



FLYING WELL FOR THE FUTURE

FlyVictor Contrail Report

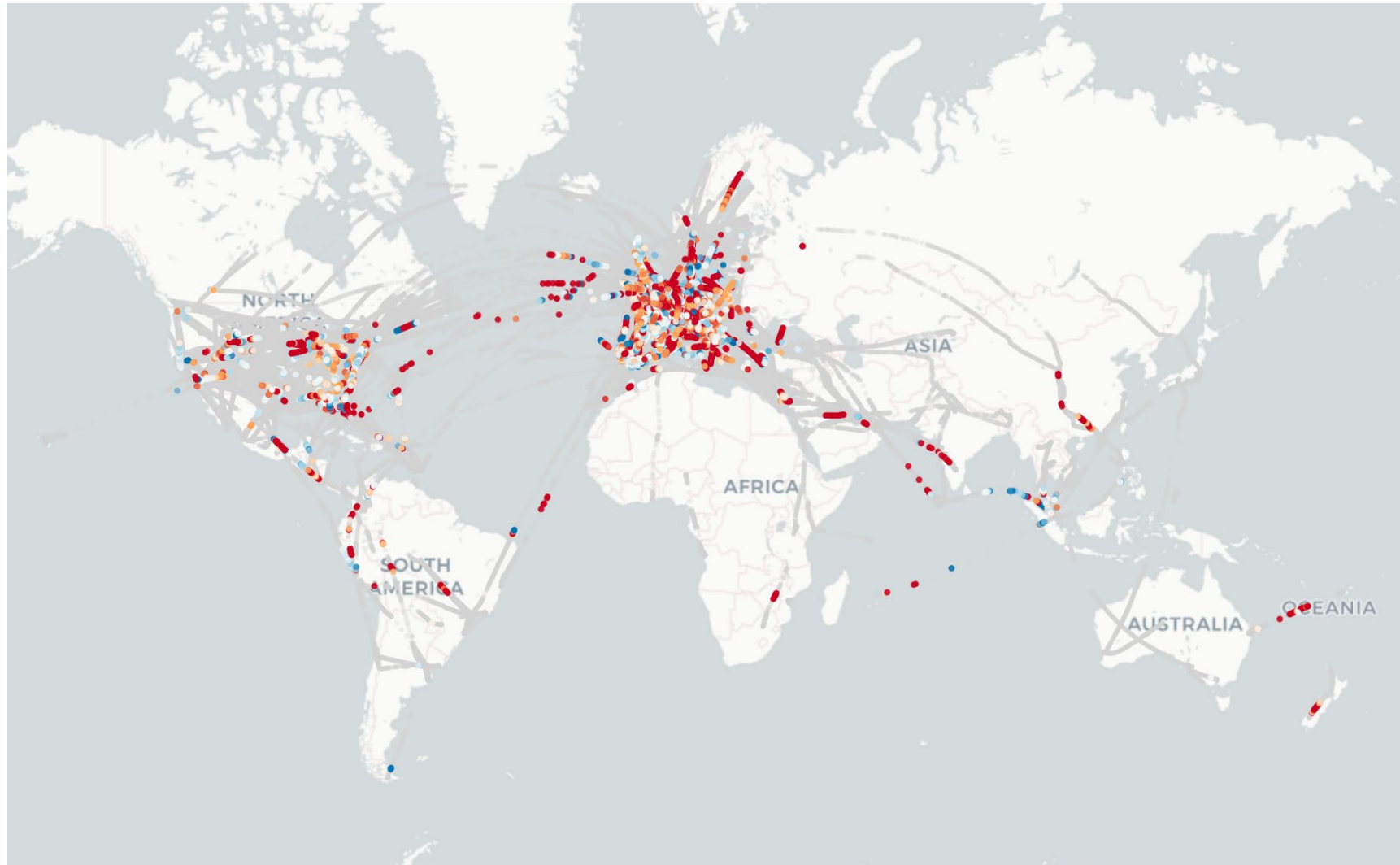
05 2024 – 05 2025

7.30.2025

Summary

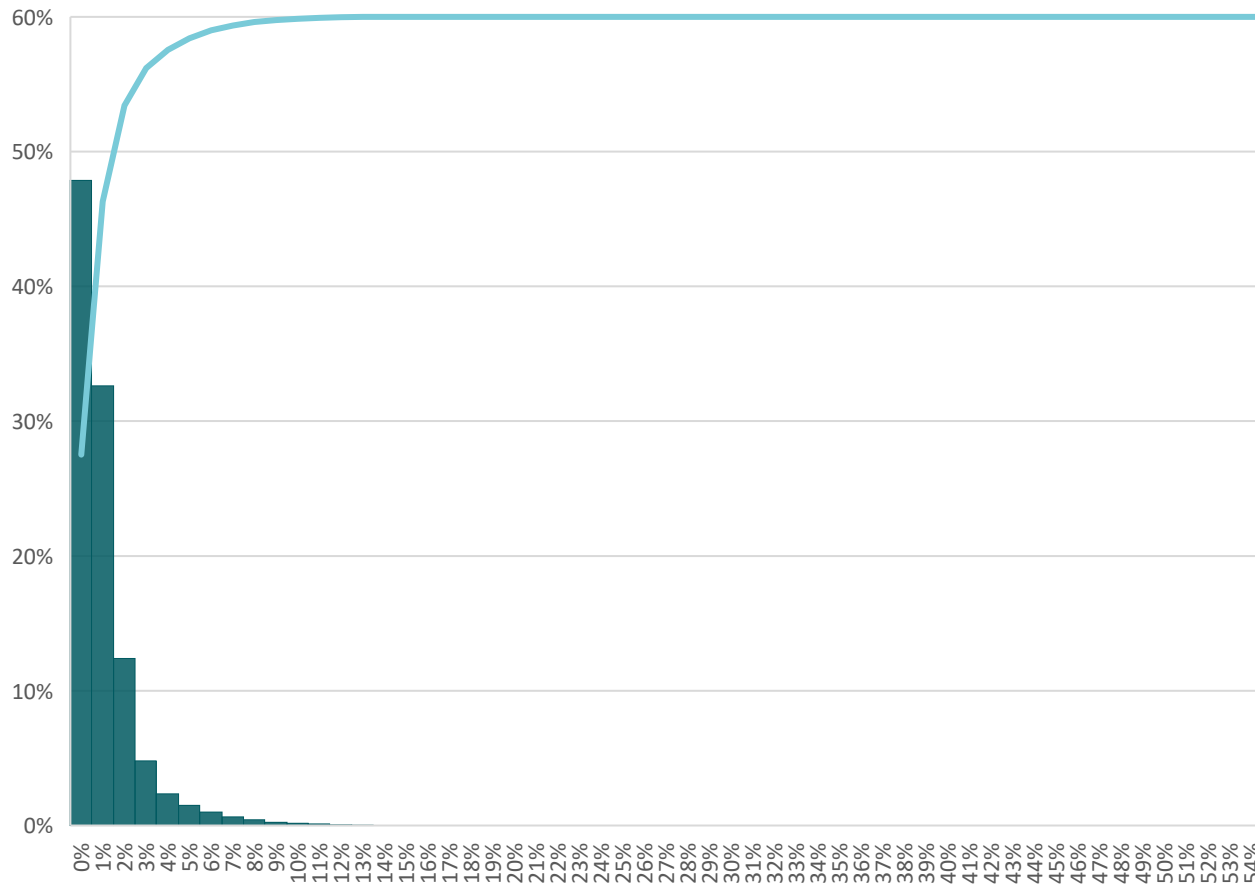
- 2987 flights were reviewed, 2782 acceptable ADSB matches were found
- 39 helicopter trips were excluded
- Matching methodology, ADSB matches were based on the highest level match for from 2 ADSB sources:
 1. Same date, tail number, origin and destination (full match)
 2. Same date, tail number, origin (missing or diverted arrival airport)
 3. Same date, tail number, and destination (missing or different departure airport)
 4. Same date & hour, origin and destination (different aircraft tail number)
 5. Same date, aircraft type or registration country, origin and destination (different aircraft tail number)
- Contrail impact estimates are based on a COCIP contrail model using hindcast weather data, and interpolations are made for missing ADSB data within a flight, as a result there may be significant uncertainty between an actual flights contrail impact and the estimate from the model presented here

