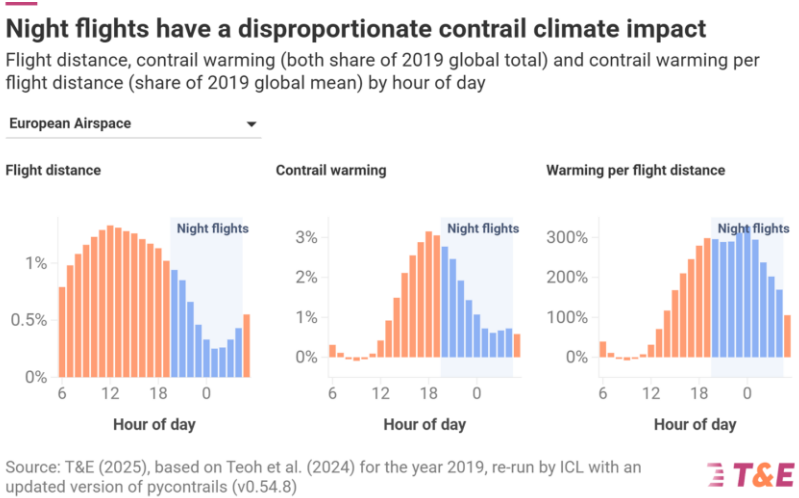
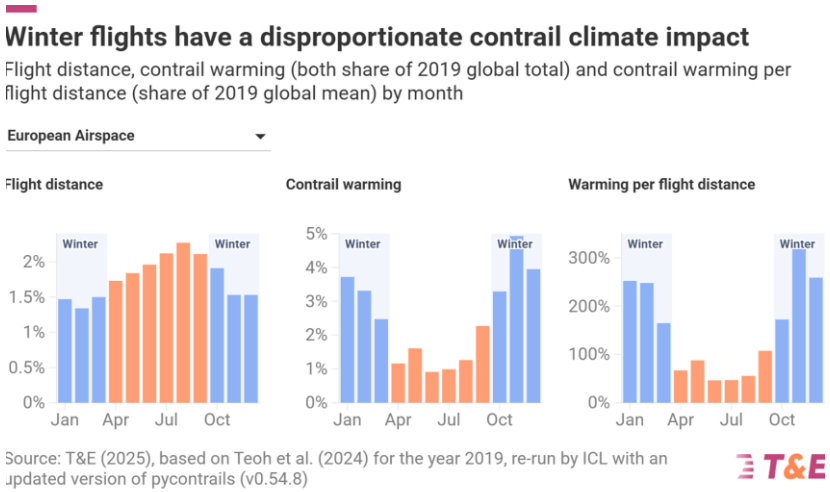
Integrating aviation's non-CO_2 emissions into European policy

A path forward for policy - T&E vision

Avoiding contrails on night and winter flights can be aviation's fastest climate win





75% of European contrail warming is generated between Jan to Mar and Oct to Dec, and 40% during late evenings and nights. Autumn and winter night flights accounted for 25% of European contrail warming, with only 10% of air traffic.

→ **Policy action must be targeted** on those flights, at least in the first few years.

Four pillars to address non-CO_2 emissions

Climate governance

Integrating non-CO_2 effects into EU climate targets, the European Climate Law, and Nationally Determined Contributions (NDCs).

EU ETS

Expanding the scope of non-CO_2 monitoring, incentivising early movers and gradually integrating non-CO_2 effects into the EU ETS.

Fuels

Regulating jet fuel quality and chemical composition through an EU specification

ATM & Operations

Closing the operational and technological gaps and enabling the European ATM for contrail avoidance.

Pillar 3: Integrating contrails into the European ATM system

Secure large scale trials

Conduct large-scale operational trials to prove network-scale feasibility and validate contrail forecasting models under real flight conditions.

Invest in R&D

Support R&D to improve contrail forecasting accuracy and integrate critical environmental metrics into flight planning systems (humidity forecasting, automated ATC conflict-detection tools satellite-based real-time contrail verification)

Enable the ATM

Modernize the air traffic management system (tools and processes) and create a regulatory framework that allows for contrail avoidance (SES environmental KPI for ANSPs, environmental modulation of ANS charges, expanded NM role).