

**Question for written answer E-003960/2017
to the Commission**
Rule 130
Viorica Dăncilă (S&D)

Subject: Alternative fuels

In 2017, 25 airlines agreed to operate some 5000 flights using a mixture of traditional fuel (kerosene) and alternative fuels. Unfortunately, there is currently no internationally approved alternative to kerosene that can be manufactured on a large scale and that meets International Civil Aviation Organization requirements in the form of a safety-performance ratio which is at least equivalent to that of kerosene.

How does the Commission, together with the Member States, intend to support academic research into possible alternatives to traditional kerosene which could then be produced on a large scale and thus help the aviation industry to play its part in reducing greenhouse gas emissions?