



ANALYSIS - MAY 2026

Private Aviation Emissions from the 2025 Cannes Film Festival

This document aims to provide the data used for T&E's publication on private aviation emissions during the Cannes film festival in 2025.

Tab	Description	Note
methodology	Description of methodology	All dynamic cells in the report are highlighted in red.
analysis_with_cannes	Analysis of impact of private aviation at Cannes-Mandelieu, Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports	Gössling et al. (2024) did not include Cannes-Mandelieu airport
analysis_without_cannes	Analysis of impact of private aviation at Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports - consistent with Gössling et al. (2024)	
flight_with_cannes	Daily flight numbers at Cannes-Mandelieu, Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports	Gössling et al. (2024) did not include Cannes-Mandelieu airport
flight_without_cannes	Daily flight numbers at Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports - consistent with Gössling et al. (2024)	
config	Conversion constants and some assumptions	

Transport & Environment

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Further information

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Methodological Note: Estimating Private Aviation Emissions from the 2025 Cannes Film Festival

Approach	Analysed flight tracking data for every aircraft movement around the French Riviera in 2025 Isolated the flights linked to the festival Compared festival-week traffic to a normal-week baseline to identify the festival's net contribution
Data	We used global Spire Aviation ADS-B data with satellite coverage for 2025 Each record represents one flight and includes: Aircraft type Departure and arrival locations Take-off and landing times The path the aircraft flew
Fuel burn	Fuel burn for each flight is estimated using EUROCONTROL's small emitters tool.
Defining festival-related flights	We selected the four airports closest to Cannes that handle private aviation: Nice Cannes-Mandelieu Marseille Toulon For each airport, we identified every flight that took off or landed within 15 km of the airport. This radius is wide enough to capture all real movements and tight enough to avoid picking up flights from other nearby airfields. We then merged the four datasets and removed duplicates. A flight between Nice and Cannes appears in both airport files and must only be counted once.
Identifying private jets	Most flights in the data are scheduled airline traffic, not private jets. To isolate private aviation, we applied a list of around 70 aircraft types known to be operated primarily as business or private aircraft. The list comes from Gössling et al. (2024), and was compiled from manufacturer marketing materials. The list covers typical private-aviation aircraft including: Cessna Citations Gulfstreams Bombardier Globals and Challengers Embraer Phenoms and Legacys Dassault Falcons Pilatus PC-12s and similar turboprops
Quality filtering	We excluded flights with fewer than 10 ADS-B position points and aircraft not supported by EUROCONTROL's small emitters tool.
Isolating the festival's net contribution	The festival ran from 13 to 24 May 2025 (12 days). Counting flights during the festival alone would overstate the impact, because the Riviera has substantial private aviation traffic year-round. To estimate only the additional flights caused by the festival, we followed the method of Gössling et al. (2024): Compared the festival period against two equivalent 12-day windows on either side Offset each comparison window by two weeks to avoid overlap with festival arrivals and departures Averaged the before and after windows to produce a baseline Subtracted the baseline from the festival-week total
Cross-checking	OAG flight schedules: We compared scheduled flights with OAG flight schedules for 2025 and found good agreement. Gössling et al (2024): Our 2025 estimate (around 620 festival-attributable flights producing roughly 4.7 kilotonnes of CO ₂) sits very close to the 2023 figure of 644 flights and 4.8 kilotonnes reported in the peer-reviewed study. We conclude that private jet travel from and to the film festival has not changed materially since 2023.
Caveats	The headline numbers should be read as best-available estimates with an uncertainty band of roughly ±10%, not as exact counts. The direction and order of magnitude are robust; the precise figure to the nearest tonne is not.

Analysis of impact of private aviation at Cannes-Mandelieu, Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports

