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ABSTRACT

The aviation industry faces growing challenges from rising air travel demand and environmental concerns, particularly the significant radiative forcing (RF) effects of contrails, which are estimated to have three times the climate impact of aviation's CO_2 emissions. With only 2% of flights accounting for 80% of contrail RF, the need for precise contrail mitigation strategies is pressing. However, existing aircraft systems lack the sensor precision, real-time meteorological data acquisition, and environmental impact-focused flight planning required for effective contrail management.

This report proposes a comprehensive solution integrating advanced sensor technologies, enhanced data exchange systems, and optimized flight planning tools to predict and mitigate contrail formation. The analysis identifies specific phases of flight—initial climb, cruise in ice-supersaturated regions, and final descent—where contrail formation potential is highest or minimal. It highlights the promise of Magnetoelastic Resonators (MER) for real-time, accurate humidity sensing and the role of upgraded Aircraft Meteorological Data Relay (AMDAR) and Aircraft Communications Addressing and Reporting System (ACARS) in improving data acquisition and exchange.

The proposed contrail mitigation framework includes altitude adjustments of 2,000 feet for RF reductions of up to 20%, three-dimensional grid-based flight planning systems to predict contrail formation, and Electronic Flight Bags (EFBs) for real-time environmental awareness. Future developments in LiDAR technology, ACARS over IP (AoIP), and machine learning-enhanced models could further advance contrail mitigation while maintaining operational efficiency and safety. These innovations pave the way for sustainable aviation practices, balancing economic growth with environmental responsibility.

ACRONYMS

ACARS - Aircraft Communications Addressing and Reporting System
ADS-B - Automatic Dependent Surveillance–Broadcast
AMET - Aircraft Maintenance Engineering Technician
AOC - Airline Operation Centers
ARINC - Aeronautical Radio, Incorporated
ASBU - Aviation System Block Upgrades
AMDAR - Aircraft Meteorological Data Relay
ATC - Air Traffic Control
ATM - Air Traffic Management
DAS - Data Acquisition System
EDR - Eddy Dissipation Rate
EFB - Electronic Flight Bag
EU ETS - European Union Emissions Trading System
FL - Flight Level
FMS - Flight Management System
GANP - Global Air Navigation Plan
HRES - High Resolution
IAP - Instrument Arrival Procedure
IATA - International Air Transport Association
ICAO - International Civil Aviation Organization
IFR - Instrument Flight Rules
ISSR - Ice Super Saturated Regions
LiDAR - Light Detection And Ranging
MER - Magnetoelastic Resonators
OPMET - Operational Meteorology
PANS-ATM - Procedures for Air Navigation, Air Traffic Management
PBN - Performance Based Navigation
RF - Radiative Forcing
RHi - Relative Humidity with respect to ice
RVSM - Reduced Vertical Separation Minimum
SARPs - Standards and Recommended Practices
SID - Standard Instrument Departure
STAR - Standard Instrument Arrival
VFR - Visual Flight Rules
VHF - Very High Frequency
WVSS - Water Vapour Sensing System
WXXM - Weather Information Exchange Model

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1.0 INTRODUCTION

The aviation industry faces the dual challenge of meeting rising global demand for air travel while reducing its environmental impact. Over the next two decades, global passenger traffic is expected to grow at an average annual rate of 3.8%, adding 4 billion journeys by 2043. This expansion increases the industry's environmental footprint, which accounts for 4% to 5% of global warming [1]. While CO2 emissions have traditionally been the focus, contrails are now recognized as a significant contributor to aviation-induced climate forcing, with their radiative forcing estimated to be three times greater than aviation's CO2 emissions [1]. Studies indicate that just 2% of flights are responsible for 80% of contrail energy forcing [2], with projections suggesting that contrail radiative forcing could triple by 2050 [4].

Regulatory responses include ICAO's M1-AMET module of the Global Air Navigation Plan (GANP), which aims to enhance flight planning through accurate meteorological data, and the EU's mandate for 70% sustainable aviation fuels by 2050 [5]. However, contrail mitigation requires real-time prediction and avoidance strategies. Current aircraft sensors lack the precision needed to measure atmospheric conditions conducive to contrail formation, especially in Ice Supersaturated Regions (ISSR) [6][7]. Advanced sensors, like Magnetoelastic Resonators (MER), show promise with rapid response times, wide humidity range sensitivity, and improved stability [8]. Integrating these with machine learning techniques could enhance humidity predictions and contrail avoidance [9].

