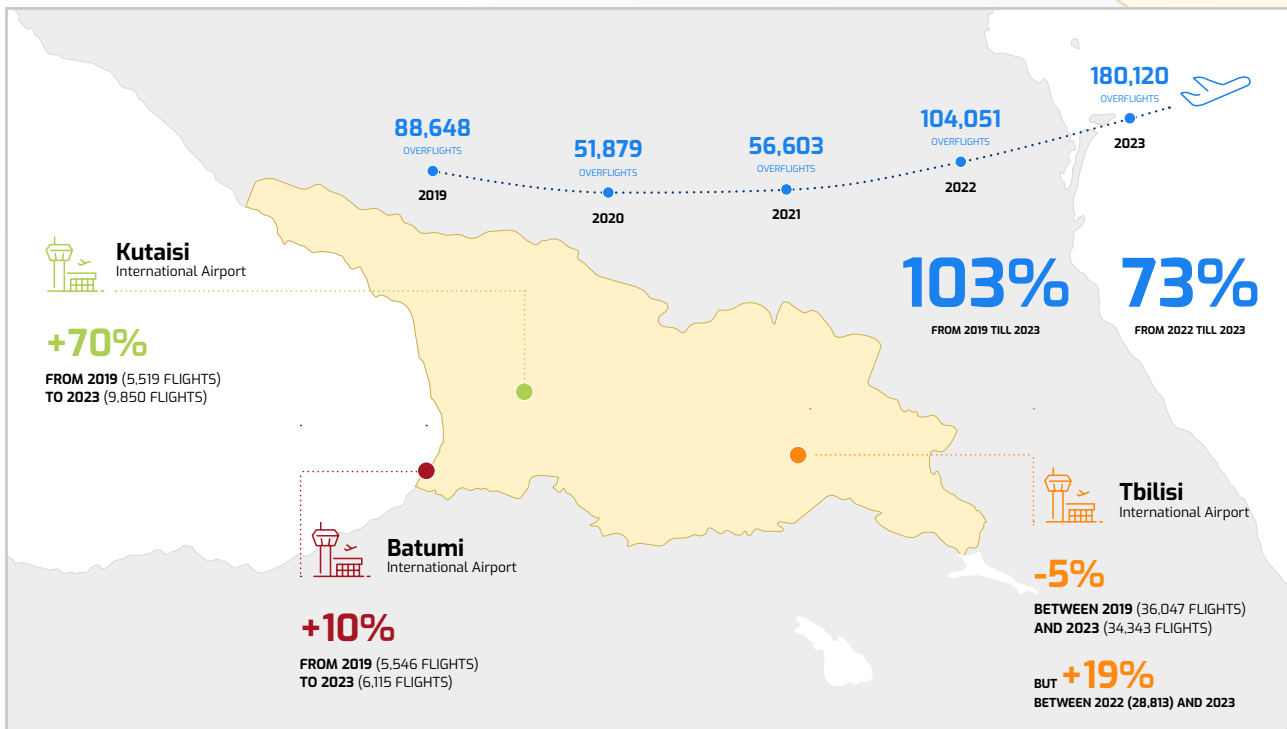




# MANAGING INCREASING AIR TRAFFIC IN GEORGIA AND BEYOND THROUGH FREE ROUTE AIRSPACE AND OPTIMISING CLIMB AND DESCEND OPERATIONS

Air traffic to/from and over Georgia has significantly grown in recent years with overflights having seen a 103% increase between 2019 and 2023 – among others due to the change of the geopolitical situation in Europe and the closure of Ukrainian airspace. Georgian air navigation service provider SAKAERONAVIGATSIA Ltd is working with EUROCONTROL and international partners to manage the impact of the growing traffic by optimising airspace design and procedures for more efficient traffic operations and highest

levels of safety across the entire European air traffic network. The Tbilisi Flight Information Region (FIR) is at the forefront of this evolution with the implementation of the Free Route Airspace Concept, which allows for greater flexibility in flight paths and enhanced efficiency. Georgia's three international airports—Tbilisi, Kutaisi, and Batumi— are closely involved in the collaborative project known as the Free Route Airspace South Caucasus (FRASC), which aimed not just at improving Georgia's airspace but to also foster cross-border cooperation with Armenia.



