

**Question for written answer E-003293/2021
to the Commission**

Rule 138

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Subject: Composition of aviation fuel

Emissions of ultrafine particles - UFP - have been shown to be hazardous to health. Exposure is particularly high around airports and under approach and departure routes. Large quantities of ultrafine particles are produced during the combustion of kerosene. As a precautionary measure to protect human health, it would be advisable to initiate practical measures to minimise emissions until UFP emission limits are set. These include the desulphurisation of kerosene, which can reduce emissions of ultrafine particles by more than 30%, the phasing out of aircraft with old propulsion technology and the further development of engine technology. Aviation fuel contains a large number of additives whose effects on humans and the environment have received little attention. Nevertheless, unburnt aviation fuel is widely dispersed in the environment as a result of fuel dumping.

1. Is the Commission planning to adopt a directive on the type and quantity of additives permitted in aviation fuel, and if not, why not?
2. What other options are there to speed up the use of sulphur-free kerosene and the introduction of low-emission engine technology?
3. How often (in percentage terms) is kerosene dumped for economic rather than safety reasons, and would it be technically possible to land aircraft with excess weight as well?