Such advancements enable optimized flight planning reducing contrail formation and fuel costs. Airlines spent €3 billion on EU ETS allowances in 2023, making carbon costs their third-largest expense. Lufthansa's Environmental Cost Surcharge, starting in 2025, highlights the financial pressures of environmental regulations [10]. Addressing contrails can help airlines mitigate costs, improve sustainability, and enhance brand reputation. Our study proposes leveraging advanced sensor integration and intelligent flight route optimization to offer a comprehensive solution to this challenge.

2.0 LITERATURE REVIEW

2.1 Contrail Formation and Persistence

The aviation industry's environmental impact, particularly from contrails, has become a key focus of research and policy. Contrails are line-shaped clouds formed when hot, humid aircraft exhaust mixes with cold ambient air, causing water vapor to condense and freeze. These clouds, though seemingly benign, have a significant and complex climate impact.

Contrails form in two ways: jet-exhaust and aerodynamic contrails. Jet-exhaust contrails arise when water vapor from fuel combustion condenses and freezes as it cools in the atmosphere. Aerodynamic contrails occur due to pressure and temperature changes around aircraft wings, where adiabatic expansion of moisture-saturated air triggers condensation [1].

Atmospheric conditions, particularly temperature and humidity, determine contrail persistence. In low-humidity regions, contrails evaporate quickly, while in high-humidity conditions, they persist and may merge with existing cirrus clouds to form contrail cirrus, amplifying their climate impact [1].

2.2 Environmental Impact of Contrails

Recent studies highlight the significant role of contrails in aviation's climate impact. Gryspeerdt et al. (2024) project that contrail cirrus radiative forcing could triple by 2050, reaching 160 mWm-2, driven by increased air traffic and higher altitudes [11]. Similarly, Teoh et al. (2024) found that contrail cirrus radiative forcing is about three times greater than aviation's cumulative CO_2 emissions [2].

The environmental impact of contrails depends on factors such as time of day, altitude, and atmospheric conditions. Using Meteosat Second Generation satellite data, Teoh et al. revealed that daytime contrails can have a cooling effect, while nighttime contrails tend to cause warming, with net radiative forcing ranging from -8 TW to 6 TW depending on the time [2].

With fuel costs comprising 30% of daily airline spending and carbon costs ranking as a major expense, addressing contrail formation could help mitigate rising operational costs [4, 8]. Developing advanced data collection, modeling, and mitigation strategies will be critical for sustainable aviation and environmental stewardship.

2.3 Contrail Prediction and Avoidance

Accurate prediction and mitigation of contrail formation are key research areas, with tools like the Schmidt-Appleman Criterion and advanced models such as the Contrail Cirrus Prediction Model (CoCiP) enhancing prediction accuracy through detailed microphysics and radiative transfer calculations [2].

R. Teoh et al. (2024) analyzed aviation's global contrail climate effects using GAIA telemetry, ERA5 HRES data, and a humidity correction model. They reported a 2019 global annual mean contrail radiative forcing (RF) of 62.1 mWm-2, 44% lower than earlier estimates, and found only 14% of flights formed warming contrails, with 2% responsible for 80% of annual contrail energy forcing [2].

IATA's "Global Outlook for Air Transport Deep Change" (2024) highlighted the need for a better understanding of contrail science and advocated focusing on CO2 reduction in the short term (2024–2030) while gradually addressing contrails. Mitigation strategies such as flight path optimization, alternative fuels, and engine improvements are under exploration. For example, Teoh et al. demonstrated that using the Flightkeys 5D algorithm for navigational contrail avoidance could reduce contrail climate forcing by 73% with negligible cost and fuel increases (0.08% and 0.11%, respectively) [2]

2.4 Meteorological data acquisition for contrail prediction

The IATA June 2024 report underscores the challenge of limited real-time meteorological data at cruising altitudes for contrail prediction and avoidance [12]. Current aircraft sensor technology lacks the sensitivity and speed needed, but emerging solutions like Magnetoelastic Resonators (MER) offer high sensitivity, stability, and a rapid response time of 15 seconds, showing promise for improved data accuracy [8].

