

Sustainable together we are able

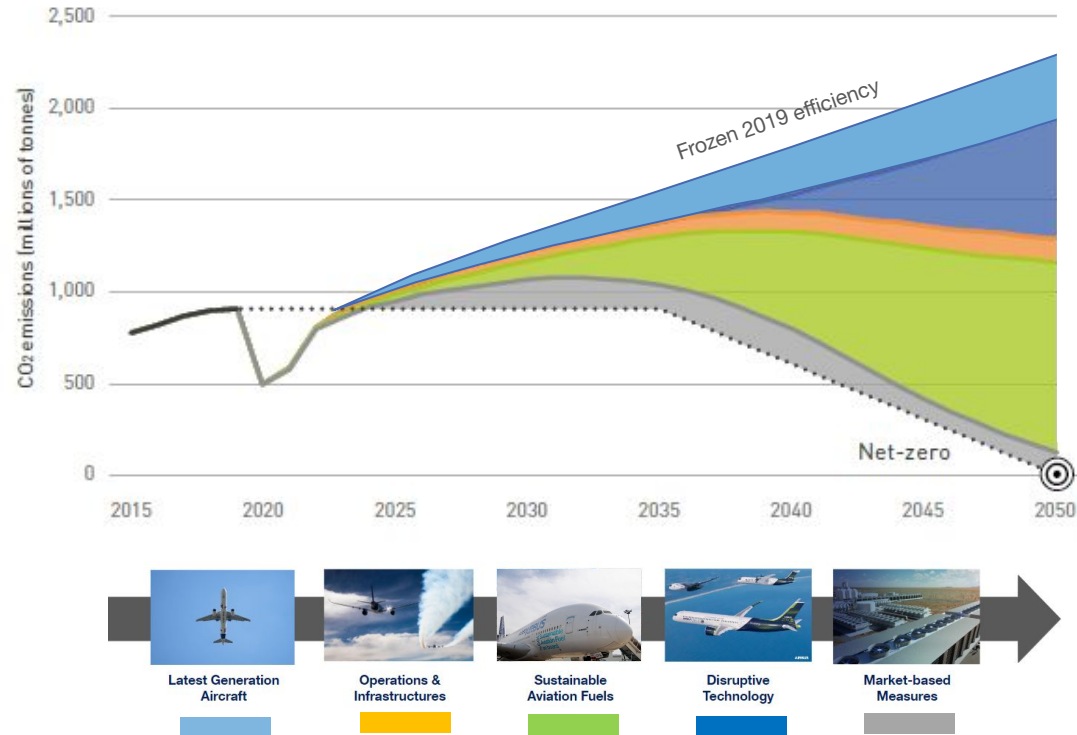
Gearing Sustainable Aviation at the regional level

THIRD ICAO - EASA FORUM ON
CIVIL AVIATION IN SOUTH EAST
ASIA

April 23rd 2024

There is no single solution to decarbonise aviation

Airbus supports the ATAG most ambitious technology scenario



Recent outcomes and commitments from the 3rd ICAO Conference on Alternative Aviation Fuels (CAAF/3)