The ambitious initiative was more than just a singular project; it was a comprehensive package of interconnected phases, each meticulously planned and executed over six years involving besides SAKAERONAVIGATSIA Ltd also the Georgian Civil Aviation Authority and aircraft operators. Each phase included real-time simulations and safety assessments including a joint safety assessment for the new Concept of Operations between the Georgian and Armenian air navigation service providers.

The redesign of the Terminal Manoeuvring Areas (TMAs) introduced separated RNAV Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs), optimising trajectories for arrivals and departures. The redesign of the TMA facilitates optimum Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) which contribute to further enhancing flight efficiency. In CCO, aircraft use optimal climb thrust and speeds until they reach cruising altitude. For CDO, aircraft use minimal thrust from the top of descent, maintaining a low drag configuration until the final approach fix. As a result of the project, aircraft can now ascend and descend seamlessly, conserving fuel and reducing emissions - a vital step in reducing aviation's environmental footprint in the region.



*Evgeni Tavadze, Team Leader within the  
Airspace Design and Management Unit,  
SAKAERONAVIGATSIA Ltd*

**“It is by putting in place such procedures that we are contributing to building an efficient air traffic network and reducing emissions helping to preserve our world for the generations to come. I am very proud of the great team work we have demonstrated working effectively not just across the different departments at SAKAERONAVIGATSIA Ltd but also reaching an excellent cooperation with EUROCONTROL and our international partners.”**

*Evgeni Tavadze,  
SAKAERONAVIGATSIA Ltd*

One of the driving forces behind the initiative is Evgeni Tavadze, air traffic controller by training and team leader in the Airspace Design and Management Unit within the ATM Department of Georgian air navigation service provider SAKAERONAVIGATSIA Ltd. Asked about the implementation of Free Route Airspace and optimizing CCO and CDO in Georgia and beyond he said: *“It is by putting in place such procedures that we are contributing to building an efficient air traffic network and reducing emissions helping to preserve our world for the generations to come.*

*I am very proud of the great team work we have demonstrated working effectively not just across the different departments at SAKAERONAVIGATSIA Ltd but also reaching an excellent cooperation with EUROCONTROL and our international partners.”*

The collaboration with Armenia is set to deepen, with plans for optimised regional cross-border CCO/CDO operations expected to materialize by late 2025. This cross-border synergy not only promises smoother air traffic but also cements bonds between nations through shared goals and mutual benefits.

# FLYING ON ELECTRICITY AND HYDROGEN



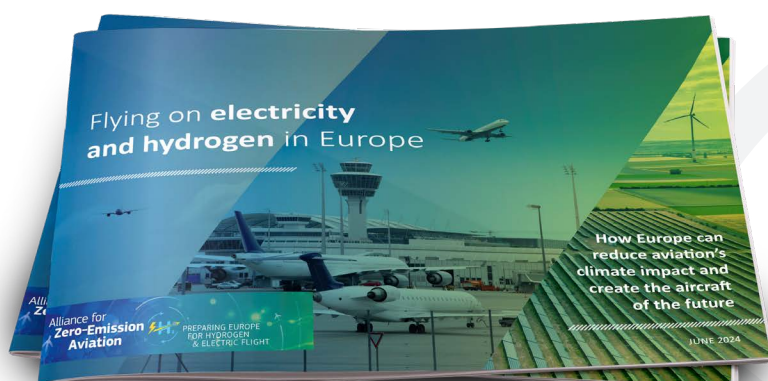
## THE VISION FOR ZERO-EMISSION AVIATION IN EUROPE

The Alliance for Zero-Emission Aviation (AZEA) supported by EUROCONTROL recently launched its vision on enabling the operation of hydrogen-powered and electric flights in Europe! The vision sets an ambitious objective to have 36 to 68% of intra-EU flights operated by these new aircraft configurations by 2050 and underlines the aviation ecosystem's determination to become more climate-friendly and to invest in the technologies of the future.