Input	Value	Unit	Note	Source
# Private Cannes flights	764	in 2025	Includes departures and arrivals at Cannes-Mandelieu, Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports	
CO2 emissions from private Cannes flights	5105	t CO2 in 2025	Includes departures and arrivals at Cannes-Mandelieu, Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports	
Output	Value	Unit	Note	Source
Average CO2 emissions per private Cannes flight	6.68	t CO2/flight		
CO2e emissions from private Cannes flights	8679	t CO2e	Include non-CO2 with a factor of 1.7	
Average CO2e emissions per private Cannes flight	11.4	t CO2e/flight	Include non-CO2 with a factor of 1.7	
Kerosene for private Cannes flights in tonnes	1621	t kerosene		
Kerosene for private Cannes flights in litres	2000784	litres		
Petrol-equivalent for private Cannes flights	2185244	litres	Correction because petrol has lower density than kerosene	
How far could an ICE drive with that much fuel?	31217768	km	Assumes 7 l/100 km.	
How does this distance compare to the equator?	779	times around the equator		
How do CO2e emissions compare to the average EU household's emissions?	868	for a year		
How many barrels of jet fuel were burnt?	12585	barrels		
How many people could have flown from Paris to Athens?	16206	# people		
How many people flew in the private jets?	1077	# people		
What share of 2025 Cannes CO2 emissions does private jet travel represent?	10%			
How much emissions could be saved if they switched to train?	8591.715	t CO2e	Assume 99%.	https://www.climatecampaign.org/wp-content/uploads/2025/05/2025.pdf
How much emissions could be saved if they switched to scheduled flights?	7550.295	t CO2e	Assume 87%.	https://www.climatecampaign.org/wp-content/uploads/2025/05/2025.pdf
How much does Cannes need to reduce its 2025 emissions by 2030?	11111	t CO2		
If everyone switched to scheduled flights, how much closer would Cannes get to its 2030 target?	40%	of required CO2 reduction to meet 2030 target	This assumes that Cannes includes private aviation in their emissions inventory.	
If everyone switched to trains, how much closer would Cannes get to its 2030 target?	45%	of required CO2 reduction to meet 2030 target	This assumes that Cannes includes private aviation in their emissions inventory.	

In 2025, private jets linked to Cannes generated an estimated 5,000 tonnes of CO₂ from around 750 flights, equivalent to an average of around 7 tonnes of CO₂ per flight. When non-CO₂ effects are included, this rises to around 8,500 tonnes of CO₂e, or around 11 tonnes CO₂e per flight. These flights burned an estimated 1,500 tonnes of kerosene. In petrol terms, this is roughly 2 million litres, enough for an average combustion-engine car to drive about 30 million kilometres - around 750 times around the equator. The total climate impact of private flights to and from Cannes is comparable to the annual emissions of more than 850 average EU households. The fuel burned also corresponds to roughly 12,000 barrels of jet fuel. By comparison, the same emissions could have carried around 15,000 passengers on scheduled return flights from Paris to Athens, while the private jets themselves are estimated to have carried only around 1,000 people, assuming round trips and ~3 passengers per flight. Private jet travel represents around 10% of Cannes' estimated 2025 CO₂e emissions. Switching these journeys to trains could save around 8,500 tonnes of CO₂e, while switching to scheduled flights could save around 7,000 tonnes of CO₂e. These savings would make a significant contribution to Cannes' 2030 climate target: around 40% of the required emissions reduction.

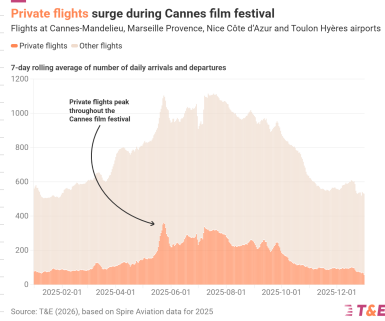
Analysis of impact of private aviation at Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports - consistent with Gössling et al. (2024)