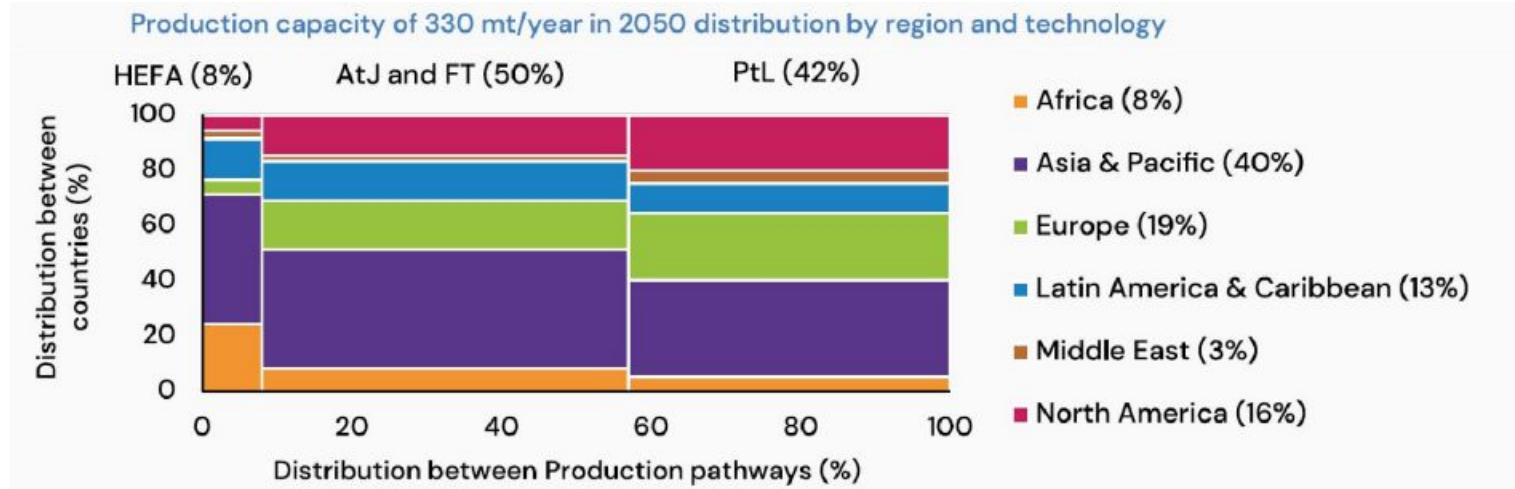


End of 2023, most of **ICAO Member States** agreed to define and implement a **Global Framework**** for **SAF**, **Low Carbon Aviation Fuel (LCAF)** and other **Aviation Cleaner Energies**.

An agreement was also reached regarding the **objective to reduce CO2 emissions in international aviation by 5% by 2030** through the use of SAF and LCAF.

** Link to document: [ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies](#)

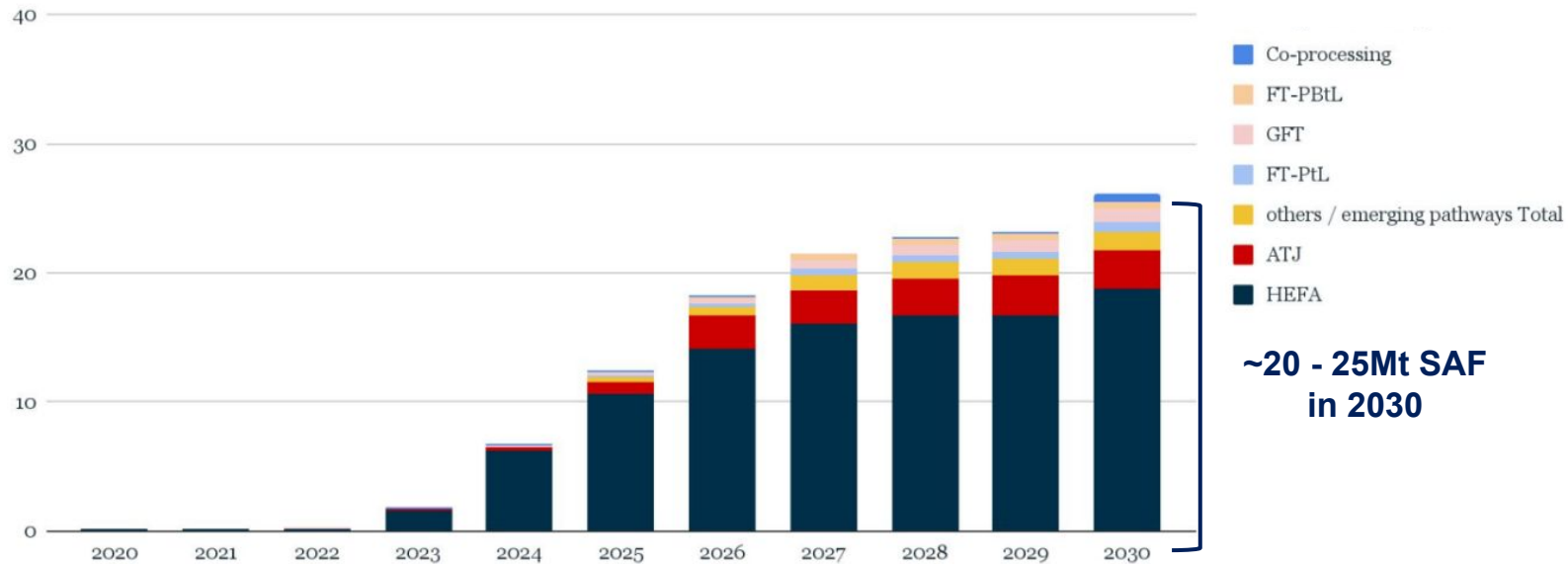
To reach 2050 Net-Zero target, SAF supply development in APAC is critical



APAC: 40% of worldwide SAF production in 2050

Current Airbus outlook* on SAF production by 2030

(Producing & planned) - Mt/y - Worldwide overview per type of SAF (estimate as of end 2023)



Today, **HEFA** is the most developed SAF production pathway.