ICAO's Global Air Navigation Plan (GANP) addresses these issues through Aviation System Block Upgrades (ASBU), including B0-AMET for optimized flight trajectory planning and B1-AMET for integrated meteorological systems. These aim to incorporate weather data directly into flight planning and tactical decision-making processes, enhancing in-flight avoidance of hazardous conditions [13].

Modern aircraft equipped with the Aircraft Meteorological Data Relay (AMDAR) system act as mobile weather stations, collecting vital data such as temperature, pressure, humidity, and wind at cruising altitudes. This data supports global weather forecasting and enhances meteorological information for aviation operations [1][2].

2.5 Contrail prediction parameters

Aircraft measure key atmospheric variables using specialized sensors integrated into their avionics systems. Air temperature is recorded with thermocouples or thermistors, while wind speed and direction rely on pitot-static systems and inertial navigation. Barometric altimeters measure pressure altitude, turbulence is monitored via Eddy Dissipation Rate (EDR) sensors or accelerometers, and water vapor is detected using the Water Vapor Sensing System (WVSS-II), a laser-diode sensor for efficient airflow sampling [2].

These sensors communicate data through the Aircraft Communications Addressing and Reporting System (ACARS). The collected data is processed with AMDAR avionics software and transmitted to ground stations via VHF or satellite systems [2].

2.6 Challenges in humidity measurements

While current aircraft systems provide valuable meteorological data, challenges persist in contrail studies, particularly with humidity measurements. High-altitude sensors face accuracy issues due to icing and high-speed airflow, and the lack of redundancy in these sensors can lead to unreliable data. Accurate humidity measurements are critical, as persistent contrail formation requires relative humidity with respect to ice (RHi) to exceed 100%, and a 10% rise in RHi can increase contrail coverage by 20-30%.

Improving sensor technology and data processing is essential for enhancing contrail prediction and mitigation efforts. These advancements will align aviation with broader sustainability goals, reducing environmental impacts and supporting climate protection [1].

2.7 Contrail formation avoidance through flight routing

Research into contrail avoidance emphasizes flight route optimization. Johan Gönczi's study proposes constructing polygonal avoidance zones within ice-supersaturated airspace regions meeting the Schmidt-Appleman criterion. This involves creating complex 2D polygons at relevant flight levels where contrail-forming conditions exist.

Chirag Bipinchandra Kundgol suggests altitude adjustments of ±2000 ft as an effective contrail mitigation strategy, reducing radiative forcing by +5% and -20% while maintaining fuel efficiency [18]. Aeronautical software providers like Jeppesen are also exploring climate-conscious flight planning services [14].

Additionally, Google Research, American Airlines, and others have developed AI systems using satellite imagery to predict contrail formation and optimize flight paths by minor altitude adjustments [15]. However, such strategies must comply with ICAO regulations, including Annex 2, Annex 11, and Doc 4444, which prioritize safe and efficient airspace management.

2.8 Separation of flights

ICAO's SARPs recommend vertical and horizontal separation standards to ensure safe navigation and minimize collision risks. Vertical separation includes 2000 ft for IFR flights below FL290 and 1000 ft in RVSM airspace (FL290–FL410), increasing ATM capacity with additional cruising levels. Aircraft heading west use even flight levels (e.g., FL320), while eastbound use odd levels (e.g., FL330).

Longitudinal separation is achieved by monitoring aircraft positions and speeds, with ATC managing spacing through operational commands. Lateral separation assigns distinct flight paths with radar-based minimums of 3 miles (within 40 miles of the antenna) and 5 miles otherwise. The PBN concept optimizes airspace using precise navigation systems, enabling closer route spacing, curved approaches, and environmental benefits [16].

2.9 Phases of flight and contrail concerns

An aircraft's flight consists of multiple phases, with contrail formation primarily concerning high-altitude segments. Pushback and taxiing, confined to ground operations, pose no contrail concerns. In the takeoff phase, where the aircraft ascends to 35 feet, contrail formation is rare due to insufficient altitude and atmospheric conditions. Similarly, in the initial climb up to 1000 feet, contrails are uncommon but may briefly occur under extreme cold and high humidity near the surface [17].

The enroute phase, at cruising altitudes, poses the greatest contrail concern. Ice-supersaturated regions and low temperatures at these altitudes often foster persistent contrails, contributing significantly to aviation's climate impact. Strategies, such as dynamic programming, optimize flight paths by incorporating weather and air traffic constraints to minimize contrails and fuel consumption [18].