Contrail Map



Aligning with flight activity, most contrail activity was over Europe

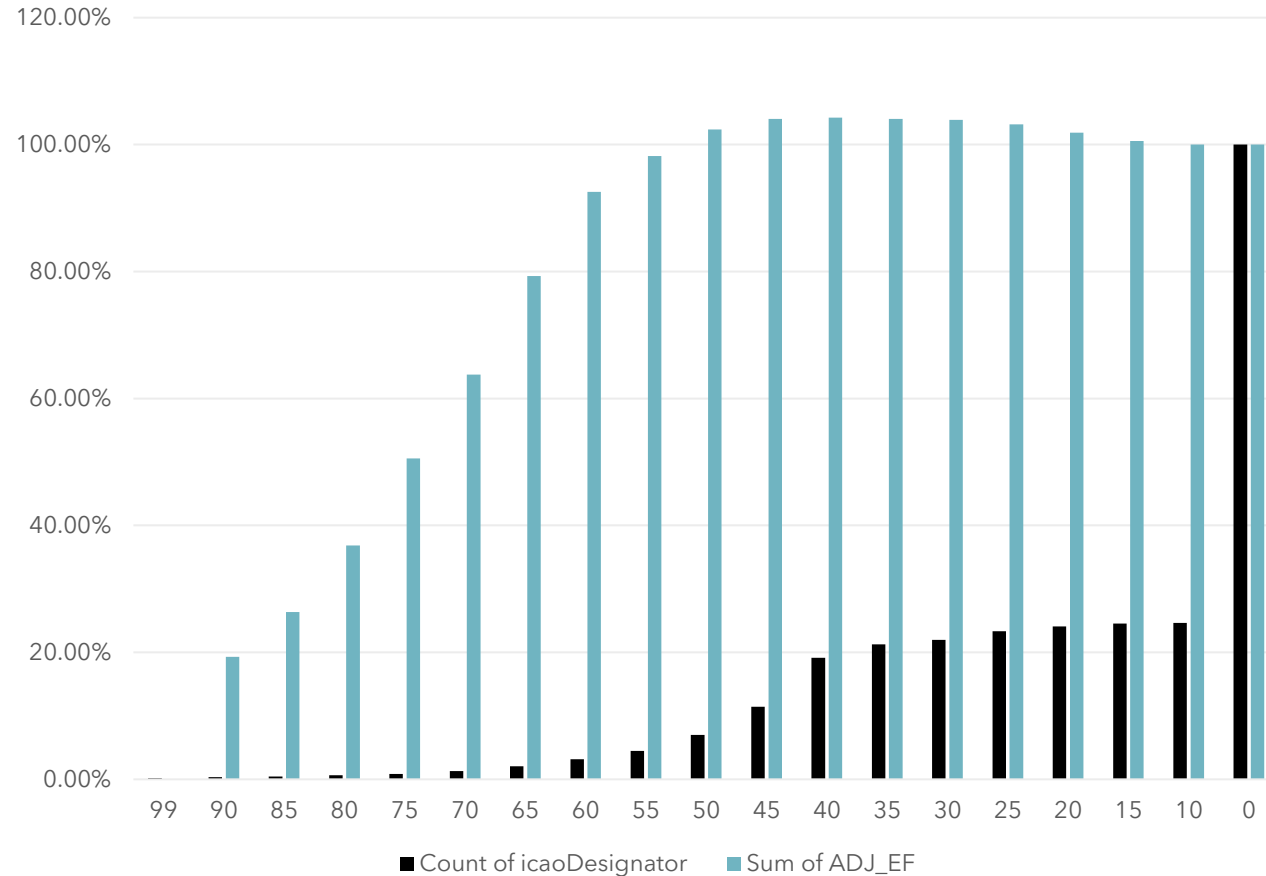
% of Impact from % of Flights



48% of the total fleet contrail impact came from the top 1% of warming contrails

Signifies a small number of “big hit” contrails were responsible for a large portion of the total warming impact of the fleet

%EF by % Contrail Percentile Impact

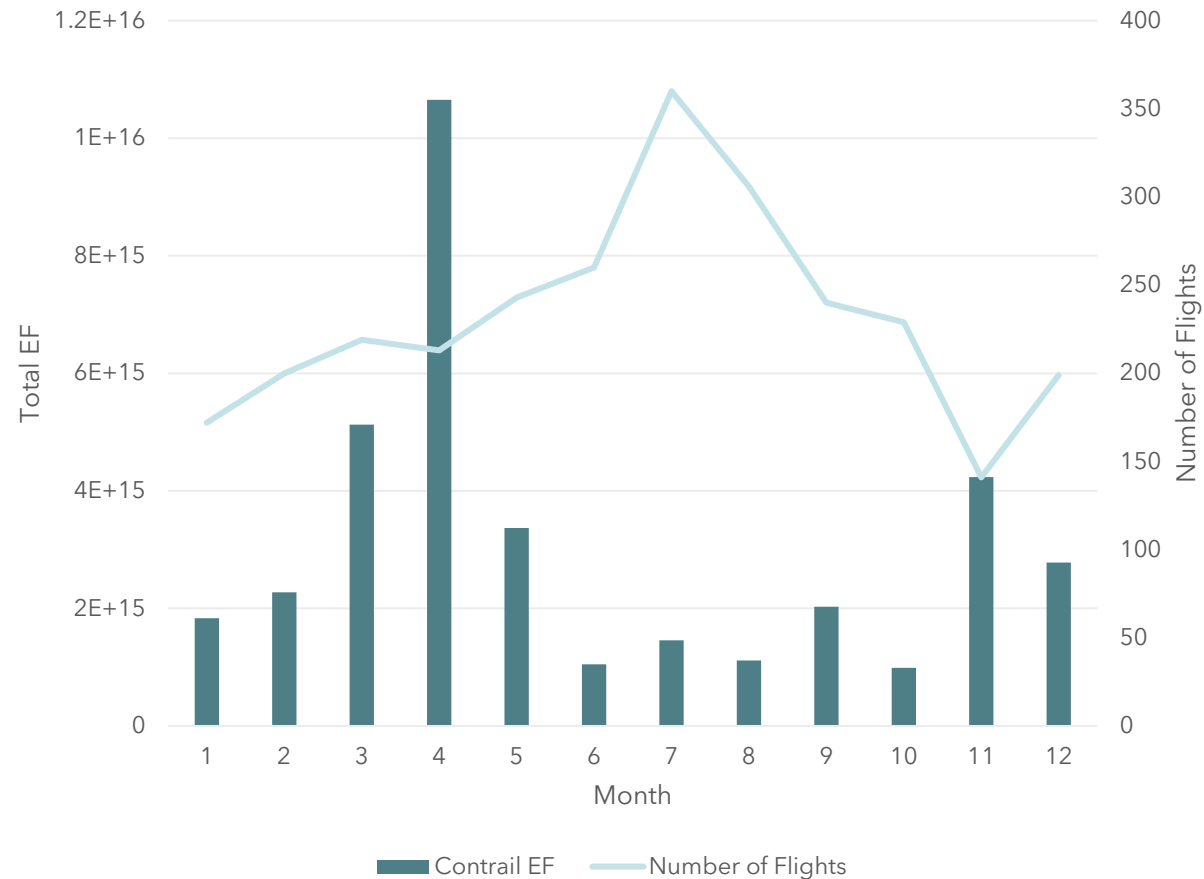


20% of the total impact came from 0.32% of flights

313 flights created warming contrails (~11%)