*"AZEA's Vision document has demonstrated the ecosystem's broad support to enable novel aircraft propulsion technologies"* says the European Commission's Director-General for Defense Industry and Space Timo Pesonen.

*"The next step will be to provide a path towards electric and hydrogen-powered flights in the form of a roadmap, identifying actions and responsibilities in order to foster a coherent implementation of all actions required by the different public and private stakeholders."*

*"Ranging from aircraft manufacturers to energy providers, airports and airlines, AZEA's diverse membership has shown its commitment to work together and find common ground to tackle the next challenge of delivering a roadmap for the effective deployment of electric and hydrogen-powered aircraft."*



**"The next step will be to provide a path towards electric and hydrogen-powered flights in the form of a roadmap, identifying actions and responsibilities in order to foster a coherent implementation of all actions required by the different public and private stakeholders."**

**Timo Pesonen,  
Director-General for Defense Industry and Space  
European Commission**



**Timo Pesonen,**  
*Director-General for Defense Industry and Space*  
*European Commission*

Already today, manufacturers across Europe are developing aircrafts or powertrains using electricity and hydrogen as novel energy sources. To enable the operation and use of these technological innovations, joint action needs to be taken. The AZEA vision illustrates the various challenges to make electric and hydrogen flight a reality, and the need for collaboration across the aviation ecosystem. It identifies barriers and challenges to be addressed through coherent actions by the members of the ecosystem related to aircraft production and certification, aerodromes, airspace, regulation and standardisation.

The vision describes how hydrogen-powered and electric aircraft would progressively penetrate the market. It identifies the total renewable and low carbon energy required to operate those flights in 2050 (not including the energy required for producing Sustainable Aviation Fuel), namely 78 to 198 TWh/y of electricity for aircraft propulsion and hydrogen production, and 1.2 to 2.9 Mt/y of hydrogen. It confirms the capacity of aircraft powered with electric or hydrogen to reduce aviation CO<sub>2</sub> emissions on intra-EU routes by up to 31% in 2050.

The document builds upon the ongoing work undertaken by AZEA's six working groups with EUROCONTROL leading the working group on the integration of electric, hybrid

### About the Alliance for Zero-Emission Aviation (AZEA)

AZEA was launched in 2022 by the European Commission as a voluntary initiative of private and public partners to prepare the market for the entry into service of zero-emission aircraft. The Alliance gathers representatives from aircraft manufacturers, airlines, airports, fuel providers, and others. The Alliance calls for sectoral roadmaps and joint efforts towards sustainability and decarbonisation of aviation worldwide.

electric and hydrogen-powered aircraft into the European network. Other working groups analyse the entry-into-service of novel aircraft, their corresponding energy needs and supply, the adaptation of airport infrastructure, regulatory requirements, as well as incentives to accelerate the transition.

EUROCONTROL has worked closely with the Alliance to ensure the forecasts in the vision are aligned as much as possible with EUROCONTROL's air traffic forecasts and will continue to support the Alliance with impact assessments on the introduction of zero-emission aircraft on the European network and airports.



# INTERVIEW

# ANTOINE TOULEMONT

European Regions Airline Association's Head of Sustainability and advisor to electric aircraft manufacturer AURA AERO



**AVIATION PLAYS A PIVOTAL ROLE IN PROVIDING CONNECTIVITY TO EUROPE'S REGIONS WITH PIONEERING AIRCRAFT MANUFACTURERS CONTRIBUTING TO SETTING UP SUSTAINABLE SOLUTIONS FOR TAILORED ROUTES. IN OUR INTERVIEW WITH ANTOINE TOULEMONT, EUROPEAN REGIONS AIRLINE ASSOCIATION'S HEAD OF SUSTAINABILITY AND ADVISOR TO ELECTRIC AIRCRAFT MANUFACTURER AURA AERO, WE SPOKE ABOUT THE CURRENT CHALLENGES OF THE REGIONAL AVIATION MARKET AND HOW AURA AERO IS MAKING SIGNIFICANT PROGRESS DEVELOPING HYBRID-ELECTRIC REGIONAL AIRCRAFT.**

