

DRAFT Aviation DVP (June 2026 update)

Note: These are aviation policy proposals drafted by the aviation subsection of the Transport Policy Working Group of the Green Party of England and Wales. This is **not** current Green Party policy. This must **not** be shared publicly.

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.

CO2 and non-CO2 targets

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

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 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.

Climate Mitigation

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.

TR361 The highest emitters – frequent flyers, premium class passengers and private jet users - will pay additional tax 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.

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

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

TR364 To supplement expanding the UK ETS (TR363), further aviation taxes will be set at levels that reflect the disproportionately higher impact of aviation on the climate due to the increased impact of non-carbon emissions at cruising altitudes.

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.

TR366 We will introduce standard-rate VAT for air fares.

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).

TR368 To discourage 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.

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

Alternative fuels

TR375 Sustainable Aviation Fuels (SAFs) 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 and future travel

TR380 Funds will be made available to:

- a. Support research and development into low carbon flight technology and operations (see also IN215).
- b. Develop and initially subsidise lower carbon alternative modes of transport;
- c. Support the development of sustainable tourism predominantly in the UK (HT1301, HT1401);

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 (EC202/221). This investment would include targeted support for transitioning regional and private jet airports to become zero carbon flight hubs.

Civic and 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 (WR604, 620 and 632), 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 (IN214, IN302, IN305, IN306).

Air quality and noise

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

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

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.

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 (DY701, TR501).

Global negotiation and policy

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