In the descent phase, contrail formation decreases as the aircraft moves to lower altitudes with warmer, less humid conditions. Descent procedures (STARs) ensure safe navigation and obstacle avoidance, with rare contrail formation dependent on specific atmospheric conditions [17].

2.10 Flight planning

Air Traffic Control (ATC) clearances typically align with the altitude or flight level and route filed by the pilot, but adjustments are often necessary due to traffic conditions. ATC may also implement preferred routes in congested airspaces, with routing instructions provided pre-flight at pilot briefing offices that approve flight plans [16]. Pilots are required to "MAINTAIN" assigned flight levels within controlled airspace, with enroute changes subject to prior approval.

Pre-planning flight routes, especially for long-range flights, is key to reducing contrail formation. Strategic flight planning, considering seasonal atmospheric variations, has been shown to effectively mitigate aviation's climate impact by optimizing routes to minimize contrail creation.

3.0 CONTRAIL FORMATION ANALYSIS

To assess contrail formation potential, each flight segment was analyzed in detail, considering atmospheric conditions and their effects on contrail formation and persistence.

3.1 Initial Climb and Cruise

To assess contrail formation potential, each flight segment was analyzed in detail, considering atmospheric conditions and their effects on contrail formation and persistence.

During the initial climb, the aircraft passes through a cloud cover at approximately 6,500 ft. At this altitude, contrail formation is unlikely due to relatively warm temperatures. However, as the aircraft reaches its cruising altitude, where the temperature is -34°C and air pressure is 300 hPa with a relative humidity of 70%, conditions become more favorable for contrail formation. At these temperatures, short-lived contrails are likely to form. The Schmidt-Appleman criterion, which is widely used to predict contrail formation, indicates that contrails can form when the ambient air is supersaturated with respect to ice. While the relative humidity of 70% is below the threshold for persistent contrails (typically above 100% relative humidity with respect to ice), it is sufficient for short-lived contrails to form.

The negative influences of these short-lived contrails on the atmosphere are likely to be minimal. They may contribute to a slight increase in high-altitude cloudiness, potentially affecting the local radiation balance. However, their impact is expected to be transient due to their short lifespan. The conditions necessary for contrail formation in this phase include low temperatures (below -40 °C is ideal), sufficient water vapor from engine exhaust, and the presence of condensation nuclei.

3.2 Saturated Area

As the aircraft enters the saturated area with an air pressure of 200 hPa and temperature of -53°C, conditions become highly favorable for persistent contrail formation. These conditions, combined with the assumed high humidity in a saturated area, provide an ideal environment for long-lasting contrails that can spread into contrail cirrus.

3.3 Innovative Contrails Avoidance Strategy without changing route

To address contrail formation in this 4519.00-meter segment without altering the flight course, an innovative solution combining advanced sensors and AI can be implemented. Instead of adjusting altitude, the aircraft would be equipped with a LIDAR-based atmospheric sensing system and an AI-powered predictive contrail model. As the plane approaches the supersaturated layer, the LIDAR would detect it in real-time, while the AI model would analyze this data along with aircraft performance metrics and current atmospheric conditions. The system would then calculate and implement optimal adjustments to engine parameters such as thrust levels, fuel injection rates, and air-fuel mixture, all without changing the flight path.

3.4 Final Segment (50% Relative Humidity)

In the final segment, where the relative humidity drops to 50%, the likelihood of contrail formation decreases significantly. At this humidity level, any contrails that do form are likely to be short-lived and have minimal persistence. The negative influences on the atmosphere in this segment are expected to be negligible due to the reduced probability of contrail formation and persistence.

3.5 Contrail Prediction Model and Visualization

The analysis of contrail formation and its environmental impact was conducted using a Python script that simulated flight paths and utilized the Contrail Cirrus Prediction Model (CoCiP). The process involved two main steps: contrail evolution simulation, and contrail forecast visualization. A simulated flight path was created with arbitrary parameters, including a date of November 10, 2024, and an aircraft type (B722), to analyze contrail formation. The model then visualized contrail forecasts for various flight segments using polygon regions and gridded data. The analysis provided insights into the potential climate impacts of contrails.

