



Safe Landing



Green Party
Policy

Aviation Policy

Assembly

Safe Landing

Founded in 2020, Safe Landing is a global community of aviation workers, flight enthusiasts, and future-friendly flyers united by a shared passion for flight and a commitment to a sustainable, socially responsible future.

Our mission is to bring together this global community by providing platforms that harness our expertise to create and champion sustainable visions of the future of air travel, for the benefit of all.



Aims of the assembly

- **Engage Safe Landing community members in discussion and deliberation around aviation policy.**
- **Use the outputs to inform the Green Party Transport Policy Working Group's aviation policy (in the UK - specifically England + Wales).**
- **Use these outputs in wider Safe Landing policy advocacy with other political parties.**

Key points

- **This is a short assembly, so we can't go into much detail.**
- **You may not understand all of the policies, and that's okay!**
- **These policies are high level and must be relevant in 5-10 years.**
- **The party manifesto will be costed and in far more detail.**
- **The recommendations proposed here may or may not be accepted by the Green Party.**
- **If you want to influence Green Party (or any other party) policy to a greater degree, become a member of the party.**

Key points

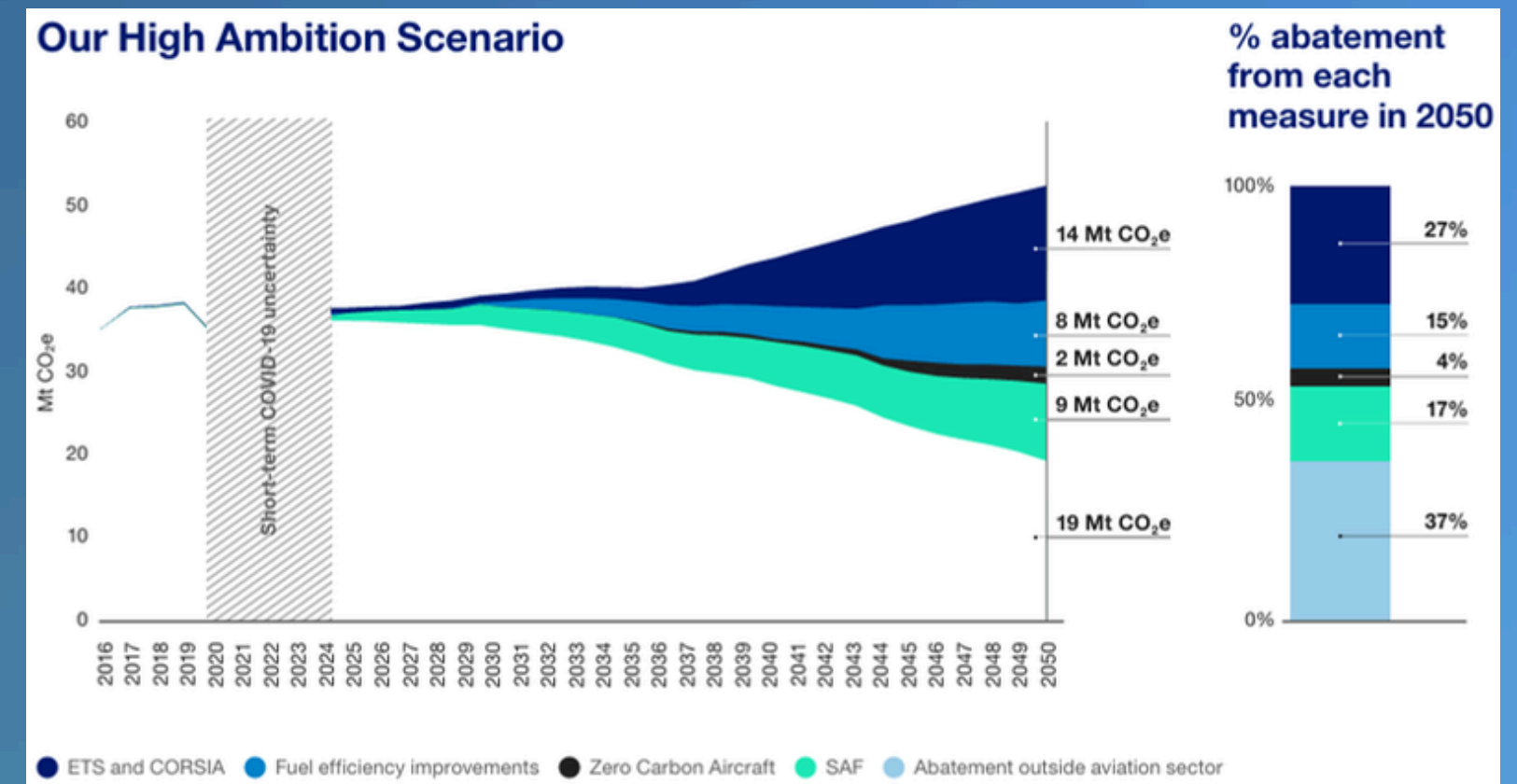
Safe Landing is non-party political and we do not support any particular party over another. We will bring these policy proposals, developed with our Safe Landing community, to any political party in the UK, or elsewhere, who is interested in engaging with us.



Background



**UK aviation supports
over 500,000 jobs**



7%

2025

11%

2030

25%

2050

**Aviation's share of UK carbon emissions is
set to increase other industries decarbonise
and air traffic keeps growing**

Aims & objectives

TR351 - We want to transform the aviation industry into one that contributes positively towards society; is environmentally sustainable and fair to its workers.

TR352 - The Green Party seeks to reduce air travel and air freight and substitute, wherever possible, with other more sustainable modes of transport.