Input	Value	Unit	Note	Source
# Private Cannes flights	615	in 2025	Includes departures and arrivals at Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports - consistent with Gössling et al. (2024).	https://www.nature.com/articles/s43247-024-01772-x#figures5
CO2 emissions from private Cannes flights	4660	1 CO2 in 2025	Includes departures and arrivals at Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports - consistent with Gössling et al. (2024).	https://www.nature.com/articles/s43247-024-01772-x#figures5
Output	Value	Unit	Note	Source
Average CO2 emissions per private Cannes flight	7.58	1 CO2/flight	Include non-CO2 with a factor of 1.7	
CO2e emissions from private Cannes flights	7922	1 CO2e	Include non-CO2 with a factor of 1.7	
Average CO2e emissions per private Cannes flight	12.9	1 CO2e/flight	Include non-CO2 with a factor of 1.7	
Kerosene for private Cannes flights in tonnes	1479	1 kerosene		
Kerosene for private Cannes flights in litres	1826377	1 kerosene		
Petrol-equivalent for private Cannes flights	1994757	1 petrol	Correction because petrol has lower density than kerosene	
How far could an ICE drive with that much fuel?	2849652	km	Assumes 7 l/100 km.	
How does this distance compare to the equator?	711	times around the equator		
How do CO2e emissions compare to the average EU household's emissions?	792	for a year		
How many barrels of jet fuel were burnt?	11468	barrels		
How many people could have flown from Paris to Athens?	14794	# people		
How many people flew in the private jets?	867	# people		
What share of 2025 Cannes CO2 emissions does private jet travel represent?	9%			
How much emissions could be saved if they switched to train?	7842.78	1 CO2e	Assume 99%.	https://travelimpactcampaign.org/wp-content/uploads/Rise-of-private-jets-Devox-2024.pdf
How much emissions could be saved if they switched to scheduled flights?	6892.14	1 CO2e	Assume 87%.	https://travelimpactcampaign.org/wp-content/uploads/Rise-of-private-jets-Devox-2025.pdf
How much does Cannes need to reduce its 2025 emissions by 2030?	11111	1 CO2		
If everyone switched to scheduled flights, how much closer would Cannes get to its 2030 target?	36%	of required CO2 reduction to meet 2030 target	This assumes that Cannes includes private aviation in their emissions inventory.	
If everyone switched to trains, how much closer would Cannes get to its 2030 target?	42%	of required CO2 reduction to meet 2030 target	This assumes that Cannes includes private aviation in their emissions inventory.	

In 2025, private jets linked to Cannes generated an estimated 4,500 tonnes of CO₂e from around 600 flights, equivalent to an average of around 7.5 tonnes of CO₂e per flight. When non-CO₂e effects are included, this rises to around 7,500 tonnes of CO₂e, or around 12 tonnes CO₂e per flight. These flights burned an estimated 1,400 tonnes of kerosene. In petrol terms, this is roughly 7 million litres, enough for an average combustion engine car to drive about 28 million kilometres - around 700 times around the equator. The total climate impact of private flights to and from Cannes is comparable to the annual emissions of more than 750 average EU households. The fuel burned also corresponds to roughly 11,000 barrels of jet fuel. By comparison, the same emissions could have carried around 14,000 passengers on scheduled return flights from Paris to Athens, while the private jets themselves are estimated to have carried only around 800 people, assuming round trips and ~3 passengers per flight. Private jet travel represents around 10% of Cannes' estimated 2025 CO₂e emissions. Switching these journeys to trains could save around 7,500 tonnes of CO₂e, while switching to scheduled flights could save around 6,500 tonnes of CO₂e. These savings would make a significant contribution to Cannes' 2030 climate target: around 40% of the required emissions reduction.

Daily flight numbers at Cannes-Mandelieu, Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports

