On 28 September, [redacted], met with Airbus ([redacted] and [redacted]) at their request.

Several issues were discussed and Airbus made a number of points including:

- Overall assessment of the Fit for 55 package: Welcome although some concerns regarding competitiveness vs US with different approaches taken e.g. on Sustainable Aviation Fuels (US investment incentives vs EU regulations). Very pleased with ReFuel EU Aviation: Airbus would wish it to be more ambitious but their customers fear higher costs in this case. They wish to see more focus on incentives such as financial support to SAF production. Welcome both EU zero emission aircraft alliance and SAF alliance.

- Corporate plans for liquid hydrogen aircrafts from 2035 are on track. For short-haul and regional transport ("a bit lower than 100 seats") and would over time replace A320 family. Need green energy (hydrogen) supply, airport infrastructure incentives and common regulation at international level (Europe to convince 3rd countries in particular the US and China) if such aircrafts are to have a viable business model.

- Welcome higher carbon pricing in the EU but it is needed at worldwide level through CORSIA. Revenues from ETS allowance auctioning should be recycled back into investments in aviation decarbonisation.

- Taxonomy: Satisfied with compromise sent for public consultation on aircraft, although still need to address rotorcraft specifically.