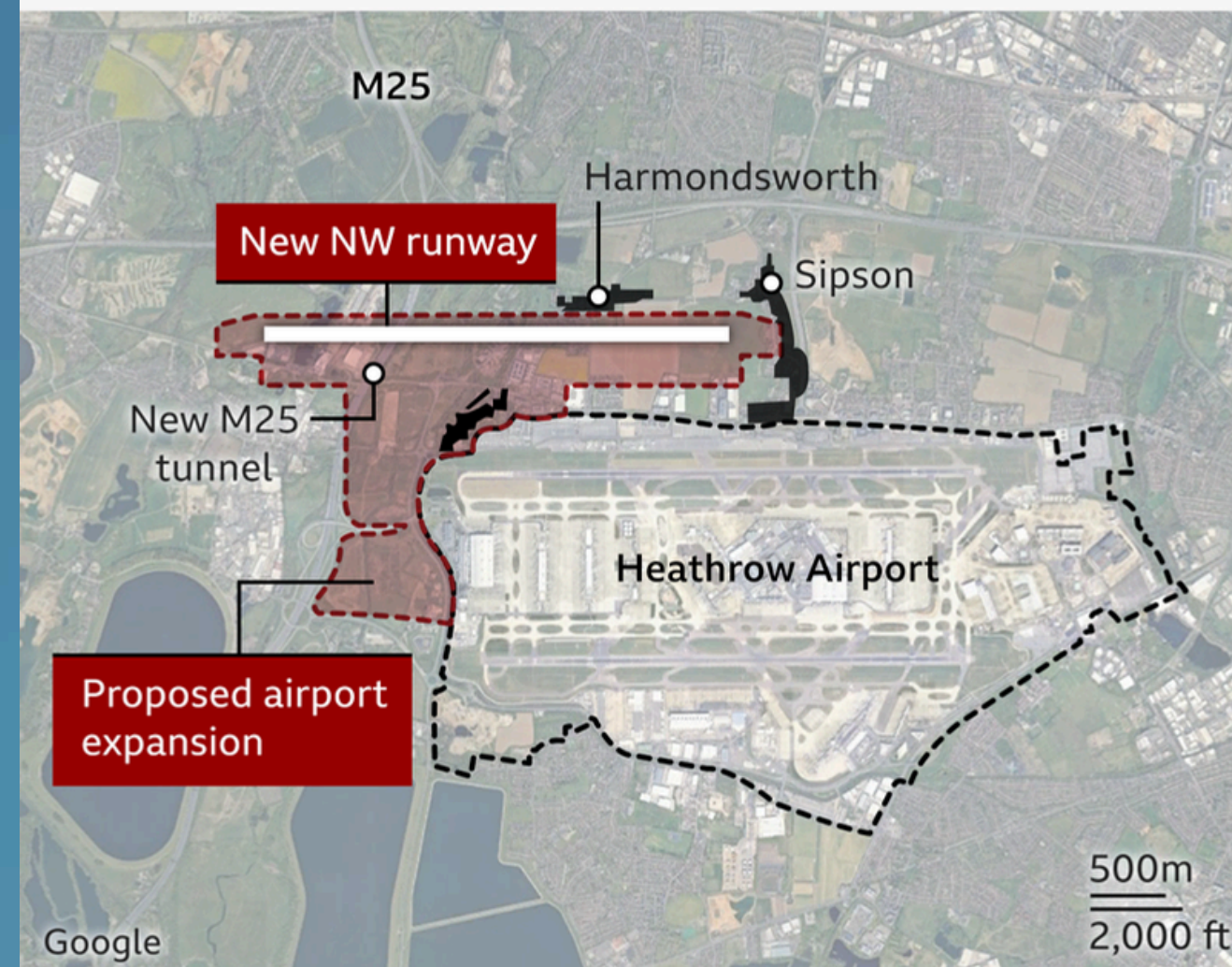


Carbon targets

TR355 - The Green Party will set an ambitious national carbon budget for aviation and will put a halt on airport expansion.



Proposed third runway at Heathrow



Source: Heathrow Airport Expansion Consultation

BBC

Carbon targets

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How?

A national carbon budget, allocated out to individual airports, with stricter budgets for private jets airports.

Alternatively:

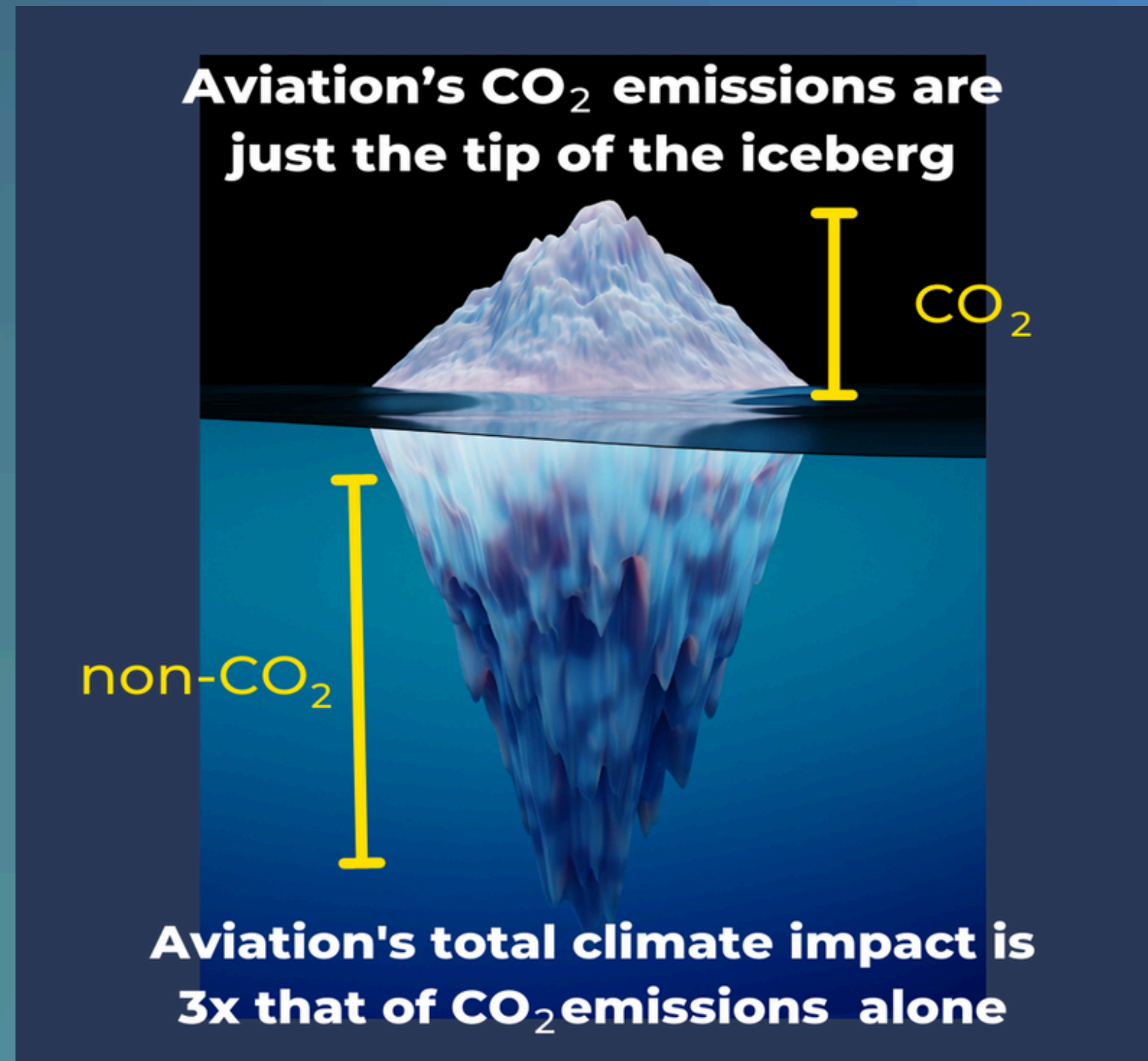
- caps on passengers served at airports,
- capping the numbers of slots at airports.