The total warming impact was offset 4% by cooling contrails

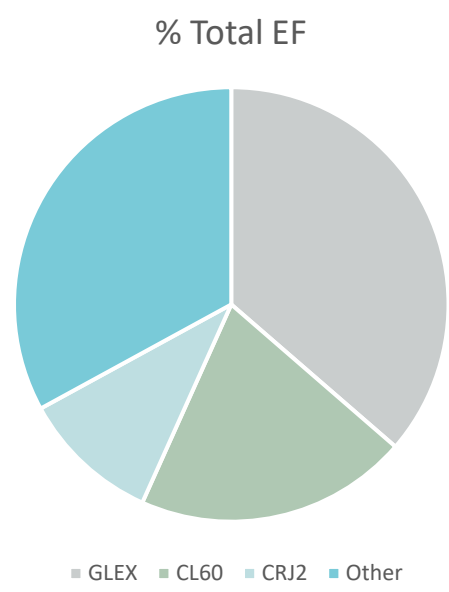
Contrail Seasonality



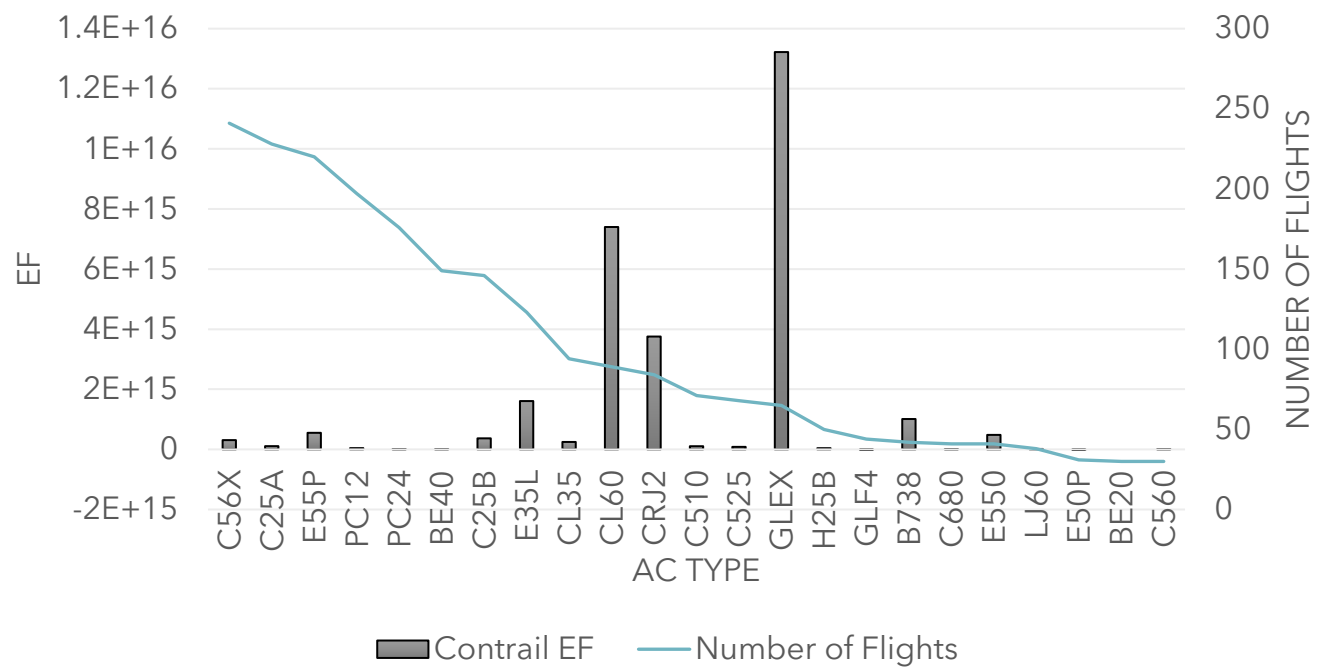
Despite more flights taking place over the summer months, this is when the total contrail impact was the lowest.

Most contrail impact occurred in the spring or early winter

% of EF from A/C Types

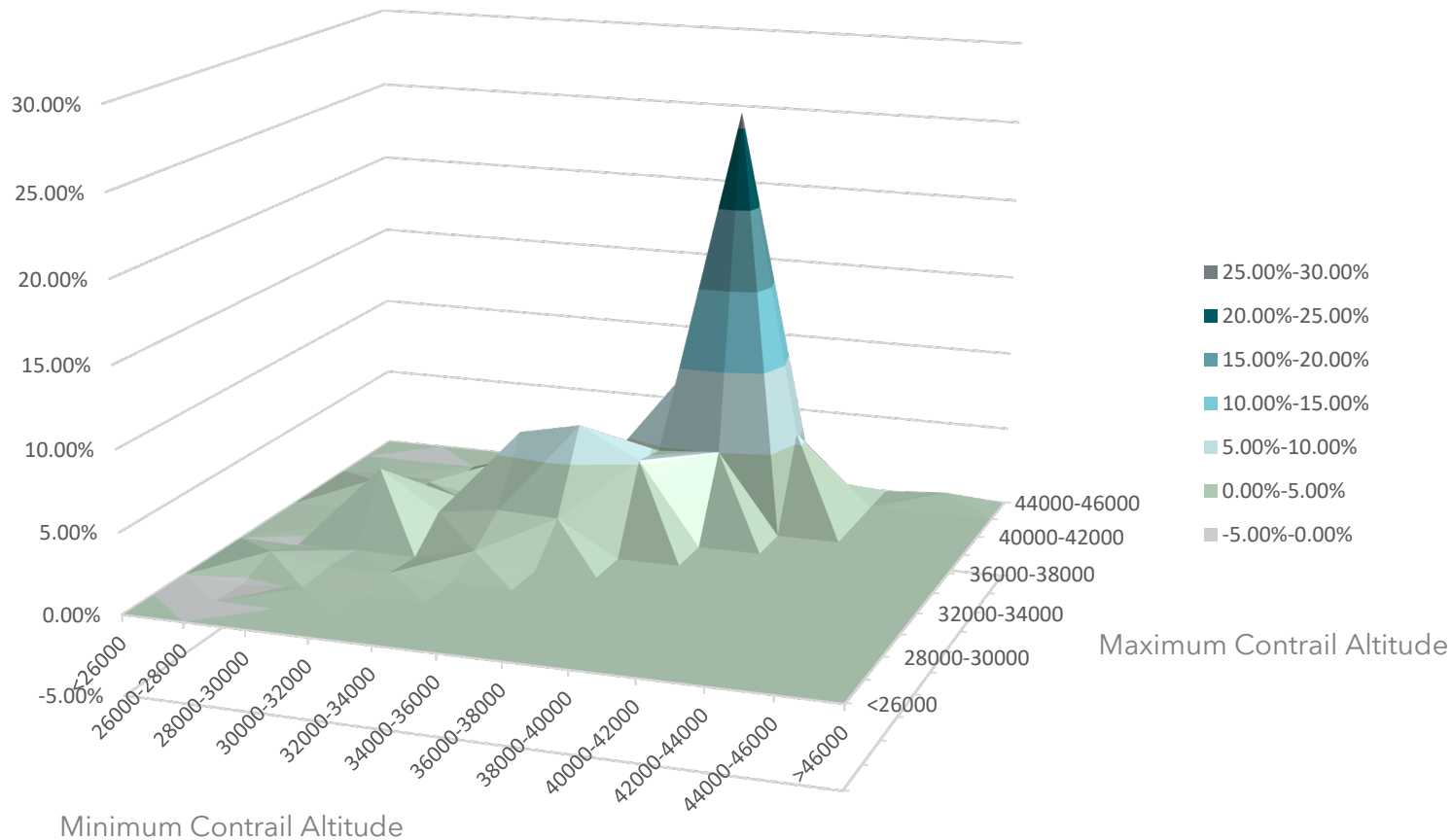


Three aircraft types accounted for 67% of the total warming...



...despite only representing 10% of the total number of flights

% of Impact by Altitude

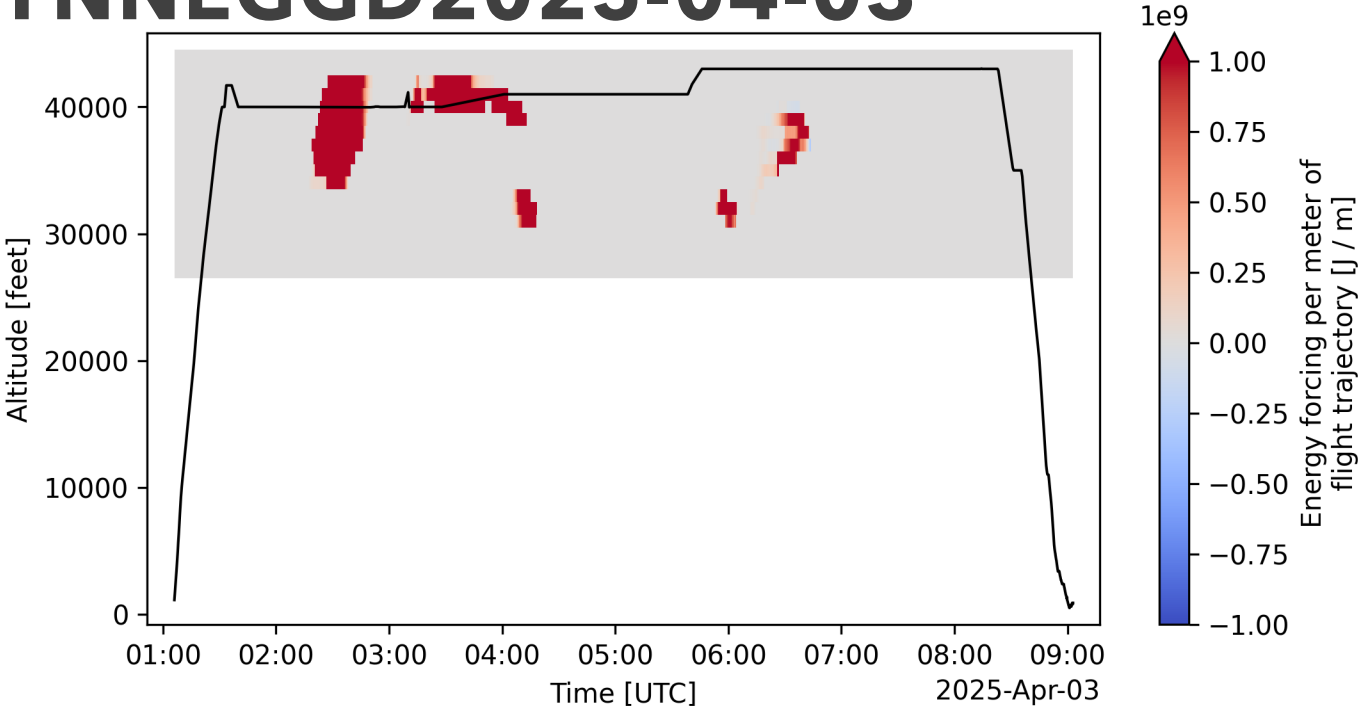


A majority of the contrail impact was between FL360-FL420 with 38,000ft being the altitude with the most warming contrails