**The regional aviation sector is faced with a number of key challenges while balancing the ambition for decarbonisation with financial sustainability. Could you explain some of the key challenges of your members to us?**

Regional aviation has a vital place in air transport, offering essential connectivity from remote regions to economic centres, flying in all seasons, in every weather condition. Regional airlines operate with low ticket margins; they are currently battling with supply chain issues and costs, together with a lack of resources among aircrew teams. Some engine overhaul costs have almost tripled in the last few years; this is a major issue that airlines are fighting at the moment. For regional airlines, staff dedication to passenger service, the continuation of operations and keeping the regions connected, is a day-to-day priority. Many of these airlines are small and medium enterprises, they are not multinationals, and hence require a different focus in terms of EU policies. They have a very clear view of what concrete actions need to be achieved, in terms of policy requirements and regional support, in order to bring sustainable air connectivity and ambitious fleet renewal objectives.



**“We strongly believe that regional aviation, due to its size and the particularity of its routes, will be the first segment to fully implement the main three pillars of aviation decarbonisation.”**

### **How do regional operators – and more specifically ERA members - intend to do their part in aviation decarbonisation?**

We strongly believe that regional aviation, due to its size and the particularity of its routes, will be the first segment to fully implement the main three pillars of aviation decarbonisation. This includes: the rolling out of new aircraft technologies, the uptake of sustainable aviation fuels (SAFs) and the optimisation of air traffic services, as well as ground operations. ERA has a unique position here bringing together the overall regional aviation ecosystem, from airlines to OEMs, suppliers and airports, working together to make our sector truly sustainable.

### **With regards to the new European Commission, what key policy priorities would ERA advocate to support aviation decarbonisation in the regional segment?**

In the early stages of this new mandate we are set to witness the roll out of a Clean Industrial Deal (note of editor: a plan announced by the Commission aimed to support decarbonisation while bringing down energy prices) .

We believe that aviation should be included in the scope and would benefit from such industrial support, with enhanced financial access for new technology aircraft.

The recent parliamentary hearing of the new Commissioner for Transport and Tourism, Apostolos Tzitzikostas, has confirmed the Commission's intention for a revision of the Air Service Regulation very early in his mandate. This is very positive and we expect a revision of the Public Service Obligation framework, which we believe will act as a kick starter for the market for new-technology aircraft. More globally, we expect policy actions that will protect the thin margins of regional air operators.

### **Besides your role at ERA, you also serve as European and International Affairs adviser at electric aircraft manufacturer AURA AERO. What are the main challenges and opportunities for Zero Emission Aircraft manufacturers, in particular concerning funding and certification?**

The upside for a new aircraft manufacturer is that you generally have no current cost structure or production plant to entertain, but the downside is that you have to finance a new aircraft programme from scratch, with almost no revenues. With AURA AERO, we have taken up this challenge and this year, we have an objective to raise more than €150m, which will soon be achieved. This is thanks to the huge support from the European Commission, where we have been awarded both the EIC Accelerator (€17.5m) and the Innovation Fund (€95m). This positions us well to deliver on our industrial milestones. On the certification side, AURA AERO has chosen a strategy to evolve within the CS-23 certification category of EASA, with our Integral aircraft programme and the ERA (Electric Regional Aircraft). Earlier this year, we signed a Pre-Application Contract with EASA, engaging with certification teams early in the design process. This is a very innovative and useful format and will give both sides confidence for a successful certification process.

**Together with EUROCONTROL and many other aviation organisations, both ERA as well as AURA AERO are members of the Alliance for Zero-Emission Aviation (AZEVA) - a group, formed by the European Commission to support the roll-out of hydrogen-powered and electric aircraft. Where do you see both organisations' key contributions to the group?**

I sit in this alliance as an AURA AERO representative, and ERA is represented by our regional airline members, notably Widerøe. It is very important to highlight the voice of the regional segment, as the AZEVA Vision document has highlighted that before 2050, the majority of regional flights will be operated by electric, hybrid and hydrogen aircraft. We need to support more new-technology OEMs in reaching the industrial stage, as it will mean more choices for regional air carriers, more competition and more willingness to invest in clean technologies. This is the direction we are taking with AURA AERO and its partners.