Regardless of the viability of future lower-carbon and zero-carbon flight technology, and/or fuels, this puts in place guard rails for aviation carbon emissions.



Non-CO₂ and contrails

**Non-CO₂ emissions
= condensation trails
(contrails) + NO_x +
others (soot,
particulates etc.)**



Source: David Lee et. al

Non-CO₂ and contrails

TR356 - A binding and ambitious non-CO₂ climate target will be created.

The Green Party will support a monitoring, reporting and verification (MRV) scheme and large-scale contrail avoidance trials across UK controlled airspace and in partnership with other countries.

The party will campaign for more stringent international engine standards to mitigate aviation nitrogen oxide and particulate matter emissions across all flight phases.

Note: There are small contrail avoidance trials in UK airspace happening but not on any large scale.

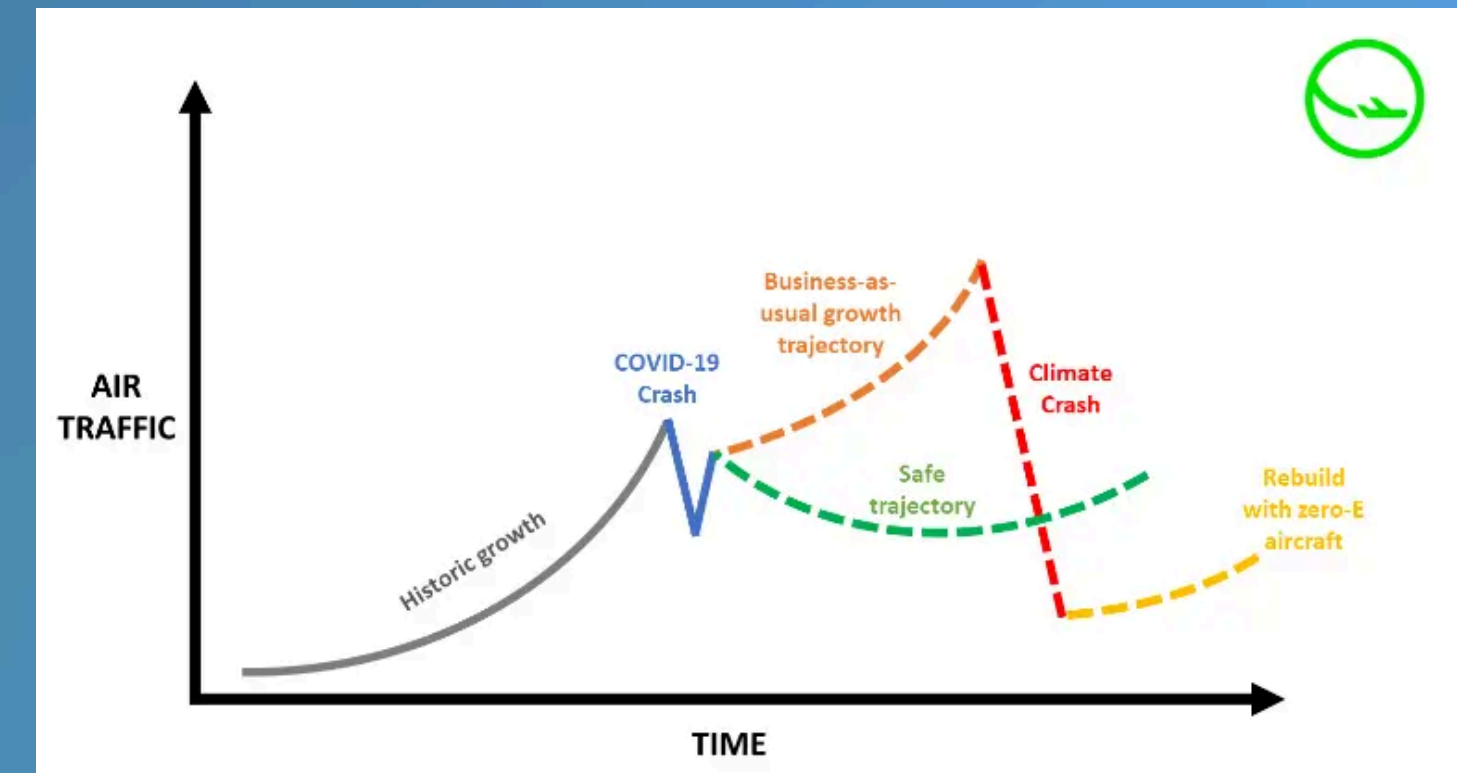


Demand management and taxation

TR360 - Demand management, including progressive taxation, will be introduced to reduce the impact of flying on the climate and the environment.