Indicates ability to avoid this altitude could've reduced impact

Top Contrail Flight Profiles

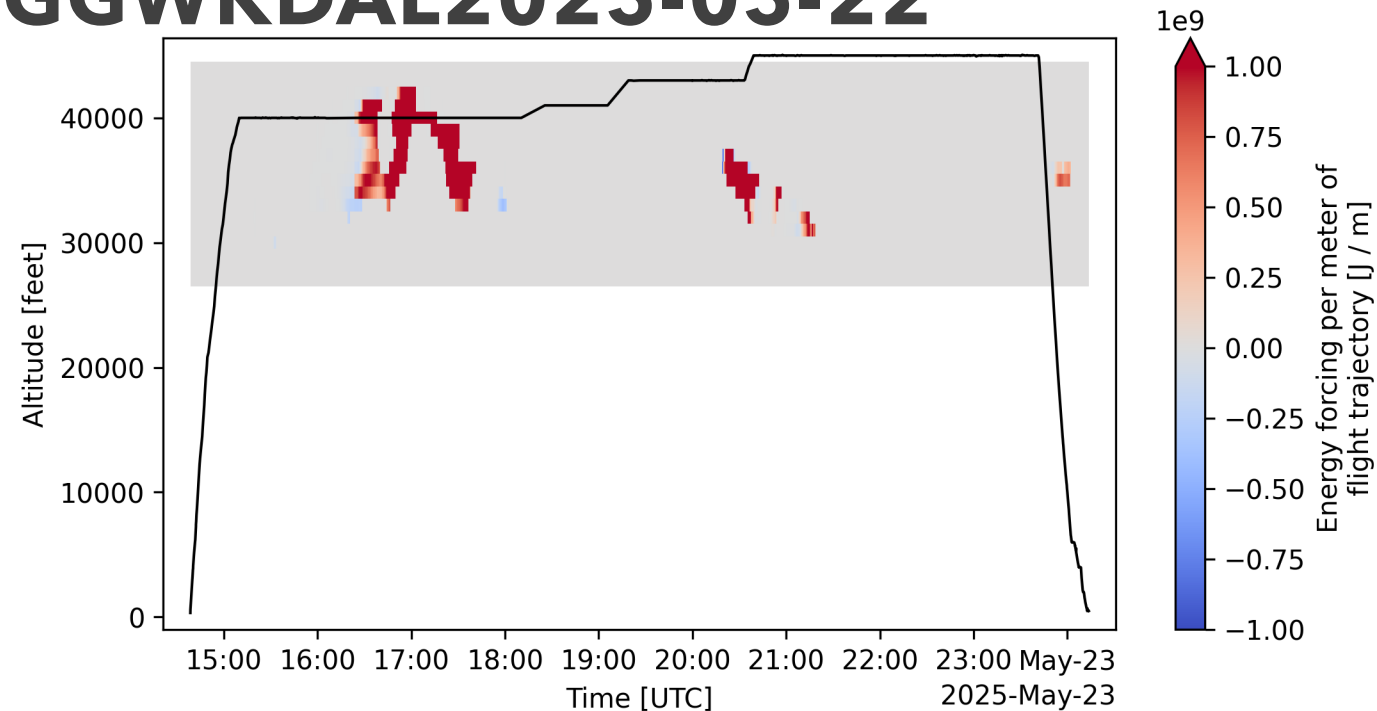
D-AFAUMYNNEGGD2025-04-03



Final Flight ID	ADJ_EF	Flight_time	Est Cruise Altitude	Percentile	Contrail Alt Min	Contrail Alt Max	flight_id	AGWP100 mtCO2e
2025-04-03 DAFAU MYNN EGGD	5.28371E+15	477	43000	90	39975	41000	D-AFAUMYNNEGGD2025-04-03T01:06:00.000+00:00	3,551
2025-05-22 DAFAM EGGW KDAL	2.11751E+15	575	45000	75	40000	40000	D-AFAMEGGWKDAL2025-05-22T14:38:00.000+00:00	1,423
2025-03-01 DATMJ OJAM EGNM	1.56732E+15	350	38000	80	33600	37025	D-ATMJ OJAMEGNM2025-03-01T11:06:00.000+00:00	1,053
2025-02-03 9HGGG EGLF TNCM	1.25798E+15	563	36000	70	35000	37925	9H-GGGEGLFTNCM2025-02-03T11:24:00.000+00:00	845
2025-03-29 N159JH KVNY KFDY	9.0216E+14	218	39000	75	38975	39025	N159JHKVNYKFDY2025-03-29T20:12:50.000+00:00	606
2025-04-04 VHAP7 YBBN NFFN	8.8079E+14	190	41000	80	40200	41000	VHAP7-1743767747-fds-1712p	592
2025-04-26 N68005 KTEB LFSB	8.65025E+14	437	45000	70	36500	41025	N68005KTEBLFSB2025-04-26T12:35:24.000+00:00	581
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2024-12-27 DATMJ ENGM LSZH	8.48755E+14	121	39000	85	33025	39025	D-ATMJENGMLSZH2024-12-27T13:31:00.000+00:00	570
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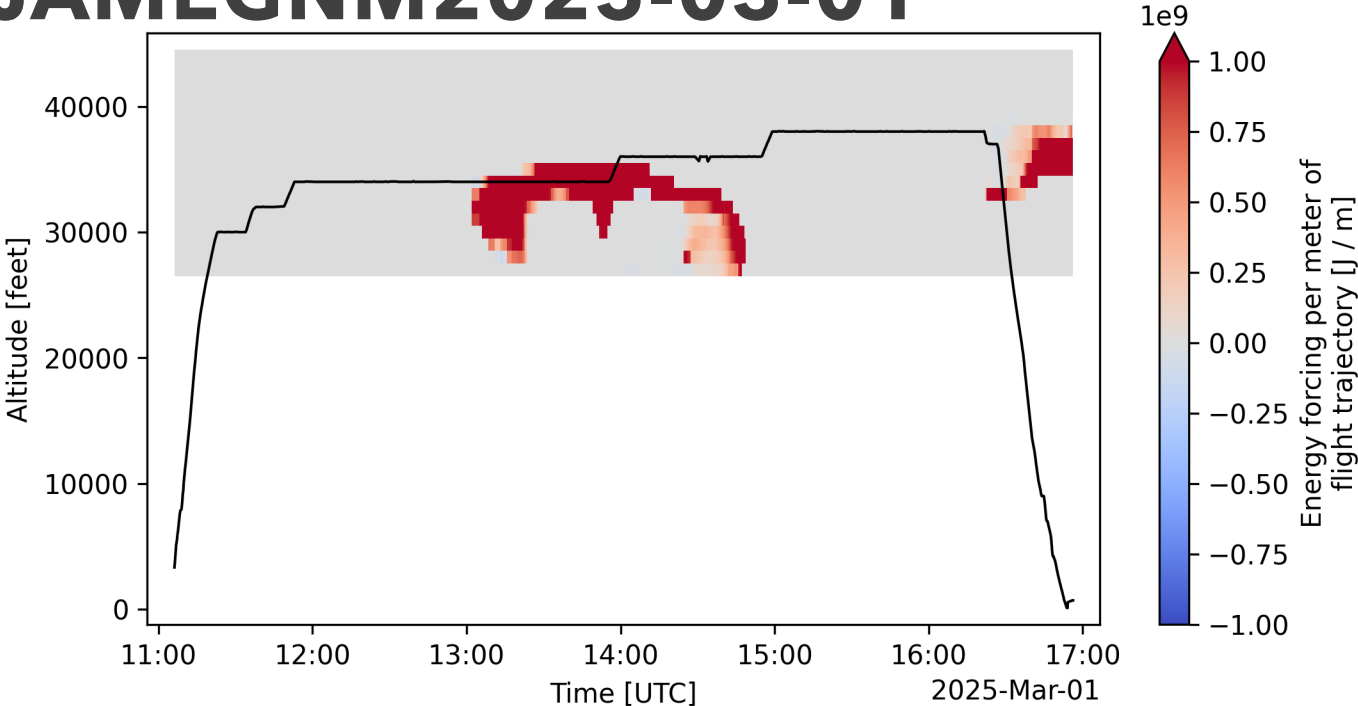
D-AFAMEGGWKDAL2025-05-22