**In your opinion, what can aviation actors, from airspace users to airports, to policymakers and EUROCONTROL, do to make aviation more sustainable faster?**

I believe we are in the final EU mandate that can move aviation into an industrial stage to deliver on sustainability objectives. This includes not only new technologies, but also sustainable aviation fuel (SAF), as both sectors face similar challenges and opportunities.

We need to incentivise established actors to shift toward more sustainable products, while also financing new entrants – innovative companies with the potential to become leaders in new technology. EUROCONTROL has a unique position to advocate in this direction and provide more guidance, by the quality of its work and its Sustainability team, notably with the FlyingGreen platform (note of editor: EUROCONTROL's tools and resources to support aviation stakeholders in adopting green practices).

# INTERVIEW



# STEPHEN ARROWSMITH

Chief Expert Environmental Protection at EASA

**Aviation is striving to address its total climate impact, including non-CO<sub>2</sub> emissions, in order to achieve Europe's climate goal of net-zero emissions by 2050. The European Union Aviation Safety Agency (EASA) has been tasked by the European Commission to establish the "Aviation Non-CO<sub>2</sub> Experts Network (ANCEN)". The network aims to coordinate efforts and approaches across industry, research, policymakers and others and to provide advice on how to mitigate the overall climate impacts caused by aviation (CO<sub>2</sub> and non-CO<sub>2</sub> emissions). EUROCONTROL experts are part of ANCEN contributing their experience on contrail research and operational trials on contrail prediction and avoidance. To find out more about ANCEN, we spoke to Stephen Arrowsmith, Chief Expert Environmental Protection at EASA.**

**What are the main challenges to addressing non-CO<sub>2</sub> emissions?**

As with all other economic sectors, aviation is under pressure to reduce its emissions in order to contribute to the EU objective of reaching climate neutrality by 2050 and ICAO's goal for international aviation of net-zero carbon emissions by 2050.

The climate impact from aviation emissions stems from a combination of both CO<sub>2</sub> and non-CO<sub>2</sub> emissions. In order to identify a robust decision-making process and ensure a policy or operational mitigation measure has the intended effect, the gaps in our understanding of the science of and impacts from non-CO<sub>2</sub> emissions need to be addressed. This includes accurate modelling of non-CO<sub>2</sub> emissions from different fuels and engine technology as well as the subsequent direct and indirect climate effects. These challenges are further compounded by potential trade-offs between CO<sub>2</sub> and non-CO<sub>2</sub> emissions, which can vary depending on the metric and time horizon selected. As such, identifying an optimum strategy to mitigate the overall aviation climate impacts requires considerable research and coordination.



## Can you explain the purpose of the Aviation Non-CO<sub>2</sub> Experts Network (ANCEN) and what the experts are currently working on?

In order to bring greater cohesion to the various European research initiatives in this area, the European Commission and EASA set-up the ANCEN in June 2024. The primary goal of the Network is to facilitate a holistic approach to addressing non-CO<sub>2</sub> emissions through coordination across a wide range of relevant stakeholders (e.g. scientific / research community, manufacturers, aircraft operators, fuel producers, air navigation service providers, non-governmental organisations, regulators and policymakers). The Network aims to reach a common understanding on issues that can act as a basis for objective, timely and credible technical advice. This would feed into discussions on the development, agreement and implementation of effective policy and operational actions within Europe and internationally, to mitigate the overall climate impacts caused by aviation taking into account CO<sub>2</sub> and non-CO<sub>2</sub> emissions. The ANCEN website contains information on the Terms of Reference, list of Members, Work Programme, as well as links to related content. Details on deliverables will also be published on the website to support the wider discussions on the topic of non-CO<sub>2</sub> emissions. To facilitate cooperation with International Partners beyond Europe, a presentation on ANCEN was also made at the recent ICAO non-CO<sub>2</sub> symposium.