Zero-carbon flight is not scaling fast enough and, at least in the short term, we need to fly less in order to not breach crucial carbon budgets and preserve our ability to fly into the future for decades to come.

Demand management and progressive taxation will not only reduce the amount we fly but also raise taxation that could be spent on lower carbon ground-based travel alternatives (TR380) and boosting innovation in lower/zero carbon flight (TR381).



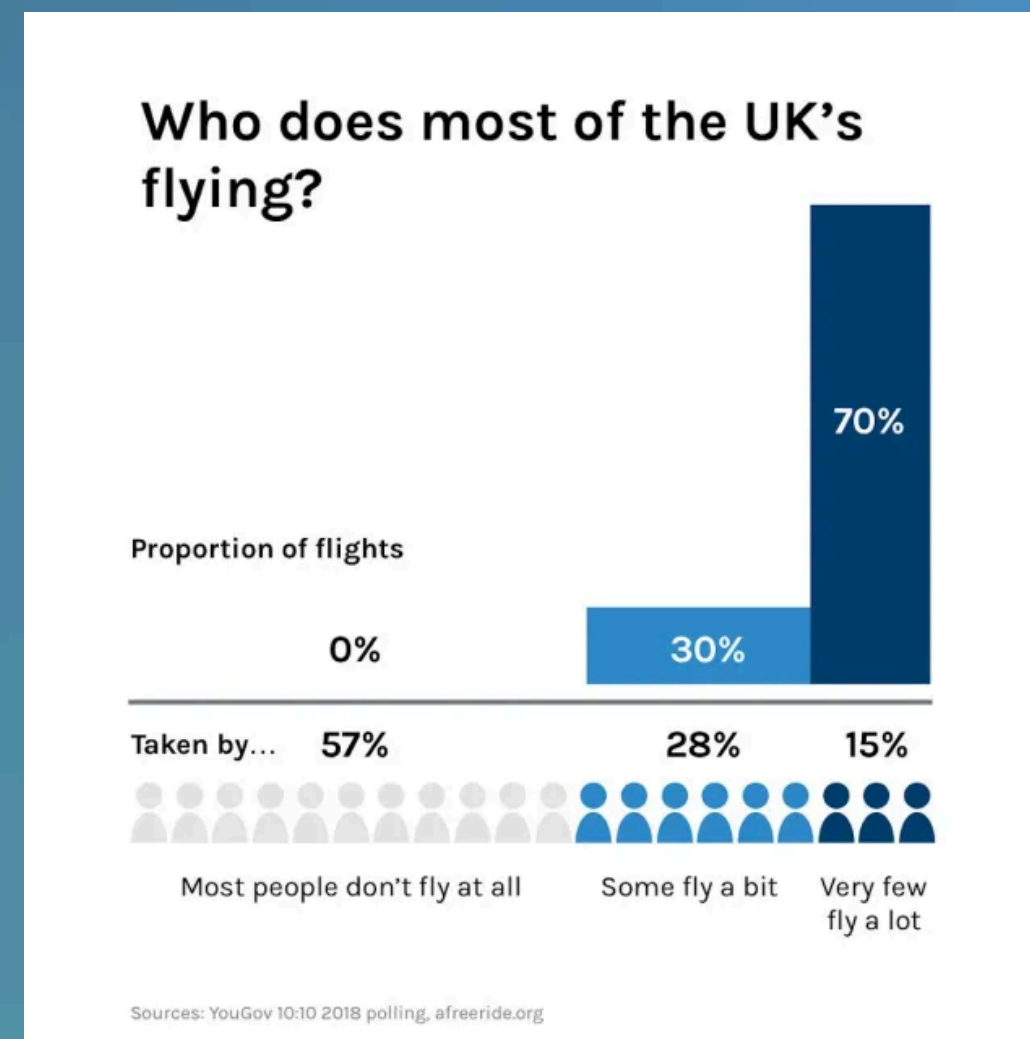
Source: Safe Landing

Frequent flyers

TR361 - The highest emitters – frequent flyers, premium class passengers and private jet users - will pay additional taxes to disincentivise excessive and inefficient flying. The lowest emitters, occasional flyers, for example those who fly once a year or less and tend to be in lower/middle income brackets, will pay the least tax.

Rationale: How much a person flies is closely linked to their wealth and class. In the UK: 15% of passengers produce 70% of emissions. We can reduce overall flights and emissions by focusing policy on frequent flyers rather than those who fly just once or twice a year.

A frequent flyer levy is the ideal policy which charges passengers the more they fly. It is hard to implement, but there are other similar options available, such as an ultra-frequent flyer levy (paid for through a tax return).



Source: afreeride.org / Possible /
New Economics Foundation

Carbon pricing

Currently, CO2 emissions are priced too low and jet fuel remains untaxed:

- The cap-and-trade UK Emissions Trading Scheme (ETS) is the only way carbon is priced, but only applies to UK domestic flights, UK–Gibraltar, and departures from the UK to the EEA and Switzerland.
- It does not cover long-haul flights, meaning 83% of UK aviation emissions remain unpriced.
- Two-thirds of emissions are emitted on flights outside of the EEA and are covered by the weak and low-cost UN ICAO “Carbon Offsetting and Reduction Scheme for International Aviation” (CORSIA) scheme.