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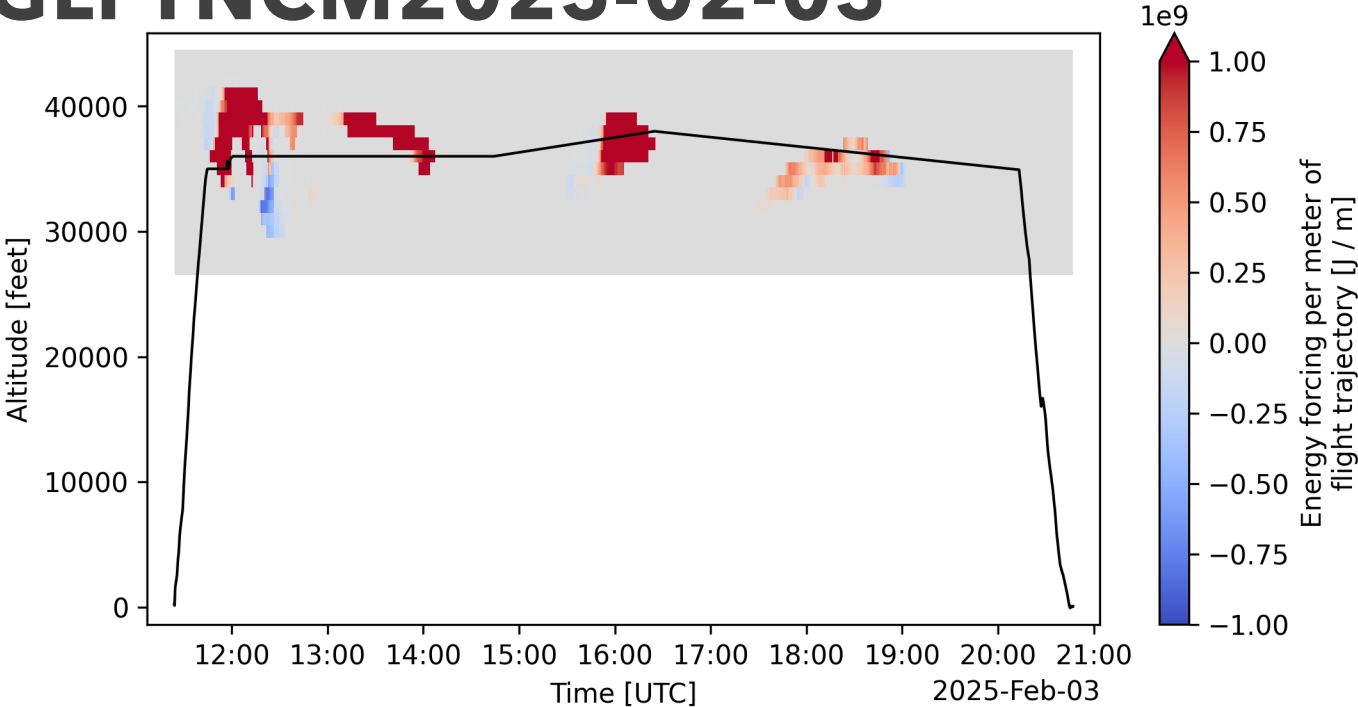
D-ATMJJOJAMEGNM2025-03-01