Date	Number of private flights	Private flight CO2 emissions in kg	Number of other flights	CO2 emissions from other flights in kg	Private flights	Other flights	Note: Columns F and G contain the rolling averages shown in the chart.
2025-01-01	37	245792	416	5901928	78	482	
2025-01-02	90	446129	490	6436929	82	490	
2025-01-03	100	614880	574	6887808	79	501	
2025-01-04	83	298897	448	5982105	74	490	
2025-01-05	101	504190	520	6237479	76	488	
2025-01-06	63	179860	557	7541871	72	477	
2025-01-07	42	146154	424	5228473	72	469	
2025-01-08	53	191420	403	4251348	70	454	
2025-01-09	61	229169	415	4938869	67	446	
2025-01-10	103	444820	519	6057933	70	439	
2025-01-11	68	263857	343	4662937	75	429	
2025-01-12	77	477366	461	5443464	77	427	
2025-01-13	85	383263	505	6570007	80	426	
2025-01-14	80	323362	355	4187853	76	429	
2025-01-15	68	235868	390	3944425	74	430	
2025-01-16	76	223865	410	4558942	76	430	
2025-01-17	80	302565	536	5646457	77	430	
2025-01-18	49	244358	354	4680999	77	430	
2025-01-19	92	384455	460	5550325	83	427	
2025-01-20	96	383182	507	6490314	85	428	
2025-01-21	81	358317	353	4348703	92	427	
2025-01-22	104	383844	371	4258356	96	425	
2025-01-23	93	362586	413	4677944	94	423	
2025-01-24	130	493573	532	5636752	90	421	
2025-01-25	75	263342	337	4761090	89	421	
2025-01-26	76	324349	451	5444513	88	426	
2025-01-27	70	223867	488	6225999	90	421	
2025-01-28	73	207501	355	4259075	87	419	
2025-01-29	100	334211	403	3880261	86	423	
2025-01-30	109	432406	379	4675855	88	426	
2025-01-31	107	393413	517	5678837	90	435	
2025-02-01	64	177561	365	5096987	91	443	
2025-02-02	90	420079	473	5505277	88	447	
2025-02-03	88	321859	553	6439453	86	466	
2025-02-04	77	324155	408	4264179	86	470	
2025-02-05	79	355476	434	4587267	87	474	
2025-02-06	97	442875	511	5679974	86	477	
2025-02-07	108	549336	548	6279496	83	477	
2025-02-08	73	384572	392	5360189	81	476	
2025-02-09	77	299775	494	5834406	80	477	
2025-02-10	67	338406	554	6865009	78	474	
2025-02-11	66	259577	399	5087607	79	476	
2025-02-12	75	249179	444	5494598	82	489	
2025-02-13	81	270596	488	5744229	83	492	
2025-02-14	116	446865	563	6444563	82	496	
2025-02-15	89	285859	478	5736281	82	500	
2025-02-16	84	341471	520	6149705	83	505	
2025-02-17	63	235887	583	7471080	86	509	
2025-02-18	68	282660	427	5181421	82	510	
2025-02-19	78	269726	476	5284809	81	504	
2025-02-20	104	354292	515	6182997	84	500	
2025-02-21	86	355737	573	6273931	88	499	
2025-02-22	83	400302	437	5823500	86	500	
2025-02-23	109	397031	491	5808487	88	498	
2025-02-24	87	464388	575	7202958	85	502	
2025-02-25	54	166650	434	5117191	85	504	
2025-02-26	96	388823	461	5167985	83	505	
2025-02-27	77	324728	541	5631053	83	512	
2025-02-28	86	316982	586	6631704	82	516	
2025-03-01	75	479896	450	5891827	85	521	
2025-03-02	105	349601	537	6119565	85	525	
2025-03-03	80	340427	606	7139577	88	520	
2025-03-04	76	264043	468	5093656	92	520	
2025-03-05	97	378612	488	5255303	91	521	
2025-03-06	96	370857	504	6127361	93	515	
2025-03-07	113	562772	589	6553083	102	510	
2025-03-08	68	278236	456	6163855	111	512	