Green:

Flights covered by the UK (and EU) ETS

Red:

Flights covered by the much weaker CORSIA
(discussed later)



Carbon pricing

TR363 - The UK Emissions Trading Scheme (ETS) will be strengthened to include all domestic and international flights.

Note: there is some debate about whether to increase the minimum carbon price (auction reserve price) of all sectors in the UK ETS, or just for aviation.

The dilemma:

- A flat carbon price across sectors is simpler and encourages the cheapest decarbonisation.
- However - this can impact wider cost-of-living
- Air travellers are wealthier, can afford higher levies and CO2 abatement in aviation is more expensive than the costs required in other sectors.



Carbon pricing

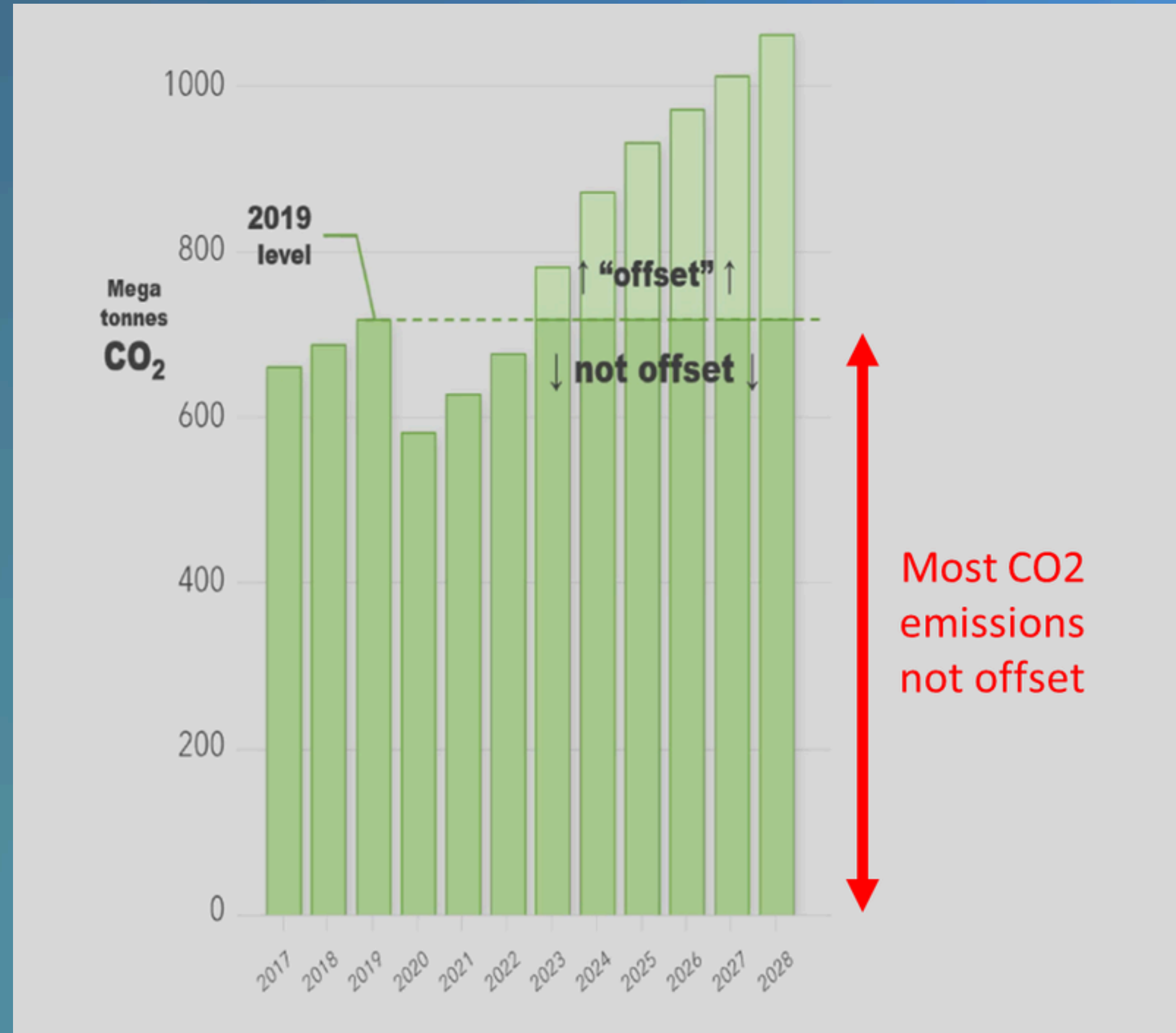
TR364 - To supplement expanding the UK ETS (**TR363**), further aviation taxes will be set at a level that reflects the disproportionately higher impact of aviation on the climate, air and noise pollution and the impact of non-carbon emissions.

This could take the form of a jet fuel tax to ensure the externalities of aviation are fairly priced.



Carbon Offsets & CORSIA

TR367 - The “Carbon Offsetting and Reduction Scheme for International Aviation” (CORSIA) and other carbon offset schemes should not be used as a means of carbon accounting (CC018).



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Rationale:

The International Civil Aviation Organisation’s (ICAO) CORSIA scheme is a market-based carbon offset scheme. Airline operators offset any emissions above a baseline, which is set at 85% of their 2019 emissions, by purchasing credits from carbon offsetting projects approved by the ICAO. This is currently voluntary but set to become mandatory from 2027 for airlines in the 193 member countries that are eligible based on economic development and amount of aviation activity.



Air Passenger Duty

The only existing duty or tax paid by passengers is Air Passenger Duty (APD). APD is a duty chargeable per passenger flying from UK airports to domestic and international destinations. APD follows a band structure, where duty rates vary by destination and by class of travel.

It contributes to public finance, having raised an estimated £3.8 billion in 2023-4. Airlines have long campaigned against APD. We and other climate advocates say APD doesn't go far enough and needs to be reformed or replaced.

