Initiative led by CFDT Métallurgie, together with involved CFDT groups :

Cfdt: métallurgie — Cfdt: AIRBUS GROUP — Cfdt: DAHER GROUPE — Cfdt: Safran — Cfdt: THALES

EPISODE #1 November 2026

AVIATION AND CLIMATE CHANGE

Why employees should care!

To secure the future of aviation

- Climate change is recognized as the **#1 risk facing the aviation industry** (IATA, 2026). The potential impacts are **physical** (heatwaves, storms, etc.), **economic** (rising costs, traffic disruptions), and **societal** (regulations, instability, etc.).
- Companies can anticipate and differentiate themselves through **technological solutions and innovative business offerings.**
- Taking on their **fair share** of the global transition effort and **adapting** to a changing environment are essential to ensuring the long-term viability of the aviation industry.



To protect our working conditions and our jobs

"Given **the scale of change** the aviation labour force must go through to achieve decarbonisation in the sector, it is important that **the principle of a Just Transition** is at the centre of national and international policy development over the coming decades."

OCDE, 2024

- Developing decarbonization strategies, solutions and offerings requires **broadening and strengthening skills.**
- Anticipating the impacts of the transition through various prospective scenarios should allow for the **proper sizing of teams and resources.**
- Employees who want to move into emerging career paths at the heart of the energy transition must receive **dedicated support.**
- Protecting workers from extreme weather events - such as extreme heat or in-flight turbulence - is essential to **safeguarding their working conditions and safety**.
- Workers and their representatives must be actively involved in **co-designing** these transformations.

A just transition is the guiding compass of the CFDT's union action.

What are aviation's impacts on the climate?

- Climate change is the **primary environmental challenge** facing aviation.
- Aviation accounts for **~2.5% of human-caused CO_2 emissions** - and could reach **30% by 2040** in regions such as the UK (CCC, 2025).
- Over an aircraft's lifecycle, **98% of its climate impact occur during operations**, driven by the production and burning of fossil jet fuel.
- High-altitude emissions trigger non-CO_2 effects, such as contrails and nitrogen oxides (NO_x), whose climate impact could be **up to triple that of CO_2 alone** (Lee et al., 2021).

What are the solutions to reduce them?



- **Technological solutions:** such as improved aircraft efficiency and cleaner engines.
- **Operational improvements:** such as more direct flight paths and avoidance of contrail-forming regions.
- **Alternative fuels:** Sustainable Aviation Fuels (bio-SAF or synthetic SAF), hydrotreated fossil fuels, and hydrogen.
- **Business solutions:** such as decarbonization services and business diversification.

The car industry: an example not to follow!

By underestimating the transformations to be carried out for the energy transition, the Western automotive sector allowed Chinese competitors to rise up and take the lead in high-growth electric vehicle markets.



Making the voices of aviation workers heard!

Because the climate and energy transition is one of the defining challenges for the future of the aviation industry, the **CFDT** is committed to **getting workers involved**. We want to spark an **open debate** around the challenges, the solutions (both effective and flawed), the risks, and the opportunities ahead.

With you, we will shape concrete demands for a just transition in the aviation sector.

THE CFDT IS COMMITTED TO A JUST TRANSITION IN AVIATION

Learn more!
All leaflets can be retrieved here:

Join discussion!
Webinar #1
Dec 8 at 1pm

Share your views on the subject!