**“The Network aims to reach a common understanding on issues that can act as a basis for objective, timely and credible technical advice.”**

## Which research findings do you find most instructive and what strategies and technologies are being explored to reduce non-CO<sub>2</sub> emissions in aviation?

There are already some mitigation measures in place to reduce non-CO<sub>2</sub> emissions, such as the ICAO aircraft engine emissions certification standards implemented by EASA in the EU, and the uptake of cleaner fuels (e.g. Sustainable Aviation Fuels) through the ReFuelEU Aviation Regulation.



**ANCEN**  
AVIATION NON-CO<sub>2</sub> EXPERT NETWORK

This project is funded from the European Union's Horizon Europe Programme



Since the EASA report on an updated analysis of the non-CO<sub>2</sub> climate impacts of aviation and potential policy measures was published in 2020, there has been a significant increase in research projects looking to enhance our understanding on this issue and potential additional mitigation measures. Key areas of research where there is a high level of uncertainty include methodologies to estimate aircraft emissions inventories with different fuels and the impact from induced changes in cloudiness (e.g. formation of persistent contrail-cirrus clouds, aerosol-cloud interactions). There is also an on-going project to explore the feasibility of optimising fuel composition in order to reduce the environmental and climate impacts from non-CO<sub>2</sub> emissions without negatively impacting safety (e.g. lower aromatics, sulphur).

## Looking ahead, what can we expect from ANCEN in the months to come?

An initial work programme was agreed at the initial ANCEN meeting in June 2024. It includes:

- Establish a common terminology to facilitate stakeholder discussions;
- Develop a framework to communicate the level of uncertainty as a confidence level and likelihood for risk assessment, and monitor how this evolves over time;
- Identify elements of a process to develop and validate impact assessment capabilities that are needed to support robust decision-making and implementation / review of mitigation measures;
- Perform a gap and prioritisation analysis, and maintain over time, to optimize future aviation related research in critical areas and avoid duplication;
- Maintain an overview of historic and on-going work linked to the effects of aviation non-CO<sub>2</sub> emissions on climate change;
- Clearly communicate on the climate impacts of short-term and long-term climate forcing emissions to place non-CO<sub>2</sub> impact in context with CO<sub>2</sub>; and
- Outreach to relevant international partners (e.g. ICAO, States, Industry) working on the topic of climate impacts from aviation non-CO<sub>2</sub> emissions to support coordination at a global level.

**And a more general question on aviation's environmental challenge: In your opinion, what can aviation actors, from airspace users to airports, to policymakers and EUROCONTROL, do to make aviation more sustainable faster?**

There is a growing urgency to address the sustainability challenges that the aviation sector faces and a concerted effort is required to secure the future of the industry.

This has been acknowledged within Europe and there are significant new initiatives under the new European Green Deal. There is no single solution and the entire basket of measures (e.g. new technology, efficient operations, sustainable aviation fuels, market-based measures) needs to be applied.

The challenge for the aviation sector now is to turn sustainability goals into action. The next edition of the EASA European Aviation Environmental Report, developed in cooperation with the European Environment Agency and EUROCONTROL, will be published in January 2025 and will provide an overview of progress to date and the way forward.

## About European Union Aviation Safety Agency - EASA

The European Union Aviation Safety Agency (EASA) is the centrepiece of the European Union's strategy for aviation safety. The organisation's mission is to promote and achieve the highest common standards of safety and environmental protection in civil aviation. Based in Cologne, the Agency employs experts and administrators from all over Europe.

Latest news on  
EUROCONTROL's

# work on sustainability



**FlyingGreen**  
new step for  
EUROCONTROL's  
platform of  
sustainability services



FlyingGreen is an open one stop shop platform currently developed by EUROCONTROL to assist aviation stakeholders in making informed decisions on strategies for decarbonisation and resilience to climate change. It offers data and tools organised into four pillars: reducing emissions (NetZero), transitioning to more sustainable fuel (Fuelling Decarb), building climate change resilience to ensure efficient, safe operations (ClimAdapt) and accelerating aviation's access to green funding (DecarbFin).  
<https://flying-green.eurocontrol.int/>

Closely supported by a 100+ stakeholder consultation group to guarantee alignment with stakeholder needs, the platform will release a new version in January 2025.