But, in the near future, **ATJ**, **G-FT** and **PtL** are likely to scale up as key production pathway.

There is a great opportunity for other regions and countries in the world to enter this emerging market which should reach **400 Mt in 2050**, mobilize all available global feedstock, and create millions of jobs.

*estimate based on best guess as of early 2024

A need for regional and national coordination

ICAO CORSIA STANDARDS

State Ambition &
State Action Plan

Supporting regulations

Feasibility
studies

Business
Implementation

Airlines decarbonisation roadmaps

Industrial projects

Project financing

SAF - Strong momentum in the region



CAAF3

AAPA

Japan

Singapore

Malaysia

Qantas

Neste

Leading sustainable aviation

2030

- Reduce **by 63% Scope 1 & 2** industrial emissions
Target validated by the Science Based Targets initiative (SBTi)
- Offer up to **100% SAF capability** on our commercial aircraft

2035

- Reduce **by 46%** the CO₂ emissions intensity generated by our commercial aircraft (**Scope 3 - Use of Sold Products**)
Target validated by the Science Based Targets initiative (SBTi)
- Be the **1st major manufacturer** to offer a hydrogen-powered aircraft

2050

Support the aerospace industry's decarbonisation roadmap, set by ATAG and IATA, to reach '**net-zero carbon emissions**' by



Airbus as catalyst for SAF

**Policies,
Regulations and
Roadmaps**

Efforts with **regulatory bodies
and industry associations** to
develop consistent frameworks for
SAF developments



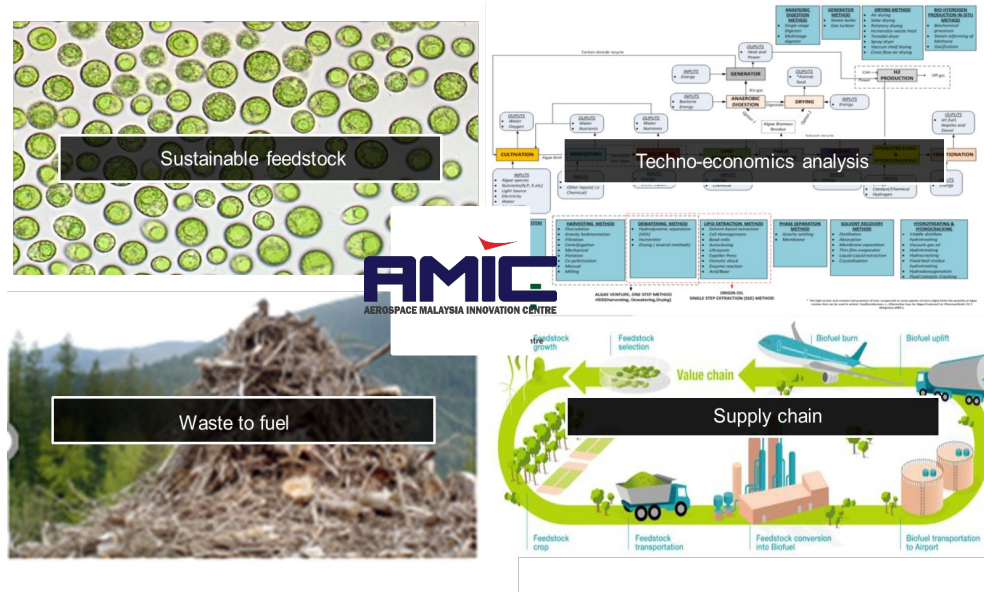
SAF Production
Supplies

**Support of SAF
production pathways
approval** and use in
aircraft

SAF Demand
*Airlines offtake
agreements*

**Connecting the dots,
acting as intermediary** to
help the revenue line of
projects and customers
find SAF

Airbus part of AMIC, supporting sustainable aviation efforts



Airbus is part of the Philippines working group on SAF

