

(English version)

**Question for written answer E-004253/25  
to the Commission  
Ioan-Rareş Bogdan (PPE)  
(29 October 2025)**

*Subject:* Airline operators claiming discrimination

The Commission can be assured of my support for all measures that improve the quality of life for Europeans, but I have certain questions in connection with reports from airline operators who claim they are being disadvantaged in relation to their Gulf counterparts owing to the conditions regarding the use of sustainable fuels. The most recent operator taking a stand on this is Wizz Air, following earlier reports from Air France-KLM, Lufthansa and Ryanair.

1. How justified does the Commission consider their grievances to be?
2. Is it considering taking regulatory action to adjust the targets for sustainable fuels?
3. How does it ensure that EU operators do not lose out in relation to those from the Gulf?

Submitted: 29.10.2025

**Answer given by Mr Tzitzikostas on behalf of the European Commission  
(30 January 2026)**

ReFuelEU Aviation <sup>(1)</sup> (RFEUA) provides a framework for scaling up sustainable aviation fuels (SAF) production and uptake across the EU. It also provides uniform rules for all operators (EU and non-EU) across all Member States, ensuring a level playing field.

SAF is a key measure to decarbonise the sector. The Commission remains fully committed to RFEUA's legal framework. Its full implementation will allow aviation sector to grow in a sustainable manner.

Moreover, investing in SAF production in the EU can secure the EU's global leadership, while also promoting a more energy-independent, and competitive Europe.

The EU is in early days of RFEUA implementation, and it is already visible that it is delivering. It has significantly boosted the aviation biofuels production from virtually nothing in 2023 to around 1.4 million tons in 2025, which is well above the 2% target under RFEUA.

The Commission presented on 5 November 2025 the Sustainable Transport Investment Plan <sup>(2)</sup> (STIP). The STIP outlines a strategic framework to boost investments in renewable and low-carbon fuels in the aviation and maritime sectors.

The EU already supports a transition to SAF with the EUR 20 million of SAF allowances under the EU ETS <sup>(3)</sup> (EUR 1,6 billion), which will help to narrow the price gap between SAF and fossil kerosene in the transition period.

The Commission is also conducting a study on aviation competitiveness to assess the extent to which EU environmental policies might lead to additional costs on EU airlines compared to those based in non-EU countries. Based on the study, the Commission will analyse whether EU action is needed.

---

<sup>(1)</sup> Regulation (EU) 2023/2405 of the European Parliament and of the Council of 18 October 2023 on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation).

<sup>(2)</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, Sustainable Transport Investment Plan (COM(2025) 664).

<sup>(3)</sup> Directive (EU) 2023/958 of the European Parliament and of the Council of 10 May 2023 amending Directive 2003/87/EC as regards aviation's contribution to the Union's economy-wide emission reduction target and the appropriate implementation of a global market-based measure.