



**WORKING PAPER**

**CONFERENCE ON AVIATION AND ALTERNATIVE FUELS**

**Mexico City, Mexico, 11 to 13 October 2017**

**Agenda Item 4: Defining the ICAO vision on aviation alternative fuels and future objectives**

**ICAO'S ROLE IN THE DEVELOPMENT AND DEPLOYMENT OF  
SUSTAINABLE AVIATION FUELS**

(Presented by the United States of America)

**SUMMARY**

Despite years of efforts, continued breakthroughs will be necessary for sustainable aviation fuels (SAFs) to achieve the numerous goals that have been established for them. To enable further successful deployment of SAF, it is important to define ICAO's role in reaching the key next steps in SAF development and deployment.

Action by the Conference is in paragraph 2.

**1. INTRODUCTION**

1.1 Sustainable aviation fuels (SAFs) are a key element of ICAO's strategy to address the environmental and energy challenges facing aviation. "Drop-in" SAFs can replace petroleum jet fuels without the need to modify engines and aircraft. These fuels can help the environment by reducing emissions that contribute to climate change and degrade air quality. They also can help to expand jet fuel supplies beyond petroleum, improving jet fuel price stability, enhancing supply security, and contributing to economic development. There has been a decade of effort by government and industry to develop and deploy SAFs with some success, but continued breakthroughs in sustainable aviation fuels will be necessary to meet those goals. Indeed, we would emphasize that all advances in SAF deployment have been carried out by industry with support from individual States.

1.2 A uniform, global ICAO SAF vision based on policies directing State actions will not be the most effective means to ensure that SAF is developed and deployed in the most efficient manner—even the most successful policy in one State may not be applicable in another State. However, it is important that States learn from one another and are aware of policies that are in place. Part of the challenge in developing and deploying SAF is due to the feedstocks and production processes involved. Differences exist between world regions in terms of their unique growing conditions and industrial policies. Due to this, SAF development and deployment will vary among States and regions. Thus, while we agree with a defined goal, we would not support specifying the means to achieve that goal.

1.3 To this end, there is a need for information sharing and coordination among States, fuel producers, and operators. We believe ICAO is ideally situated to conduct this facilitation and coordination among stakeholders; therefore, we support its role in bringing States together to not only share experiences and best practices, but also encourage the development of solutions that are well suited to each State's unique circumstances.

1.4 ICAO is already well-situated for this task. The ICAO Global Framework for Aviation Alternative Fuels (GFAAF) already tracks flights using alternative fuels and provides useful information on industry developments and policy initiatives already in place. We believe that the GFAAF framework could be the ideal location for this information sharing, and conferences, such as the CAAF serve as an important opportunity for States to coordinate with one another.

## 2. **ACTION BY THE CAAF2**

2.1 The CAAF2 is invited to:

- a) recognize that States and industry have the primary role in SAF deployment and that public-private partnerships have been, and will continue to be, instrumental to SAF deployment;
- b) agree that the role of ICAO is primarily as a facilitator: sharing of information and best practices, communicating the economic and environmental value of SAF to the international aviation community, and facilitating discussions between financial institutions and industry; and
- c) agree that ICAO should also seek to facilitate capacity building and assisting States to develop and deploy SAFs that are well suited to the circumstances and resources of individual States.

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