- 0 - 2,000 miles
- 2,001 - 5,500 miles
- Over 5,500 miles



Rates from 1 April 2026

Destination bands	Reduced rate	Standard rate	Higher rate
Domestic	£8	£16	£142
Band A	£15	£32	£142
Band B	£102	£244	£1097
Band C	£106	£253	£1141

Reduced rate: usually economy class

Standard rate: premium economy, business and first class

Higher rate: private jets

Source: UK government

Air Passenger Duty

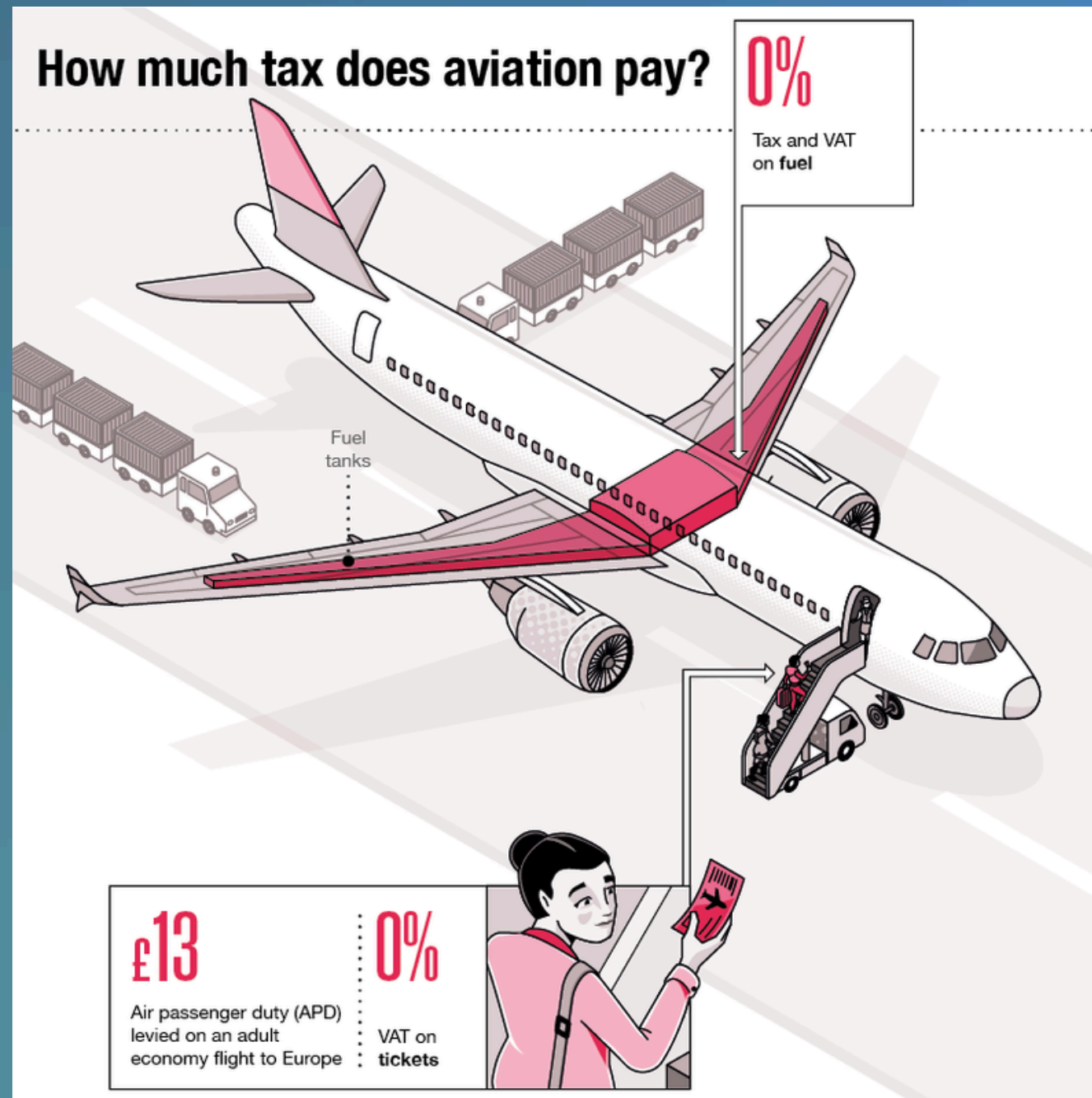
TR365 - Air Passenger Duty (APD) will be reformed by increasing the number of distance bands and significantly increasing the price paid in the higher rate band. We remain open to replacing APD with a more effective and equitable tax mechanism.



Value Added Tax (VAT)

TR366 - We will end the VAT exemption for aviation.

The Green Party will end the VAT exemption for aviation, which keeps air fares artificially low, to bring it in line with other modes of transport. If aviation paid the same level of duty and VAT on its fuel, as motorists currently do on theirs, revenue for the Chancellor would increase to over £11 billion a year compared to the £3.8 billion that APD raises today.



Source: Aviation Environment Federation

Tax combinations

There are several tax mechanisms the party could use to reduce demand for aviation and increase tax revenue in a fair and effective way. Currently, there are uncertainties around how these tax mechanisms may interact with each other, as very few of them have been implemented in the real world.

Once these interactions between taxes are better understood, including how something like a frequent flyer levy could be implemented, and we have more guidance on national Green Party emissions reductions targets, the Green Party can commit to a specific package of aviation demand management and taxation policies.



Tankering

TR368 - To mitigate aircraft arriving in the UK with enough fuel for their return flight to avoid increased costs from taxation inside the UK, the Green Party would introduce a minimum local fuel uplift requirement set at levels that do not compromise safety.