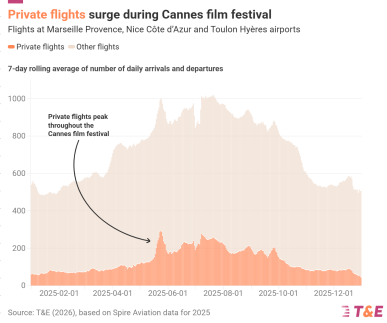


2025-03-09	121	477054	493	6256339	115	509
2025-03-10	143	496425	575	7229983	126	519
2025-03-11	141	414997	477	5790988	128	523
2025-03-12	126	384608	468	5424506	129	523
2025-03-13	169	671066	574	6585041	125	529
2025-03-14	129	523633	616	6959622	119	534
2025-03-15	74	344845	461	6231849	113	530
2025-03-16	90	401147	530	6312368	106	534
2025-03-17	102	397288	613	7159193	95	529
2025-03-18	98	368371	446	5243357	91	520
2025-03-19	78	335281	496	5434747	91	514
2025-03-20	97	351432	544	6301432	95	511
2025-03-21	95	498475	547	6248393	92	507
2025-03-22	74	267333	423	5714536	90	515
2025-03-23	123	532993	505	6203909	95	520
2025-03-24	78	376531	589	7187005	99	524
2025-03-25	86	320968	498	5273123	103	533
2025-03-26	113	456402	534	5689990	105	534
2025-03-27	126	589456	572	6379865	104	552
2025-03-28	124	521790	613	6656332	107	566
2025-03-29	83	358321	428	5989038	108	581
2025-03-30	120	590810	633	7685515	107	596
2025-03-31	99	476814	682	8695764	106	618
2025-04-01	88	419672	604	7405375	109	635
2025-04-02	111	499836	637	7539746	111	653
2025-04-03	116	466833	731	8587999	112	658
2025-04-04	145	624420	729	8330388	116	665
2025-04-05	98	552924	557	7089716	118	671
2025-04-06	128	539965	668	8248515	120	671
2025-04-07	125	556393	726	9091855	125	670
2025-04-08	103	442232	650	7997712	127	670
2025-04-09	127	605125	638	7625565	130	671
2025-04-10	146	622078	720	8693508	133	667
2025-04-11	165	645658	729	8313999	132	663
2025-04-12	116	419019	567	7731798	128	658
2025-04-13	149	569148	637	8152695	127	655
2025-04-14	115	626901	700	9314966	131	648
2025-04-15	79	297267	618	7904367	125	652
2025-04-16	117	427057	615	7852730	119	649
2025-04-17	173	707885	667	8731778	107	651
2025-04-18	123	406604	758	8343782	115	653
2025-04-19	78	373418	545	7689317	123	657
2025-04-20	66	488565	653	8425506	124	663
2025-04-21	171	776227	712	9380840	119	665
2025-04-22	136	589817	651	8288623	119	657
2025-04-23	118	588702	652	8116455	126	664
2025-04-24	138	550724	685	8859833	140	664
2025-04-25	129	509009	702	8514018	132	661
2025-04-26	121	580771	594	7456061	130	657
2025-04-27	167	750029	651	8495173	139	660
2025-04-28	118	449180	695	9519075	145	660
2025-04-29	120	527286	621	8208980	148	662
2025-04-30	177	1044877	673	8061062	144	664
2025-05-01	183	835143	685	8969317	148	670
2025-05-02	152	713233	715	8963126	155	673
2025-05-03	88	466347	611	8462653	159	678
2025-05-04	196	939000	689	9820490	153	676
2025-05-05	167	919178	716	9798731	151	679
2025-05-06	153	568226	660	8761192	150	678
2025-05-07	131	442838	657	8756561	155	676
2025-05-08	167	836454	703	9003927	154	680
2025-05-09	148	820038	710	9753688	155	684
2025-05-10	122	569097	598	8376844	153	683
2025-05-11	187	892214	717	10516405	156	689
2025-05-12	176	960817	744	10215417	158	696
2025-05-13	143	619857	655	8711531	170	701
2025-05-14	149	733370	698	8983842	174	706
2025-05-15	182	809865	749	9533820	182	708
2025-05-16	228	1461545	745	9394237	190	713
2025-05-17	152	876738	637	9031240	199	714
2025-05-18	246	1223003	728	10062470	222	717
2025-05-19	233	1339779	782	10136610	257	715
2025-05-20	203	1328837	659	9088765	286	721
2025-05-21	313	1880857	721	9551871	303	722
2025-05-22	421	2206270	735	9638075	318	727
2025-05-23	435	2272320	787	10355630	353	734
2025-05-24	271	1475962	645	9565611	363	740

Daily flight numbers at Cannes-Mandelieu, Marseille Provence, Nice Côte d'Azur and Toulon Hyères airports