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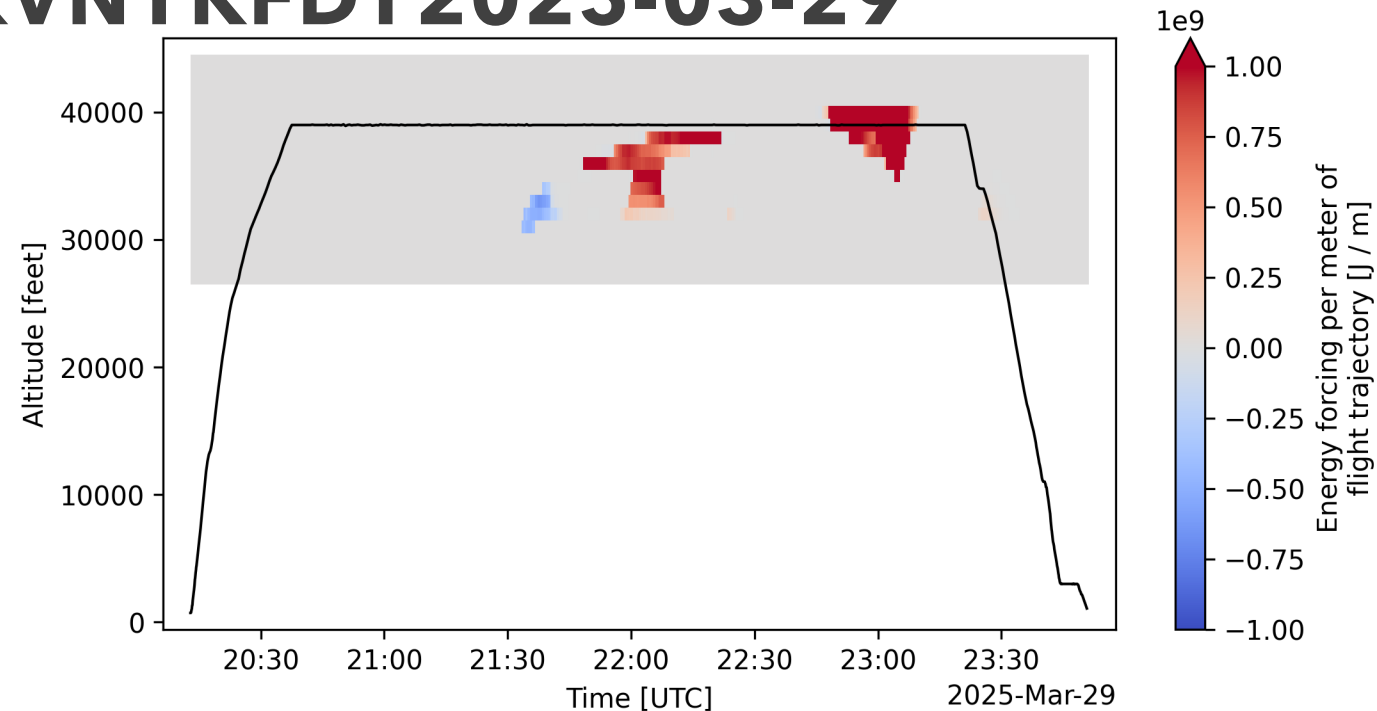
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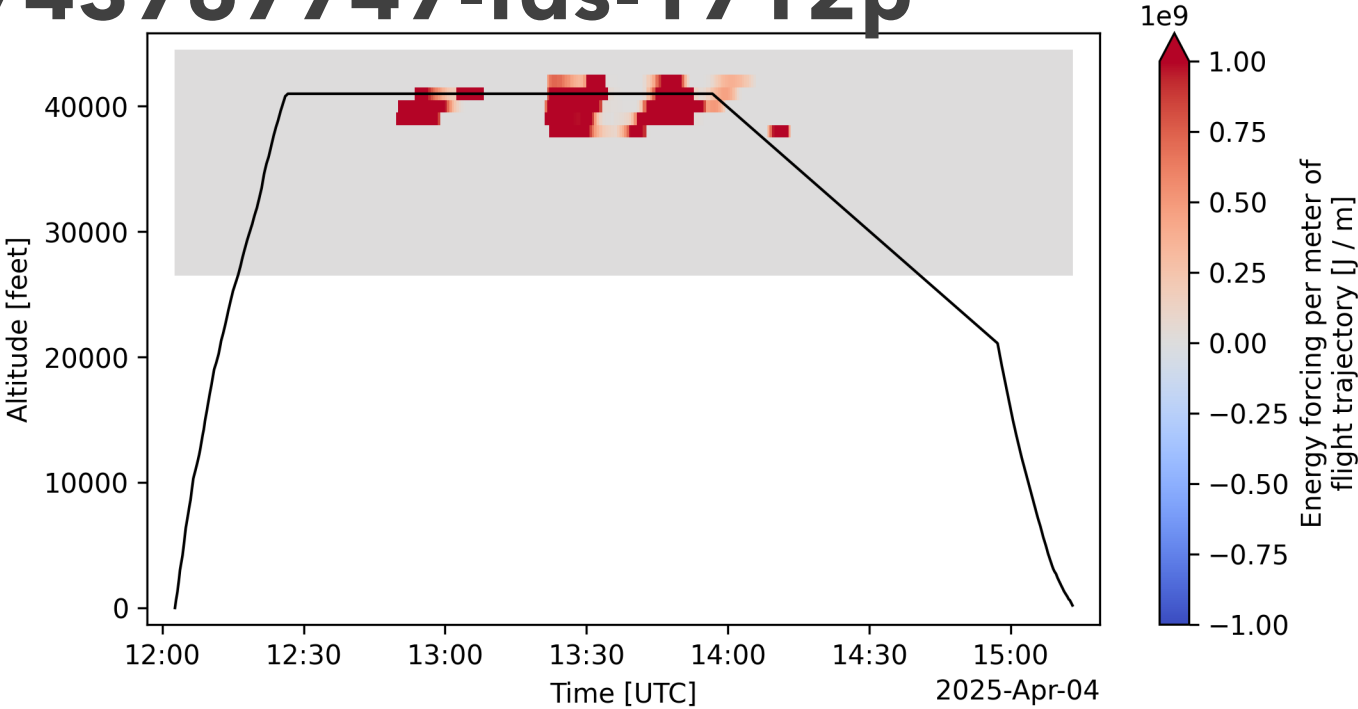
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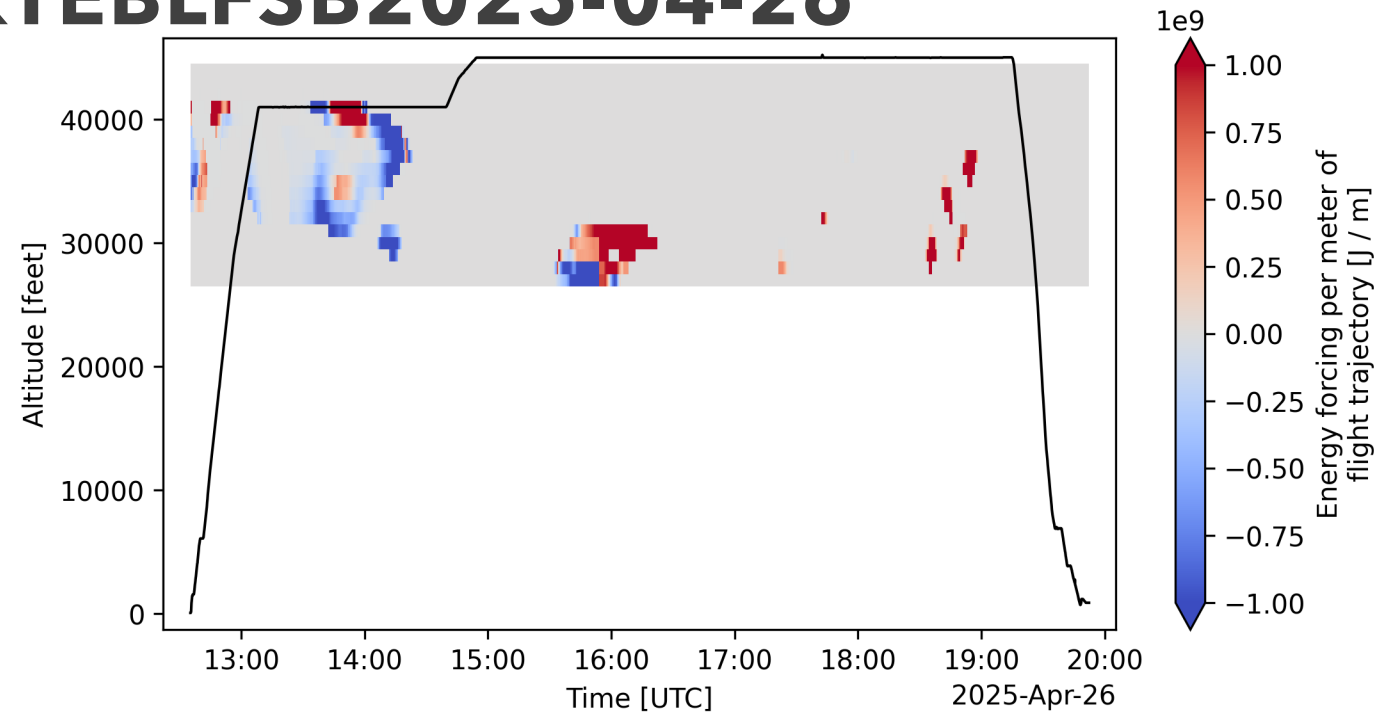
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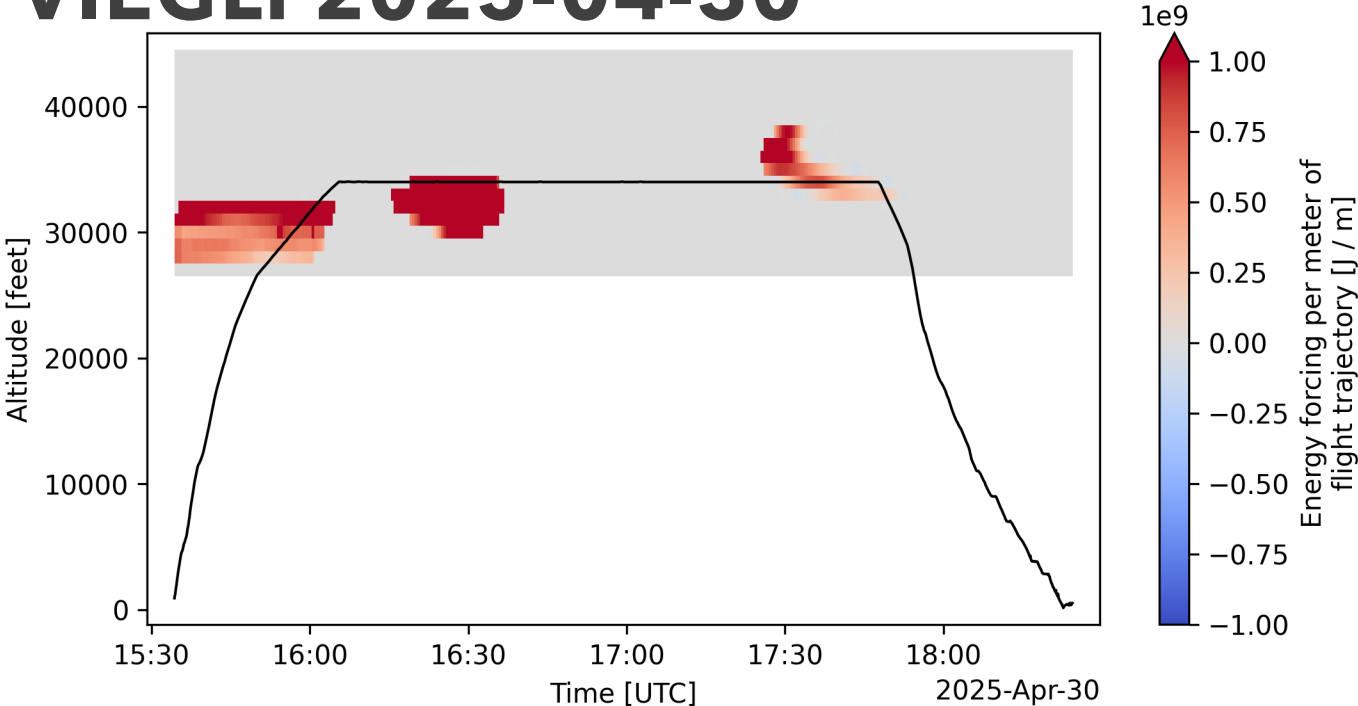
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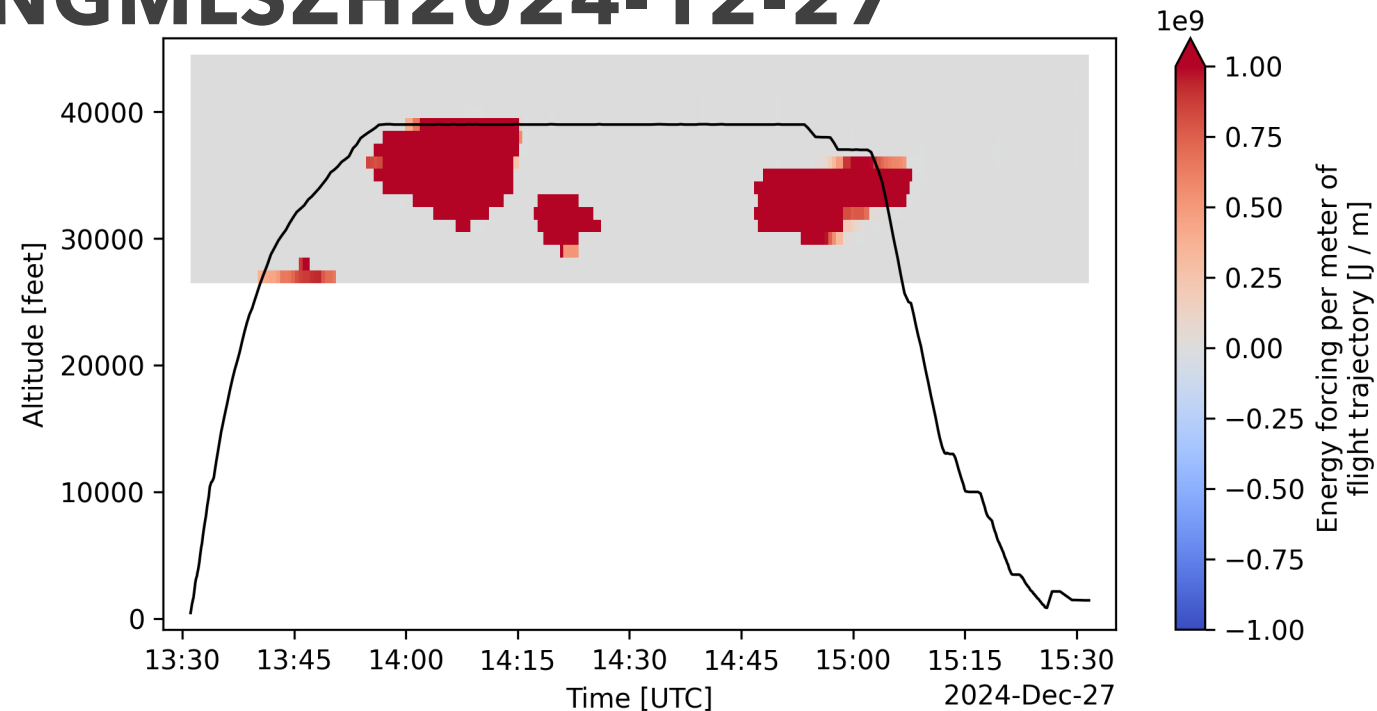
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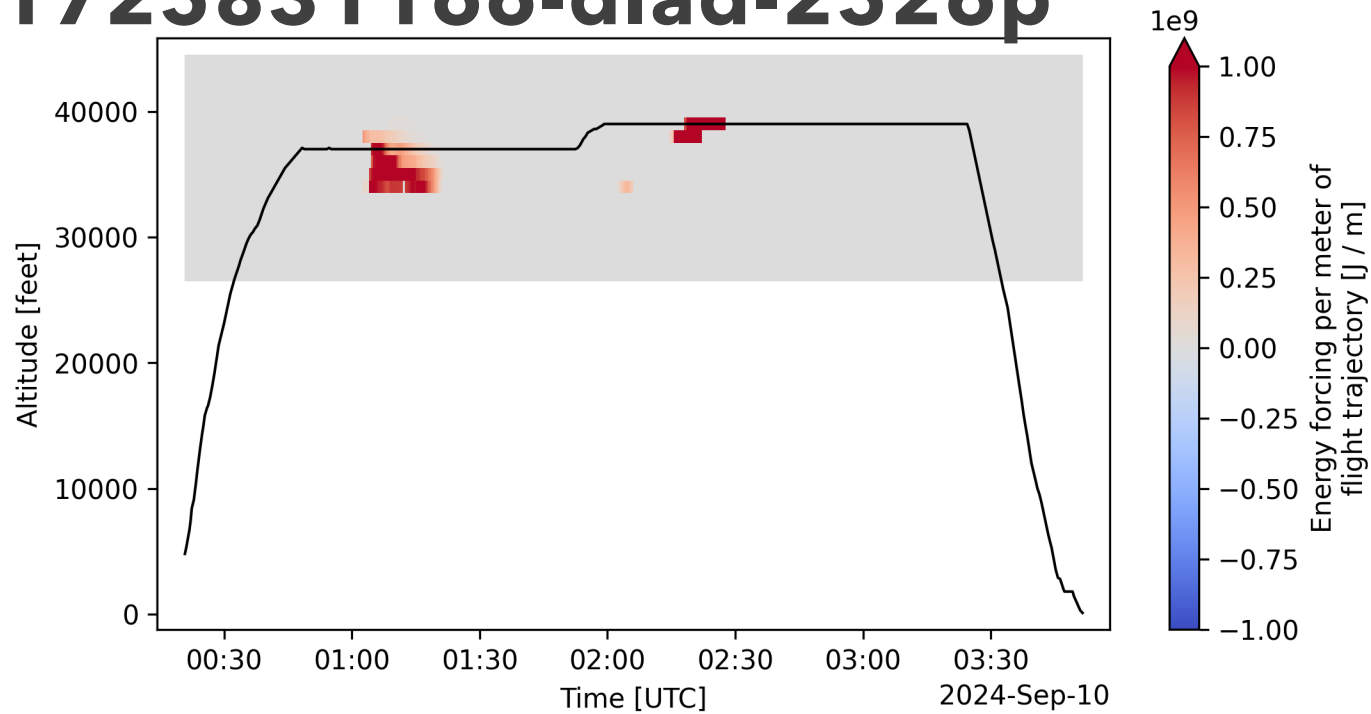
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2025-03-01 DATMJ OJAM EGNM	1.56732E+15	350	38000	80	33600	37025	D-ATMJ OJAMEGNM2025-03-01T11:06:00.000+00:00	1,053
2025-02-03 9HGGG EGLF TNCM	1.25798E+15	563	36000	70	35000	37925	9H-GGGEGLFTNCM2025-02-03T11:24:00.000+00:00	845
2025-03-29 N159JH KVNK KFDY	9.0216E+14	218	39000	75	38975	39025	N159JH KVNK KFDY2025-03-29T20:12:50.000+00:00	606
2025-04-04 VHAP7 YBBN NFFN	8.8079E+14	190	41000	80	40200	41000	VHAP7-1743767747-fds-1712p	592
2025-04-26 N68005 KTEB LFSB	8.65025E+14	437	45000	70	36500	41025	N68005 KTEB LFSB2025-04-26T12:35:24.000+00:00	581
2025-04-30 9HJAD EYVI EGLF	8.58905E+14	170	34000	85	28100	34025	9H-JADEYVIEGLF2025-04-30T15:34:00.000+00:00	577
2024-12-27 DATMJ ENGM LSZH	8.48755E+14	121	39000	85	33025	39025	D-ATMJENGMLSZH2024-12-27T13:31:00.000+00:00	570
2024-09-10 N327TW KSLC KIAD	7.4967E+14	211	39000	75	37000	39000	N327TW-1725831166-dlad-2526p	504

