



International Civil Aviation Organization

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## ASSEMBLY — 42ND SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 16: Environmental Protection – International Aviation and Climate Change

#### EUROPEAN AVIATION ENVIRONMENTAL REPORT 2025

(Presented by Denmark on behalf of the European Union and its Member States<sup>1</sup> and the other Member States of the European Civil Aviation Conference<sup>2</sup>, and EUROCONTROL)

#### EXECUTIVE SUMMARY

This information paper provides an overview of the latest edition of the European Aviation Environmental Report that was published on 14 January 2025.

<i>Strategic Goals:</i>	This information paper relates to the Strategic Goal – <i>Aviation is Environmentally Sustainable</i> .
<i>Financial implications:</i>	N/A
<i>References:</i>	Doc 7300, <i>Convention on International Civil Aviation</i> Annex 16 – <i>Environmental Protection</i> Resolutions A41-17, -18 and -19

### 1. INTRODUCTION AND USE OF THE REPORT

1.1 ICAO's strategic objective of Environmental Protection aims to minimize the adverse environmental effects of civil aviation activities. All States, regions, and stakeholders need to contribute to this key objective.

1.2 Within the EU, the [European Green Deal](#) aims at improving the well-being of people and making Europe climate-neutral by 2050. The [Climate Law](#) incorporated this goal into legislation with an ambitious 2030 climate target of at least 55% reduction of net emissions of greenhouse gases as compared to 1990. In

<sup>1</sup> Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, and Sweden.

<sup>2</sup> Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine, and the United Kingdom.

2024, the European Commission presented its assessment for a 2040 climate target and recommended reducing the EU's net greenhouse gas emissions by 90% by 2040 relative to 1990.

1.3 The [Smart and Sustainable Mobility Strategy](#) contains various environmental protection initiatives and goals to support emission reductions that align with the Paris Agreement goal for global warming not to exceed 1.5°C, including new legislation such as the [ReFuelEU Aviation](#) Regulation, further supported by the [Net-Zero Industry Act](#), as well as revisions to the [Renewable Energy](#) Directive. These are underpinned by various technical and financial supporting measures. In addition, the [Zero Pollution Action Plan \(ZPAP\)](#) has targets for 2030, with a baseline of 2005, to reduce the share of people chronically disturbed by transport noise by 30% and to improve air quality to reduce the number of premature deaths caused by air pollution by 55%.

1.4 These measures contribute directly to objectives adopted at the ICAO level such as the [Long-Term Aspirational Goal](#) for international aviation of net-zero carbon emissions by 2050 and the [CAAF/3 global aspirational Vision](#) to reduce CO<sub>2</sub> emissions in international aviation by 5 per cent by 2030 through the use of SAF, LCAF and other aviation cleaner energies (compared to zero cleaner energy use).

1.5 The challenge for the aviation sector is to now turn these sustainability goals into concrete action. A concerted effort is needed in order to manage the transition to cleaner aviation while maintaining a high uniform level of safety and connectivity. The European Union Aviation Safety Agency ([EASA](#)) produces a European Aviation Environmental Report ([EAER](#)) every three years<sup>3</sup>, and plays an important role in monitoring progress within the EU27+EFTA States<sup>4</sup> towards these environmental goals.

## 2. EUROPEAN AVIATION ENVIRONMENTAL REPORT

2.1 All previous EAERs from 2016, 2019 and 2022 can be downloaded from the [website](#), along with the Executive Summary and Recommendations translated into official EU and ICAO languages.



<sup>3</sup> Article 87 of EU Regulation 2018/1139

<sup>4</sup> EU27 States (Belgium, Bulgaria, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Croatia, Italy, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, the Netherlands, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland and Sweden) + EFTA States (Iceland, Liechtenstein, Norway and Switzerland).

2.2 The main aims of the EAER include:

- Provide a transparent, objective, clear and accurate source of information on the environmental performance of the aviation sector in Europe;
- Provide an overview of the historic and forecasted environmental performance of the aviation sector in Europe;
- Communicate on the comprehensive European measures in place to mitigate the impact of the aviation sector on the environment;
- Support performance-based regulation by monitoring the impact following implementation;
- Facilitate reaching measurable objectives and outcomes;
- Frame strategic discussions on prioritisation of future work and associated resources, and improve coordination across borders and across sectors (e.g. policy-making and regulation, research, manufacturing, air traffic management, airports, airlines, fuel producers);
- Use and develop robust modelling capabilities and data streams to support the agreed Performance Indicators and subsequent Regulatory Impact Assessments of proposed policies;
- Provide recommendations, based on the information and analysis within the EAER, to improve the level of environmental protection in the area of civil aviation and assist the EU in ensuring that the sector contributes to the objectives of the European Green Deal through effective collaboration, commitment and verification; and
- Reach out and engage a wide audience (e.g. public, policymakers) through the use of ‘plain English’ content that is easy to understand.

2.3 The development of the EAER is coordinated by a Steering Group and supported by an Advisory Group whose representatives from all stakeholder groups provide valuable input on the report and latest stakeholder actions. The collaboration with this diverse set of organisations ensures that the report provides a balanced perspective and conveys a comprehensive overview of what the sector is doing to turn sustainability goals into action.

### 3. EAER 2025

3.1 The fourth edition of the EAER was published in January 2025. As well as an overview of the historic and forecasted environmental performance of the aviation sector at the European level, and the associated environmental impacts, the EAER covers the basket of mitigation measures including Technology and Design; Air Traffic Management and Operations; Airports; Sustainable Aviation Fuels; Market-Based Measures and International Cooperation.

3.2 Honest, transparent and effective communication is critical to securing the trust of European citizens that aviation is indeed acting to become more sustainable and will meet future goals. Robust data streams are also important to assess the effectiveness of implemented mitigation measures and to support informed decision-making by all stakeholders including policymakers, industry, investors and the general public.



#### 4. ICAO STATE ACTION PLANS

4.1 ICAO encourages all States to submit a voluntary [State Action Plan](#) (SAP) for CO<sub>2</sub> emissions reduction from international aviation every 3 years, in order that ICAO can continue to compile the quantified information in relation to achieving the agreed global aspirational goals. The EAER acts as a source of information to support ECAC/EU Member States in the development of their State Action Plans' common section.

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