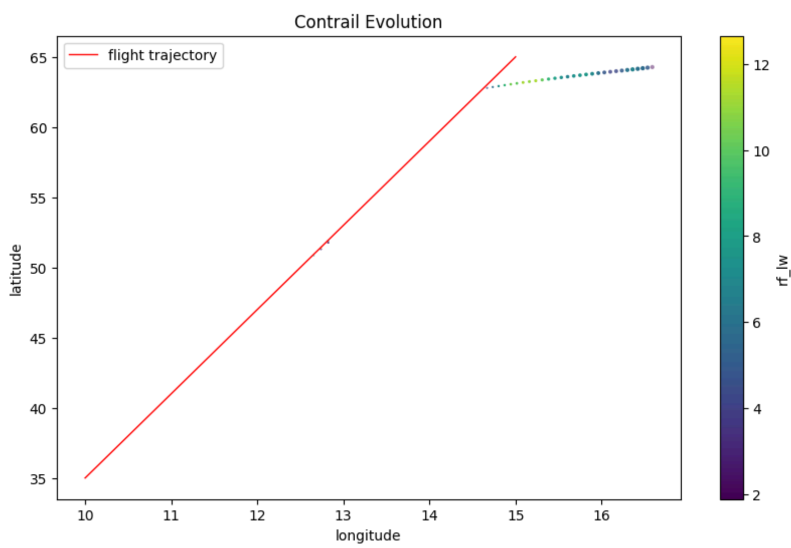

Figure 1: Contrail Evolution

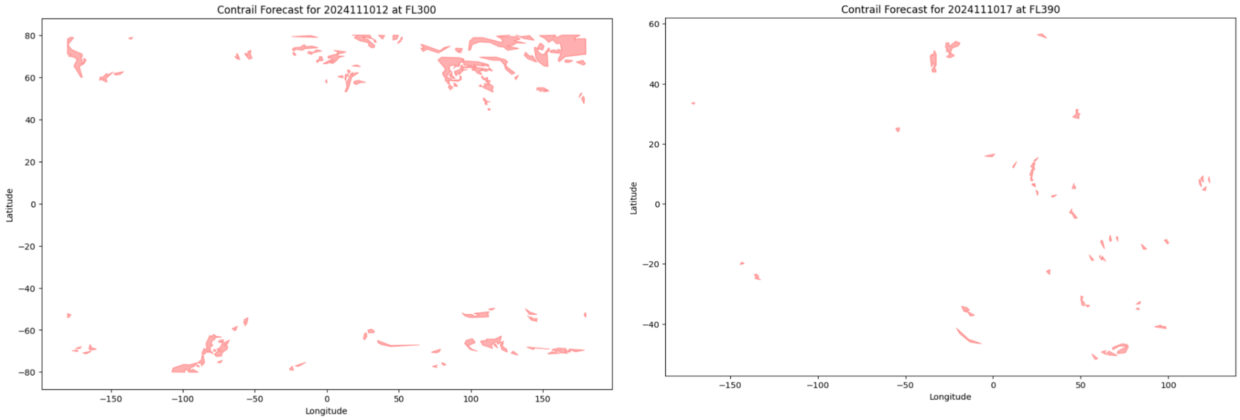

Figure 2: Contrails Forecast Visualization for FL300 and FL390

The contrail evolution analysis, as shown in Figure 1, reveals insights into contrail formation along the flight path. The model indicates an average contrail radiative forcing of 6.97 W/m². The model estimates a maximum contrail width of 4,519 meters. While altitude adjustments could mitigate contrail formation in this region, flight path constraints may limit this option. The model outputted an overall average energy forcing of 25,083 J/m² that conveys the cumulative climate impact of contrails formed during the flight.

The contrail forecast regions graph (Figure 2) further supports the analysis by highlighting areas of high contrail formation potential. This visualization is useful for identifying regions where persistent contrails are likely to form.