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Rationale:

Tankering is a practice where an aircraft uplifts excess fuel in one airport to cover its return trip in addition to its outward journey. Airlines tanker to save fuel cost when fuel is cheaper at the departing airport than at the destination airport. There is a risk that airlines will tanker to avoid the higher costs of fuel in the UK under a fuel tax or strengthened UK ETS. To avoid tankering and eliminate the most common avoidance routes, there are several targeted operational rules available to consider. For example, a minimum local fuel uplift requirement would prevent operators from arriving heavily fuelled from lower-tax jurisdictions and departing without meaningful UK uplift.



Safe Landing

Tax exemptions

TR369 - Emergency and appropriate medical service flights will be eligible for tax rebates.

Medical and emergency flights would be exempt from any of our proposed taxations and/or be eligible for rebates. Medical and emergency flights in the UK are largely already exempt from tax, but the details depend on the type of tax and who operates the flight. Medical transport provided by or under the supervision of registered healthcare professionals is exempt from VAT. Emergency and medical flights are exempt from APD under the Finance Act 1994. Emergency and medical flights are excluded from the UK Emissions Trading Scheme (UKETS).



Private Jets

TR362 - The Green Party will expeditiously phase out the use of fossil fuel-powered private jets.

Rationale:

Private jets should be phased out in the UK because they are the most carbon-intensive form of transport per passenger, emitting up to 20–30 times more CO₂ per person than commercial flights while serving a tiny, wealthy minority. Their disproportionate climate impact is impossible to justify in a period where all sectors must cut emissions rapidly to meet the UK's legally binding carbon budgets. Phasing out private jet use would reduce high-carbon luxury emissions, free up scarce airport capacity for essential travel, and signal that climate action applies fairly across society — not only to those with fewer resources.



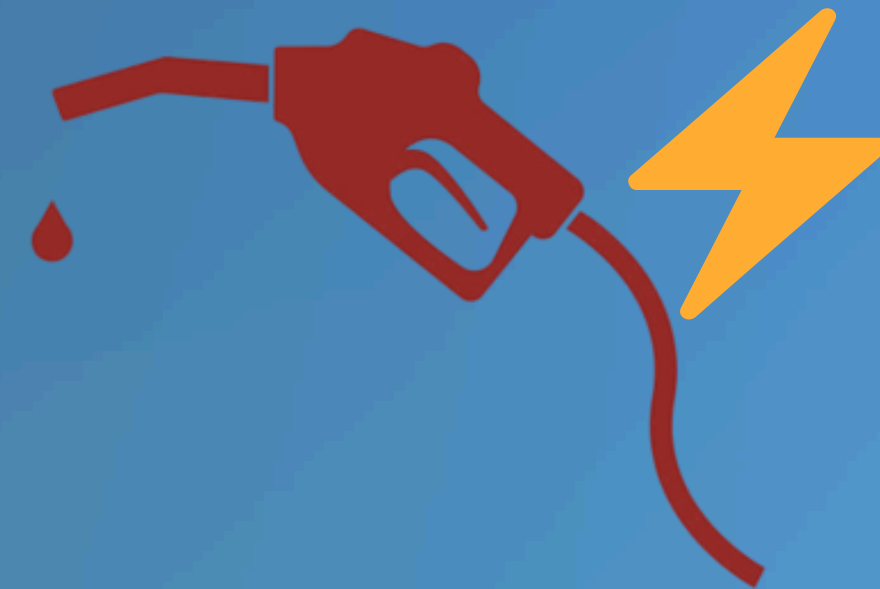
Note: ITF have a position of phasing-out fossil fuel private jet use by 2030

Alternative fuels

Alternative fuels, AKA Sustainable Aviation Fuel (SAF), refer to either **biofuels** or **electro-fuels (e-fuels)**.



Biofuels are fuels created from biomass: agricultural crops or from farm, forestry or municipal waste (e.g. food waste such as used cooking oil).



E-fuels, also called “power-to-liquid” (PtL), are fuels created using electricity to remove carbon from the atmosphere and combine it with hydrogen (from electrolysis of water) to create a hydrocarbon fuel.

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- E-fuels, also called “power-to-liquid” (PtL), are fuels created using (ideally renewable) electricity to remove carbon from the atmosphere and combine it with hydrogen (from electrolysis of water) to create a hydrocarbon fuel.

Both types of fuel are created to substitute conventional jet fuel i.e., fossil fuel kerosene.

Alternative fuels are a limited and constrained resource and cannot replace fossil jet fuel at scale without causing significant land-use, biodiversity, or energy-system impacts. While SAF can reduce lifecycle CO₂ emissions for some flights, supply constraints mean it cannot support continued growth in aviation demand. SAF policy should therefore avoid reliance on crop-based feedstocks and explicitly recognise that SAF can only play a supporting role alongside demand management and operational mitigation, rather than being treated as a primary decarbonisation pathway.

Alternative fuels

TR375 - Sustainable Aviation Fuel (SAF) should be derived from sources which satisfy strict sustainability criteria covering lifecycle greenhouse gas emissions, land-use and biodiversity impacts.

Given the limited availability and high demand of renewable energy and sustainable biomass across sectors, SAF will only be deployed when it provides sufficient reductions in climate impacts compared with ground-based uses, via reduced lifecycle CO₂ emissions and alleviated contrail warming.

Crop-based feedstocks will remain forbidden to avoid competition with food and ecosystems for land resources.



Alternative future travel

TR380 - Funds will be made available to:

- 1. Support research and development into low carbon flight technology and operations;**
- 2. Develop and initially subsidise lower carbon alternative modes of transport;**
- 3. Support the development of sustainable tourism.**

Rationale:

We recognise that as well as disincentivising flying we also need to provide cleaner and cheaper alternatives. TR380 makes clear the Green Party's intention to invest in low carbon ground-based transport and sustainable tourism.

