

(English version)

**Question for written answer E-002459/26
to the Commission
César Luená (S&D)
(15 June 2026)**

Subject: Securing the EU's climate targets in the aviation sector

Major representatives of the aviation industry have recently acknowledged that reaching net-zero emissions by 2050 is becoming increasingly unlikely due to delays in the production of sustainable aviation fuels (SAF), difficulties in the deployment of international emission reduction mechanisms and delays in the deployment of more efficient technologies.

Given that a significant part of the European aviation industry's decarbonisation strategy is based on these instruments and technologies, these statements raise doubts as to the credibility of the sector's current emissions reduction trajectories.

1. What is the Commission's view of recent statements within the aviation industry ⁽¹⁾ on the feasibility of reaching climate neutrality by 2050?
2. Does the Commission consider current forecasts for SAF availability to be sufficient to meet the EU's climate targets for the aviation sector?
3. If certain technological or market solutions are not developed at the expected pace, what additional measures does the Commission envisage to ensure that the aviation sector fully contributes to the EU's climate targets without making them less ambitious?

Submitted: 15.6.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(14 August 2026)**

The Commission takes note of the statements made by some stakeholders and sees the transition of aviation towards climate neutrality as a major priority.

The Commission is committed to implementing EU actions that are already in place, notably the ReFuelEU Aviation Regulation ⁽¹⁾, the EU Emissions Trading System (EU ETS) ⁽²⁾, and support for research and innovation. The Commission also reiterates its support to the global implementation of CORSIA ⁽³⁾.

Sustainable aviation fuels (SAF) are today the leading technology to decarbonise aviation. ReFuelEU Aviation gives the long-term certainty to scale up SAF production and uptake.

Current market developments indicate that SAF availability is on track to support the EU's climate goals ⁽⁴⁾. SAF supply exceeded the 2% mandate in 2025, showing that ReFuelEU Aviation works. Its long-term predictability is essential for investments. Global SAF production has also ramped up in recent years ⁽⁵⁾.

While SAF ramp-up is a reality, more investments are needed for synthetic fuels (eSAF). The Commission presented in 2025 the Sustainable Transport Investment Plan notably to stimulate eSAF production, by de-risking investments and facilitating offtake ⁽⁶⁾. It reconfirms the targets and is expected to mobilise at least EUR 2.9 billion by end of 2027.

The EU ETS also saves 20 million allowances to support SAF and eSAF uptake in 2024 — 2030. The recent EU ETS review proposal adds an extra 110 million allowances for this purpose until 2040.

Yet, SAF alone will not be enough to decarbonise aviation. It is therefore key to invest in disruptive technologies (electric, hybrid-electric, hydrogen aircraft), modernise and digitalise air traffic management and continue developing economic incentives to encourage airlines to decarbonise.

¹ <https://www.theguardian.com/environment/2026/jun/08/airline-industry-chiefs-willie-walsh-2050-net-zero-unlikely>

⁽¹⁾ <http://data.europa.eu/eli/reg/2023/2405/oj>.

⁽²⁾ <http://data.europa.eu/eli/dir/2003/87/oj>.

⁽³⁾ The Carbon Offsetting and Reduction Scheme for International Aviation, https://climate.ec.europa.eu/news-other-reads/news/adoption-eu-rules-monitoring-reporting-and-verification-emissions-implement-corsia-2025-06-04_en.

⁽⁴⁾ ReFuelEU Aviation Annual Technical Report 2025 — <https://www.easa.europa.eu/en/document-library/general-publications/refueleu-aviation-annual-technical-report-2025#group-easa-downloads>.

⁽⁵⁾ From 0.5Mt in 2023 to an estimated 1.9Mt in 2025 (source: <https://www.iata.org/en/iata-repository/pressroom/fact-sheets/fact-sheet-sustainable-aviation-fuels>).

⁽⁶⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0664>.