4.0 METEOROLOGICAL DATA ACQUISITION AND EXCHANGE

4.1 Enhancing meteorological data acquisition

Magnetic Resonance (MR) sensors are promising in atmospheric condition measurement, particularly for humidity detection relevant to contrail formation. These sensors offer enhanced sensitivity and accuracy. This provides highly precise detection of water vapor concentrations crucial for identifying ISSRs where contrails are likely to form. MR sensors excel in their ability to function across a wide range of temperatures and pressures, with fast response times enabling real-time monitoring of rapidly changing atmospheric conditions during flight. Their improved reliability is evident in better long-term stability compared to conventional humidity sensors, reducing calibration requirements and ensuring consistent measurements over time. Additionally, MR sensors' resistance to contamination from airborne particles enhances their reliability in high-altitude environments. The versatility of some MR sensor designs, offering multi-parameter sensing capabilities for simultaneous measurement of temperature, pressure, and humidity, combined with their potential for miniaturization, allows for easier integration into existing aircraft systems.

4.2 Enhancing meteorological data exchange

The solution in this study aims to continue using the AMDAR system, leveraging the existing programmable Data Acquisition System (DAS) to interface sensor data inputs with ACARS communication standards and message protocols. This approach integrates seamlessly with existing infrastructure, reducing the need for extensive system redesigns. By utilizing the current DAS, sensor data can be fed directly into the ACARS communication channels, facilitating efficient communication without introducing unnecessary complexity.

This setup will enable the transmission of AMDAR data from the aircraft to ground stations via VHF or satellite links, depending on the available coverage. The choice of communication method ensures reliable data transmission under various operational conditions. The ARINC 620 standard will remain in use to define the message format and communication protocol, ensuring that weather data collected by onboard sensors is consistently formatted into ACARS messages. Standardizing the data format is crucial for maintaining interoperability between aircraft and ground systems, supporting consistent data exchange across various platforms.

Once received by ground stations, such as airline operations centers (AOCs) and/or meteorological agencies, the messages will be decompressed, decoded, and processed for immediate use and storage. A copy of the processed data will then be fed into the modeling and contrail formation predictive system as per the proposed solution. The results from this system will be transmitted back via the uplink and presented in the FMS or EFB system for further analysis and decision-making.

The system’s two-way communication setup, aligned with the ARINC 620 standard, facilitates real-time updates for weather forecasting, operational decisions, and other aviation-related needs. ARINC 620's established role in handling meteorological data transmission ensures reliable and effective performance, minimizing potential integration issues. By maintaining this widely adopted standard as the core framework, the solution benefits from a proven approach that supports long-term functionality and seamless data exchange in the aviation industry.

As part of the proposed system, the sensor design will introduce a water vapor parameter feed. This will require configuring the existing software to report the water vapor content as relative humidity (nnnnnQ). In this format, 'nnnnn' represents the coded water vapor content, and 'Q' indicates the quality control parameter based on sensor type and units [19]. Additionally, the uplink and downlink data exchange process could, in the future, be enhanced by the adoption of the Collins Aerospace ACARS over IP (AoIP). AoIP offers greater bandwidth and faster transmission rates compared to traditional ACARS systems, and will potentially improve the efficiency of the weather data exchange in future implementations.