Date	Number of private flights	Private flight CO2 emissions in kg	Number of other flights	CO2 emissions from other flights in kg	Private flights	Other flights
2025-01-01	30	232191	414	5900114	61	478
2025-01-02	65	388964	483	6427361	65	485
2025-01-03	83	554939	570	6884660	64	497
2025-01-04	65	259604	443	5977418	59	486
2025-01-05	82	453071	515	6234690	62	483
2025-01-06	57	166342	557	7541871	60	472
2025-01-07	34	127863	418	5224124	61	464
2025-01-08	48	186083	394	4244555	59	450
2025-01-09	53	202384	408	4932314	57	441
2025-01-10	85	391099	516	6056509	59	431
2025-01-11	56	227847	341	4661470	64	421
2025-01-12	64	450588	451	5436817	66	419
2025-01-13	72	360993	491	6560483	68	418
2025-01-14	71	308965	347	4180736	65	418
2025-01-15	60	216124	376	3931679	63	419
2025-01-16	65	199682	403	4552607	66	419
2025-01-17	67	264252	517	5629245	67	421
2025-01-18	45	237070	349	4675540	67	421
2025-01-19	79	359037	450	5533357	71	420
2025-01-20	83	357106	505	6488696	74	419
2025-01-21	70	326413	345	4342223	81	419
2025-01-22	89	351300	368	4253171	84	417
2025-01-23	87	351356	400	4664500	82	415
2025-01-24	114	460508	519	5622629	80	413
2025-01-25	65	223273	329	4723799	79	413
2025-01-26	67	301044	440	5432465	79	417
2025-01-27	66	215033	487	6225014	79	414
2025-01-28	66	192148	351	4255012	76	413
2025-01-29	89	317318	391	3871655	74	417
2025-01-30	86	381796	379	4675855	76	420
2025-01-31	95	370068	511	5673631	78	426
2025-02-01	52	150428	360	5090368	77	431
2025-02-02	80	394890	462	5498164	74	435
2025-02-03	76	295452	531	6421903	74	450
2025-02-04	64	285285	382	4244257	74	453
2025-02-05	67	333024	418	4575489	76	457
2025-02-06	84	410482	484	5652776	75	461
2025-02-07	98	525279	537	6270936	72	462
2025-02-08	66	371344	388	5356965	71	463
2025-02-09	69	287594	485	5815284	71	465
2025-02-10	57	314674	540	6855124	68	463
2025-02-11	54	237172	389	5072386	68	464
2025-02-12	66	234317	433	5485853	69	472
2025-02-13	67	235303	466	5728308	70	474
2025-02-14	95	406621	544	6381909	70	479
2025-02-15	77	263901	446	5711883	70	482
2025-02-16	72	315444	503	6132075	69	486
2025-02-17	56	218255	570	7460080	72	489
2025-02-18	56	231732	413	5171250	69	490
2025-02-19	63	228765	457	5270025	67	487
2025-02-20	86	306177	488	6133492	71	483
2025-02-21	72	326275	551	6254322	74	482
2025-02-22	67	363993	426	5815572	72	483
2025-02-23	97	367258	479	5798982	75	481
2025-02-24	76	414857	561	7192897	73	484
2025-02-25	46	150739	416	5094794	73	486
2025-02-26	82	362267	446	5157518	73	488
2025-02-27	72	313654	512	5609223	73	494
2025-02-28	74	282128	559	6612643	72	498
2025-03-01	67	457413	440	5883695	74	501
2025-03-02	97	331029	525	6107733	74	504
2025-03-03	67	306633	585	7122752	76	499
2025-03-04	59	215857	440	5072001	80	501
2025-03-05	85	352510	465	5236333	78	501
2025-03-06	83	344391	479	6104930	79	496
2025-03-07	102	538723	572	6541073	85	494
2025-03-08	55	246015	443	6152900	90	498

Note: Columns F and G contain the rolling averages shown in the chart.