EUROCONTROL is actively seeking new partnerships to expand FlyingGreen's value. Whether it's through integrating complementary datasets or collaborating with platforms that share our mission, we welcome proposals to support aviation sustainability.

**Contact the FlyingGreen team:**

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ICAO

Sharing  
**EUROCONTROL's  
expertise on contrails**  
and their prevention at  
ICAO's Non-CO<sub>2</sub> Symposium



EUROCONTROL experts participated in a series of panel discussions together with top industry representatives to discuss non-CO<sub>2</sub> aviation emissions at the 1st-ever International Civil Aviation Organization (#ICAO) Symposium on this subject in Montréal. Among others the key discussion points included: An update on scientific research and initiatives underway to mitigate non-CO<sub>2</sub> emissions, the need to produce and share labelled observation data from ground-based cameras and satellites for AI model development such as EUROCONTROL's repository of contrail observation data ContrailNet as well as the contrail prevention trial currently underway at EUROCONTROL Maastricht Upper Area Control Centre (MUAC).



EUROCONTROL and ACI EUROPE have released a new briefing to support the aviation sector in **preparing for climate-related disruptions**

In a joint effort to support the climate resilience of the aviation sector, EUROCONTROL and ACI EUROPE, together with the European Aviation Climate Change Adaptation Working Group, have released a new briefing on the effects and impacts of climate change on aviation. Already today the sector is grappling with disruptive weather patterns affecting aviation operations, airport infrastructure, passengers, and personnel, and which are set to increase with climate change. Harnessing innovative technologies and strategies to foster meaningful adaptation within the aviation sector will be essential for overcoming this resilience challenge. The newly released briefing serves as a resource for identifying climate change impacts of concern and conducting climate change risk assessments, enabling stakeholders to develop effective adaptation plans tailored to their specific operational contexts.

# Aviation Sustainability developments from around the world

**Lufthansa Group offers  
successful Green Fares**  
on its worldwide route network

## LUFTHANSA GROUP

The Lufthansa Group is expanding its successful tariff for more sustainable flying to long-haul flights and thus to its global route network. The Green Fares are bookable in all travel classes for more than 850,000 flights per year. The more sustainable ticket already includes offsetting of individual flight-related CO<sub>2</sub> emissions. The Green Fares are part of the Lufthansa Group's growing portfolio of more sustainable travel offers.

**COP29 sees 600 airports now certified  
for carbon management** globally

The global airport industry marked a new milestone on its accelerated journey to decarbonisation, as reported by ACI EUROPE and Heydar Aliyev International Airport, at their joint COP29 side-event.

More than 600 airports across the globe are now actively engaged in CO<sub>2</sub> management as part of the industry's carbon standard, Airport Carbon Accreditation. Delegates participating in the 29th United Nations Climate Change conference in Baku have travelled through an accredited airport, with Heydar Aliyev International Airport being the first airport in the subregion to hold Level 2 certification within the programme.





## IATA Wings of Change Europe Conference Calls for EU to Prioritize Competitiveness and Sustainability

The International Air Transport Association's Wings of Change Europe (WOCE) called on industry and governments to work together with practical actions to make Europe more competitive and sustainable. "Europe must understand that its overregulation is reducing the global competitiveness of European industries. The Draghi recommendations shouldn't just be a report – they must be implemented. Key to that is a better approach to sustainability. Regulators need to understand that taxing people off planes will not reduce CO<sub>2</sub>. (...) What's needed is practical action, such as reviving the single European Sky which could cut emissions by 10% overnight, and better incentives for increasing production of SAF," said Willie Walsh, IATA's Director General.



## SUPPORTING EUROPEAN AVIATION



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