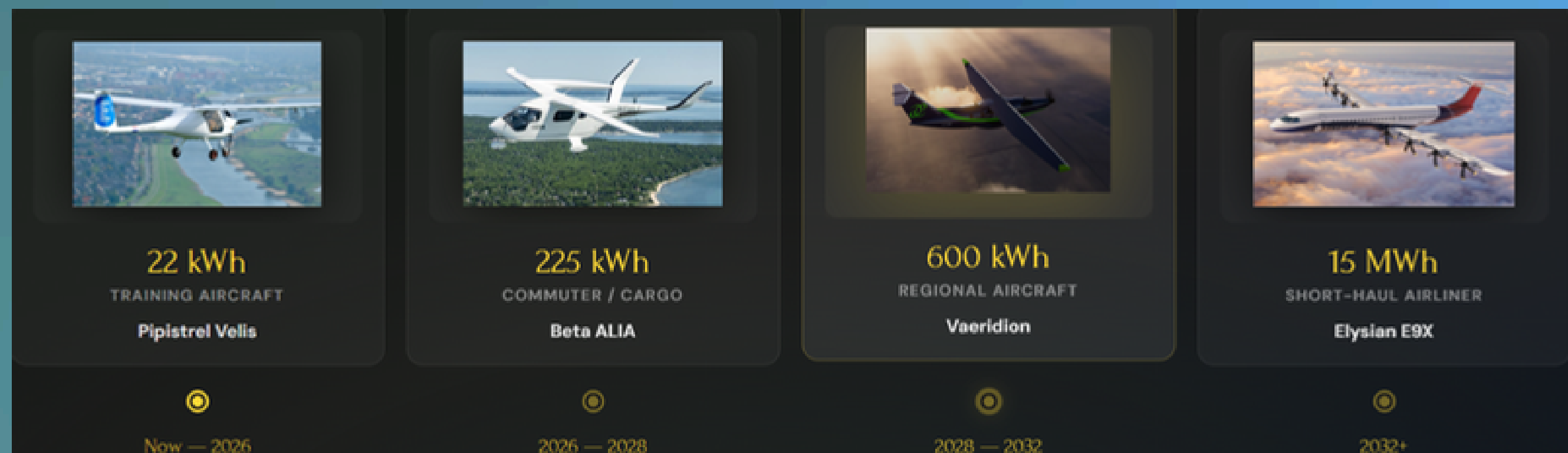


Future flight technology

TR381 - The government will invest in a nascent zero carbon flight network that attracts the best start-ups to Britain, encourages innovation, supports technology development and skilled green jobs, whilst ensuring that this technology keeps the sector within planetary boundaries.

This investment would include targeted support for transitioning regional and private jet airports to become zero carbon flight hubs.

Source: NRG2fly.com



Civic & workers' engagement

TR385 - The party seeks to decarbonise and transform aviation with input from the general population, particularly communities surrounding airports and flightpaths, and aviation workers, for example through deliberative, participatory assemblies.

TR386 - We will ensure that workers' rights and workers' health and safety are strengthened throughout the transformation of the industry. Where necessary, workers that need to transition to other industries will be supported in doing so.



Air quality & noise

TR390 - Whilst reducing demand for aviation and incentivising the most efficient and low-carbon aircraft will reduce noise and air pollution, more measures are needed.

TR391 - Air quality and noise impacts will be reduced by aircraft and airport electrification, and stricter airport regulations and night curfews. We will also negotiate for stricter international engine standards at ICAO.

Note: we propose that the industry should be required to strengthen action on air quality and noise through stricter international engine standards, airport electrification, and stricter airport regulations (such as Auxiliary Power Unit usage, single-engine taxi and cleaner kerosene use).



Surface access

TR393 - We will ensure that as high a proportion of journeys as possible to and from airports are made using sustainable public transport, by both airport workers and passengers, including new rail links where feasible.

TR394 - We will require all major airports to develop active travel plans to ensure that access from nearby areas by walking, wheeling and cycling is safe and convenient, focused mainly on travel by workers.



Accessibility

TR395 - Elected Greens will work with disability groups to improve disabled access in aviation.

Rationale:

The UK's current aviation rules leave millions of disabled passengers without reliable, dignified access to air travel, with no enforceable service standards, no meaningful penalties for poor treatment, and no legal protections for essential mobility equipment. Despite years of guidance, disabled travellers still face long waits for assistance, inaccessible airport and aircraft infrastructure, frequent damage to mobility aids, and inconsistent support across airports and airlines.



Global negotiation & policy

TR398 - The Green Party will campaign for the UK Government, the European Union and the relevant international bodies to create a global decarbonisation and demand management strategy for air travel, considering global equity.

Rationale:

It is essential for the UK Government to campaign for a coordinated global decarbonisation and demand management strategy for air travel because aviation is an inherently international activity whose emissions cannot be effectively mitigated through national measures alone.



Summary

- ✓ Transform aviation to benefit people and planet
- ✓ Ambitious carbon and non-carbon budgets
- ✓ Large-scale contrail avoidance trials
- ✓ Halt airport expansion
- ✓ Expand UK ETS to all domestic and international flights
- ✓ Tax the wealthiest frequent flyers
- ✓ Price in the externalities of flying (non-CO2 and pollution)
- ✓ Reform or replace APD
- ✓ Introduce VAT on tickets
- ✓ Phase out private jets
- ✓ Invest in zero/low carbon flight and ground transport
- ✓ Include workers and communities in decision-making
- ✓ Improve workers rights, safety and wellbeing

Next steps for the policy



These recommendations will now be fed back to the Green Party. They will discuss whether or not to incorporate them.

The policies will then be put to the Green Party membership to comment on and propose amendments.

The policies and amendments will then be voted on at the Green Party autumn conference in October 2026.

Get involved in Safe Landing

Join our three working groups:

Community working group - todd@safe-landing.org

Workers' Participation working group - george@safe-landing.org

Think Tank working group - finlay@safe-landing.org

Get involved in Safe Landing

Upcoming events:

 Tue 23rd June 12:00 - Electric Seaplanes - "Airside Chat"
with Noemi Aerospace

 Tue 30th June 19:00 - Community Check-In
(online)

Sign up via our website: safe-landing.org/news