2025-03-09	105	440697	489	6252398	91	497
2025-03-10	104	417140	567	7222371	94	509
2025-03-11	98	320559	473	5786374	91	513
2025-03-12	92	304930	458	5416612	91	514
2025-03-13	101	504833	561	6572852	87	518
2025-03-14	80	413768	600	6942570	85	522
2025-03-15	60	318495	453	6225745	83	517
2025-03-16	73	365964	516	6302385	79	519
2025-03-17	92	376145	592	7143868	77	514
2025-03-18	85	326957	437	5237434	79	505
2025-03-19	64	291167	477	5419181	80	501
2025-03-20	87	332765	526	6286587	85	498
2025-03-21	89	486013	537	6241085	81	496
2025-03-22	68	257949	420	5713285	79	501
2025-03-23	107	506195	498	6198939	83	506
2025-03-24	68	350794	574	7177416	86	509
2025-03-25	69	287139	475	5256417	87	517
2025-03-26	94	423532	511	5673560	87	518
2025-03-27	106	538380	550	6362804	86	535
2025-03-28	95	453400	593	6641288	88	547
2025-03-29	68	323408	423	5985671	89	564
2025-03-30	99	545294	616	7671761	88	579
2025-03-31	82	413511	663	8681814	87	600
2025-04-01	80	400235	593	7397900	91	616
2025-04-02	88	434643	617	7525257	92	633
2025-04-03	96	424181	696	8562864	93	639
2025-04-04	123	571726	705	8309475	95	646
2025-04-05	79	503192	544	7080258	95	652
2025-04-06	100	464526	656	8239888	98	654
2025-04-07	101	506686	713	9082395	102	654
2025-04-08	79	386218	636	7987401	104	654
2025-04-09	105	543809	629	7619643	106	655
2025-04-10	125	564579	696	8673779	111	652
2025-04-11	138	578660	702	8290390	110	648
2025-04-12	95	363101	552	7712959	108	643
2025-04-13	134	535123	633	8149043	108	641
2025-04-14	95	578625	689	9304392	110	635
2025-04-15	65	263710	600	7888354	105	638
2025-04-16	104	402966	613	7819670	101	637
2025-04-17	142	641983	656	8721265	89	638
2025-04-18	100	354512	724	8317789	96	639
2025-04-19	67	350550	541	7686130	102	644
2025-04-20	53	444968	644	8419737	101	648
2025-04-21	139	707637	695	9367515	97	649
2025-04-22	112	525445	632	8274489	96	644
2025-04-23	96	534864	644	8110870	101	648
2025-04-24	111	484993	664	8843356	112	647
2025-04-25	96	433401	690	8504555	106	645
2025-04-26	98	527215	568	7430216	105	640
2025-04-27	131	662554	638	8485214	111	641
2025-04-28	98	397674	677	9505372	117	641
2025-04-29	103	497473	602	8194163	119	641
2025-04-30	139	956236	645	8040137	116	643
2025-05-01	151	753027	667	8955946	117	648
2025-05-02	116	597858	693	8944775	123	652
2025-05-03	74	431300	578	8432398	126	657
2025-05-04	141	784160	672	9804606	122	656
2025-05-05	134	795724	704	9790111	120	658
2025-05-06	125	479186	639	8743105	121	658
2025-05-07	112	395949	637	8738165	124	657
2025-05-08	140	754558	682	8989274	125	659
2025-05-09	118	750715	692	9735662	127	662
2025-05-10	95	465631	574	8359271	125	662
2025-05-11	148	793861	688	10495009	128	667
2025-05-12	148	877632	725	10200462	126	674
2025-05-13	114	552750	638	8699670	134	679
2025-05-14	130	683316	672	8965542	136	684
2025-05-15	132	658758	730	9520675	141	687
2025-05-16	170	1313122	726	9379633	146	689
2025-05-17	111	734165	609	9011281	154	690
2025-05-18	182	1027905	707	10045504	171	691
2025-05-19	186	1198097	738	10102689	202	688
2025-05-20	167	1234115	647	9074175	228	690
2025-05-21	248	1683366	679	9522375	244	691
2025-05-22	351	1971681	710	9614222	258	694
2025-05-23	348	2007496	740	10318347	287	702
2025-05-24	228	1344706	617	9544860	295	707

Conversion constants and some assumptions

Variable	Value	Unit	Note	Source
CO2 per fuel	3.15	kg CO2/kg fuel		
Density kerosene	0.81	kg/l		
Density petrol	0.743	kg/l		
LHV kerosene	43.28	MJ/kg		
LHV petrol	43.2	MJ/kg		
LHV kerosene to litera petrol	1.002		Convert based on energy content	
Polaris GC	7	100km		https://ec.europa.eu/energy/sites/default/files/2014/02/100km.pdf
Equator circumference	40075	km		
Median EU household emissions	19	tCO2e/yr		https://www.ecn.nl/docs/default-source/energy-efficiency/energy-efficiency-in-the-buildings-sector/energy-efficiency-in-the-buildings-sector-report-2014.pdf
Non-CO2 multiplier	1.7			
Barrel	158.987	l		
Paris-Athens round trip fuel consump	0.19	t kerosene	Average round trip fuel consumption between "CDG", "ORY", "WAG" and "ATH" according to 2023 OAG data with assumed 80% load factor. Corresponds to roughly 2.5 t/100 ASK. Passenger load factors for private jets were not based on an industry report, which shows that 41% of private flights are empty legs and for flights that are not, the average occupancy is 4.7 passengers per flight.	
Passengers for average private jet flt	2.82			https://www.bainbridgeconsultants.com/industry-reports/private-jet-occupancy-report-2023/
Canas 2025 emissions	49900	t CO2	2% higher than in 2019	https://www.canalys.com/industry-reports/private-jet-occupancy-report-2023/
Canas 2025 travel emissions	46407	t CO2		https://www.canalys.com/industry-reports/private-jet-occupancy-report-2023/
Canas 2019 emissions	49100	t CO2		https://www.canalys.com/industry-reports/private-jet-occupancy-report-2023/
Canas 2030 target	38789	t CO2	21% reduction w.r.t. 2019	https://www.canalys.com/industry-reports/private-jet-occupancy-report-2023/