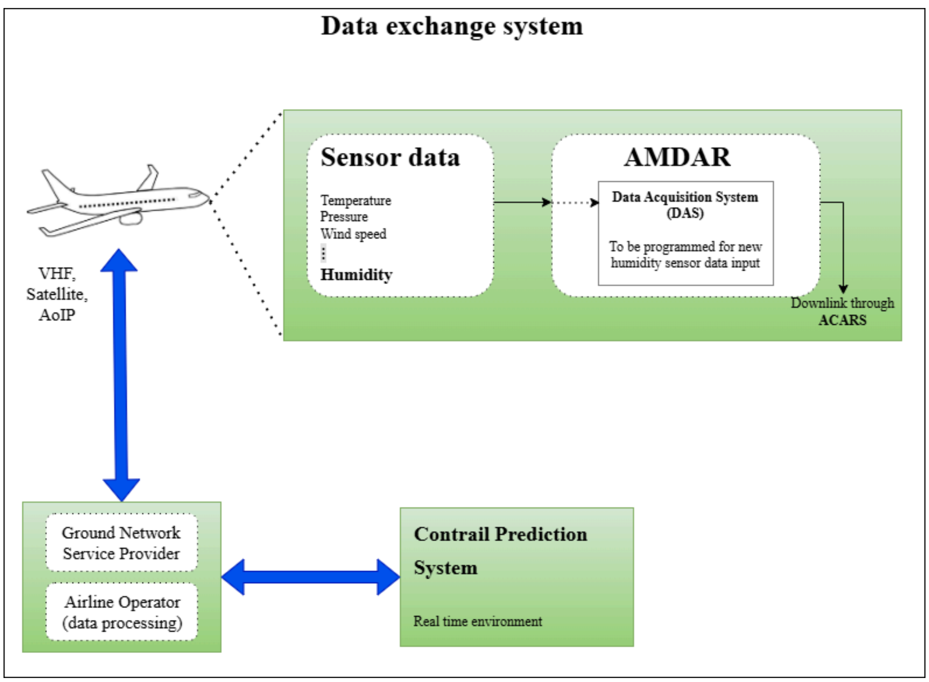

Figure 3: Data exchange system

5.0 APPLICATION OF THE MODEL FOR FLIGHT ROUTE OPTIMIZATION

Our proposed solution focuses on utilizing the contrail prediction model for advanced flight planning with environmental impact assessment to enable flight crew and ground handlers flexibility in selecting routes that minimize environmental impact and real-time environmental impact awareness for flight crew through the EFB to enable pilots request for flight path adjustment from ATC.

5.1 Advanced flight planning with predictive environmental impact assessment

This application necessitates the creation of a weather database alongside an aeronautical database within an ATM system for flight planning. The weather database is populated with essential weather parameters required for contrail prediction which could be retrieved in real-time from a cloud-based service, such as the AMDAR network with periodic updates.

To enhance the accuracy of contrail prediction, a three-dimensional (3D) airspace grid that is made of hexagonal cells, which encapsulate route segments and procedure legs along SIDs, STARs, and IAPs is constructed using advanced GIS software such as ArcGIS. Each cell is uniquely identified, and standard flight levels and procedure waypoint altitudes are used to define the vertical segmentation of the 3D airspace. Once the 3D grid is established, weather parameters are dynamically associated with each airspace cell, with real-time updates coming from the latest reports submitted by aircraft passing through each cell providing a constantly refreshed view of the weather conditions across the airspace.

Key parameters from proposed flight plans, including aircraft type, flight time, departure and destination points, and planned flight routes, are obtained from the flight planning database and combined with the real-time weather parameters associated with the 3D cells along the proposed flight route which the model uses to evaluate contrail formation likelihood and persistence factors for each cell along the proposed flight path. This approach enables the model to analyze each leg of the flight, determining optimal paths with reduced contrail persistence.

The model further suggests optimal alternatives based on each of the following different criteria or a combination.

1. Vertical Adjustments: The model suggests adjustments in flight levels where contrail formation is least probable, based on recent meteorological data.

2. Time Adjustments: The system can recommend alternative departure times to mitigate contrail formation when timing impacts atmospheric conditions.
3. Lateral Adjustments: Minor modifications to the lateral flight path are proposed to avoid high-risk areas within the designated route.