Top Contrail Flight Profiles

N327TW-1725831166-dlad-2526p



Final Flight ID	ADJ_EF	Flight_time	Est Cruise Altitude	Percentile	Contrail Alt Min	Contrail Alt Max	flight_id	AGWP100 mtCO2e
2025-04-03 DAFU MYNN EGGD	5.28371E+15	477	43000	90	39975	41000	D-AFAUMYNNNEGGD2025-04-03T01:06:00.000+00:00	3,551
2025-05-22 DAFAM EGGW KDAL	2.11751E+15	575	45000	75	40000	40000	D-AFAMEGGWKDAL2025-05-22T14:38:00.000+00:00	1,423
2025-03-01 DATMJ OJAM EGNM	1.56732E+15	350	38000	80	33600	37025	D-ATMJ OJAMEGNM2025-03-01T11:06:00.000+00:00	1,053
2025-02-03 9HGGG EGLF TNCM	1.25798E+15	563	36000	70	35000	37925	9H-GGGEGLFTNCM2025-02-03T11:24:00.000+00:00	845
2025-03-29 N159JH KVNY KFDY	9.0216E+14	218	39000	75	38975	39025	N159JHKVNYKFDY2025-03-29T20:12:50.000+00:00	606
2025-04-04 VHAP7 YBBN NFFN	8.8079E+14	190	41000	80	40200	41000	VHAP7-1743767747-fds-1712p	592
2025-04-26 N68005 KTEB LFSB	8.65025E+14	437	45000	70	36500	41025	N68005KTEBLFSB2025-04-26T12:35:24.000+00:00	581
2025-04-30 9HJAD EYVI EGLF	8.58905E+14	170	34000	85	28100	34025	9H-JADEYVIEGLF2025-04-30T15:34:00.000+00:00	577
2024-12-27 DATMJ ENGM LSZH	8.48755E+14	121	39000	85	33025	39025	D-ATMJENGMLSZH2024-12-27T13:31:00.000+00:00	570
2024-09-10 N327TW KSLC KIAD	7.4967E+14	211	39000	75	37000	39000	N327TW-1725831166-dlad-2526p	504