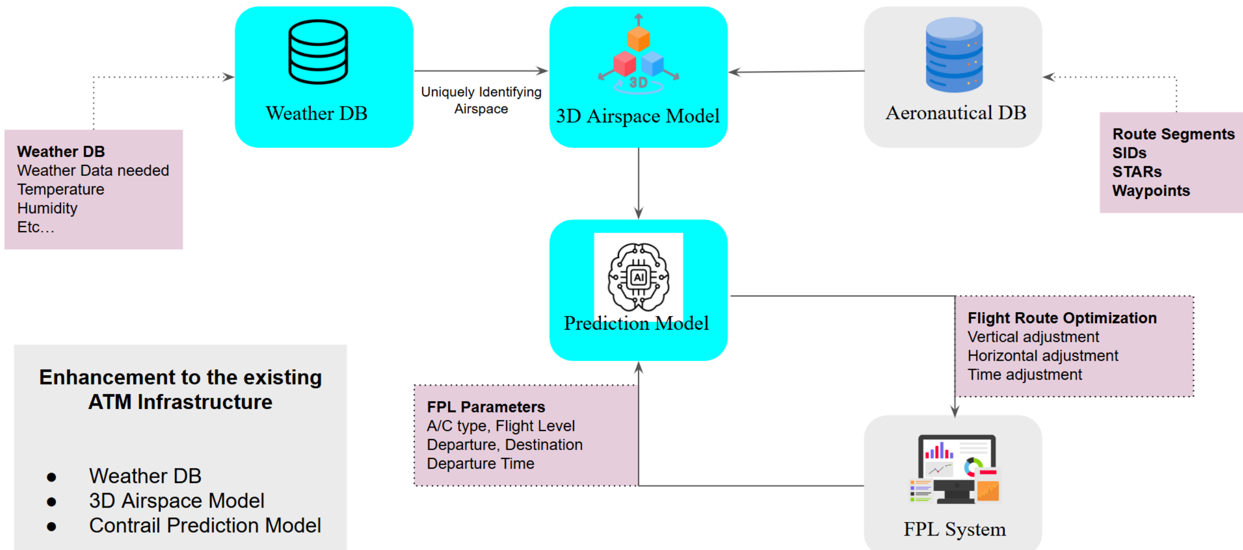

Figure 4: Advanced Flight Planning With Predictive Environmental Impact Assessment

5.2 Real-time environmental impact awareness for flight crew using the EFB

To enhance sustainable flight planning, real-time environmental impact awareness can be provided to the flight crew through the onboard Electronic Flight Bag (EFB) that acts as an interface between the flight crew and the environmental impact prediction model, offering updated contrail prediction based on real-time weather parameters. This integration allows the crew to make informed, proactive decisions, requesting adjustments to the flight path to reduce contrail formation and its associated environmental impact.

This application necessitates creation of the weather database as a standalone cloud service. The EFB receives updates on weather parameters through satellite or ground-based data links before flight and continuously maps the aircraft's progress across the 3D cells, updating each cell's weather information and maintaining a dynamic environmental snapshot of the route.

The predictive contrail model embedded in the EFB uses the updated weather data in conjunction with flight parameters to calculate contrail formation likelihood and persistence factors for each segment along the flight path. The EFB displays color-coded visualizations, highlighting segments of the flight route with high contrail formation potential. This visual overlay provides an intuitive reference for the flight crew, enabling quick identification of segments where contrail formation is likely and environmentally impactful.

Based on the contrail predictions, the EFB suggests alternatives for each route segment proposing vertical and lateral adjustments. The flight crew base on the predictive insights to request adjustments such as climbing or descending to a different flight levels or minor route segment adjustments from ATC. Flight crew may also choose alternative instrument procedures based on the EFB's model predictions.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The integration of advanced sensor technologies, such as Magnetoelastic Resonators (MER) and LiDAR, with machine learning algorithms presents a promising solution for real-time contrail prediction and mitigation. These technologies enhance atmospheric condition measurements, enabling more accurate contrail avoidance strategies. Their implementation, coupled with improved data processing and predictive models, allows airlines to optimize flight paths, reducing contrail formation and minimizing both environmental impact and operational costs.

6.1 Feasibility and Impact Assessment

This solution builds on existing infrastructure, such as the Aircraft Meteorological Data Relay (AMDAR) system, ensuring compatibility with current air navigation safety standards and economic considerations. Integrating advanced sensors minimizes the need for system redesigns, making it practical and cost-effective for widespread implementation.

The proposed solution introduces minimal disruption by utilizing established infrastructure and communication protocols like ACARS and ARINC. The solution further focuses on enhancing the existing flight planning system and EFBs that reduces the training need for ATM personnel and flight crew and the cost burden for state authorities.

Optimizing flight paths to reduce contrail formation not only lowers fuel consumption but also reduces operational costs and carbon-related expenses. Additionally, proactive environmental strategies will improve airline marketability, attracting environmentally conscious travelers and potentially increasing market share.

The solution maintains adherence to existing safety regulations, ensuring that adjustments to flight paths or altitudes do not compromise air navigation safety. Real-time monitoring enhances situational awareness for both flight crews and air traffic controllers, while pilot training ensures informed decision-making using new technologies.

6.2 Recommendations

The integration of remote sensing technologies, such as LiDAR, on aircraft could provide a broader view of atmospheric conditions conducive to contrail formation. Enhanced data processing algorithms, potentially incorporating machine learning techniques, could improve real-time processing of meteorological data for improved accuracy and predictive capabilities. Establishing a more comprehensive data-sharing network among airlines, meteorological services, and research institutions could create a denser, more valuable dataset for contrail studies.

Establishment of collaborative networks among airlines, meteorological services, and research institutions to facilitate comprehensive data collection and analysis for improved contrail prediction.

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