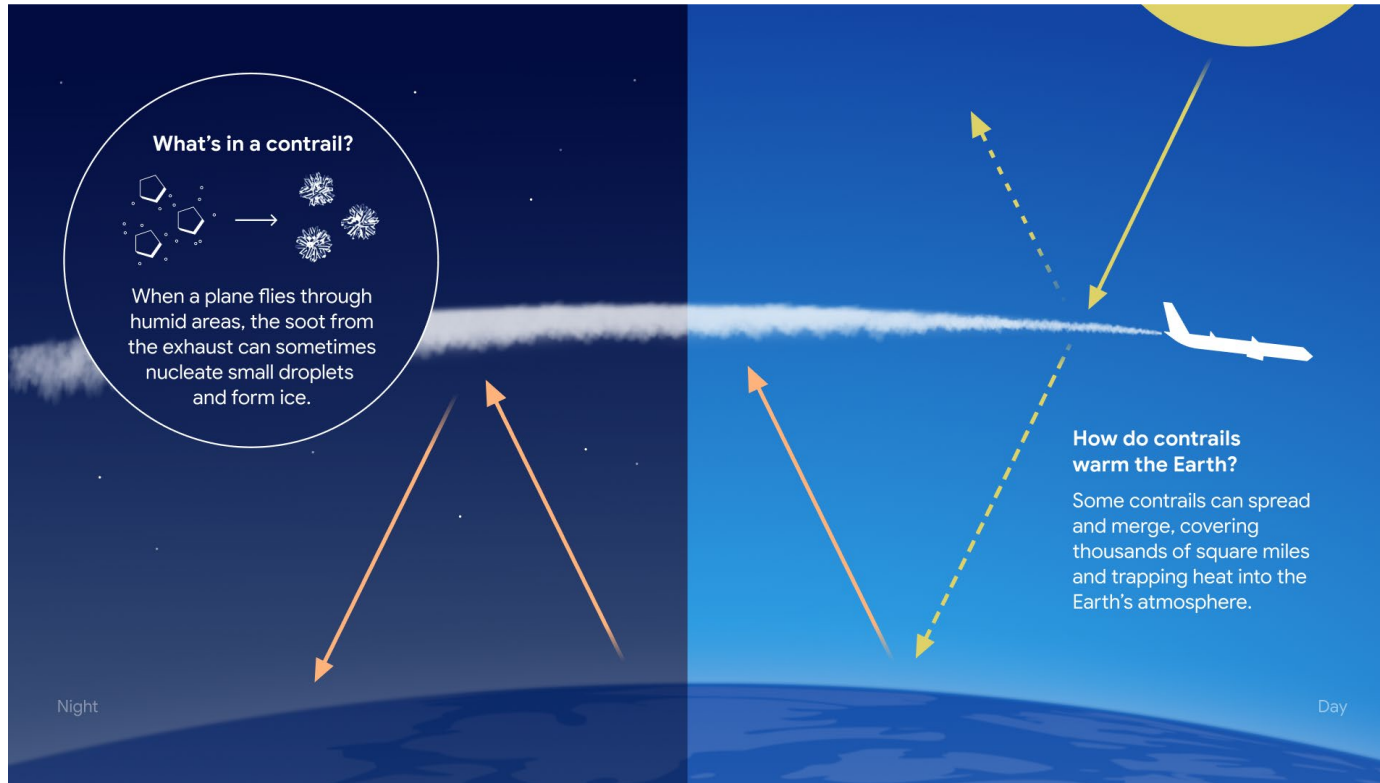
What are contrails?

Contrails are formed by the condensation trails left behind jet aircraft. Contrails can have both cooling and warming impacts, depending on their formation altitude, time of creation, and persistence.

By reflecting solar radiation during the day, contrails can have a slight cooling effect, but overall contrails have an outsized warming effect by trapping infrared radiation toward Earth.

Contrails have been shown to have a significantly larger impact on global warming than carbon emissions over a 20-year period.

How do contrails warm the environment?



A contrail "condensation trail" forms under certain atmospheric conditions from an aircraft engine exhaust.

These high altitude clouds reflect heat back towards the earth's surface, just like GHGs. This warming impact can be just as much or more than CO2 alone.

Which Contrails Matter?

Not all contrails have a warming impact. Time of day, location of emission, and seasonality will all affect the net effect of a contrail.

Warming is determined primarily by persistence. The longer a contrail persists after creation, the higher chance it will have a significant warming impact.

Contrails that persist, grow and coalesce with other contrails have the biggest warming effect.



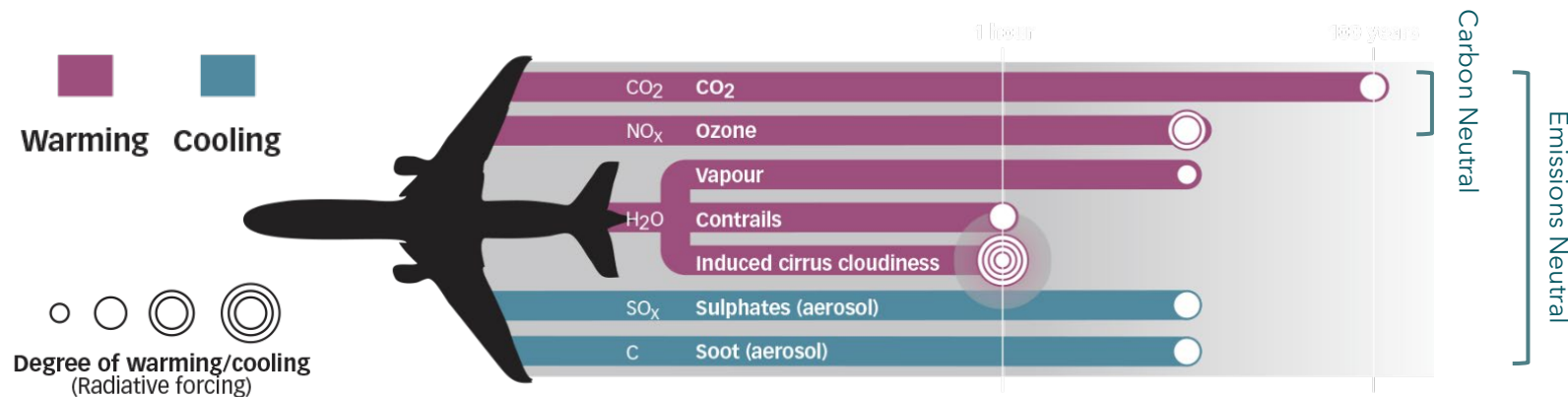
Examples of persistent contrail regions

Why offset comprehensively?

AVIATION'S TRUE IMPACT

Much of the impact of aviation comes from non-CO2 emissions – emissions like nitrous oxides or the formation of contrails. The non-CO2 emissions of gases and aerosol particles affect atmospheric composition and cloudiness, adding to the overall climate impact from the sector's CO2 emissions. Climate impacts can be compared with a metric known as emissions indexes. Using an emission index known as GWP*100, we can convert the impact of non-CO2 emissions into a CO2-equivalent amount (CO2e).

To be truly emissions neutral and reduce our full impact on climate change, we must consider our entire impact. Current best estimates of the RFI of aviation emissions is 3, so to be emission neutral requires offsetting 300% of carbon dioxide emissions alone.



4AIR's offset services allow you to go beyond carbon neutral and reach emissions neutral.

Contrail Reporting & Mitigation

PILOT PROGRAM WITH BREAKTHROUGH ENERGY

Under this program, pilot participants will be able to track the actual environmental contrail impact from their flights based on historical contrail flight analysis.

The goal will be to better report on contrail emissions ahead of coming regulatory requirements while opening the door for more informed mitigation and contrail avoidance to be integrated into flight planning operations. Persistent contrail formation zones can easily be avoided with minimal flight altitude adjustments during the planning process.

By avoiding persistent contrail zones, operators will be significantly reducing their impact on global warming.

