

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

AGENDA ITEM 7: AVIATION AND ENVIRONMENT

**ADVANCING SUSTAINABLE AVIATION FUEL (SAF)
DEPLOYMENT IN THE ASIA AND PACIFIC REGION:
LESSONS LEARNED, CHALLENGES AND OPPORTUNITIES
FOR REGIONAL COLLABORATION**

(Presented by Indonesia)

SUMMARY

Indonesia has accelerated Sustainable Aviation Fuel (SAF) deployment through an integrated policy framework spanning the aviation, energy and industrial sectors. Since DGCA/60, key milestones include the first commercial supply of domestically produced CORSIA Eligible Fuel (CEF), the establishment of the National SAF Team, the adoption of a phased biofuel deployment policy, expansion of domestic production capacity, and continued preparation for the national 1% SAF blending target by 2027. While these developments demonstrate Indonesia's growing readiness for SAF deployment, continued progress will require coordinated policies, investment certainty, robust sustainability certification, and resilient feedstock supply chains. This paper also highlights opportunities for enhanced regional collaboration to accelerate SAF deployment across the Asia-Pacific region through knowledge sharing, harmonized sustainability approaches, joint feedstock development, and stronger regional supply chains.

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1. INTRODUCTION

1.1 Sustainable Aviation Fuel (SAF) has become one of the most important measures for achieving ICAO's Long-Term Global Aspirational Goal (LTAG) and supporting the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

1.2 Recognizing its abundant renewable biomass and waste resources – including used cooking oil (UCO), palm oil mill effluent (POME), palm residues/by products, municipal solid waste and other second-generation feedstocks – as well as its extensive experience in biofuel development through the national biodiesel program (i.e., B50 program¹), Indonesia has identified SAF as a strategic component of its aviation decarbonization roadmap. Building on this foundation, Indonesia has accelerated policy development and technical preparations to support commercial SAF deployment and strengthen its role as a potential SAF production hub in the Asia-Pacific region.

1.3 To realize this vision, Indonesia has adopted a whole-of-government approach that strengthens coordination among relevant ministries, State-Owned Enterprises, industry, research institutions and international partners to support the sustainable development and commercialization of SAF.

2. DISCUSSION

2.1 Building on the initiatives presented in Indonesia's Discussion Paper to DGCA/60 (DP/07/06 – *Fostering Sustainable Aviation Fuels Commercialization in the Asia/Pacific Region: Strengthening Policy and Infrastructure*), Indonesia has continued to advance SAF development and implementation through strengthened collaboration among relevant ministries, State-Owned Enterprises, industry stakeholders, research institutions, and international partners. Since DGCA/60, Indonesia has achieved several key milestones in advancing SAF deployment, including the following:

National regulatory framework

Indonesia has further strengthened its policy and regulatory framework to provide greater certainty for SAF deployment through the following measures²:

- The New National SAF Roadmap (September 2024) providing long-term production and deployment targets;
- DGCA Circular Letter on the Use of SAF for turbine-engine aircraft (May 2025), providing operational guidance for aircraft operators;
- Ministerial Decree establishing the National Team for Accelerating SAF Industry Development (November 2025);
- The updated Indonesia's Action Plan has incorporated the new SAF roadmap (December 2025); and
- Ministerial Decree (Energy and Mineral Resources) on the Phased Deployment of Biofuels (March 2026), supporting gradual SAF market introduction – with initial implementation in CGK and DPS airports.

Commercialization milestone

In August 2025, Indonesia reached a significant milestone with the first commercial supply of domestically produced CORSIA Eligible Fuel (CEF) to airlines, marking the transition from demonstration activities to commercial deployment³.

Production capacity

¹ [President Prabowo Subianto Launches First Mandatory B50 Biodiesel in World](#)

² [Portal DKPPU](#) (Directorate of Airworthiness and Aircraft Operations, DGCA Indonesia)

³ [Pertamina accelerates energy transition with biofuels, SAF - ANTARA News](#)

Indonesia has also begun expanding domestic production capacity through the existing refinery upgrades, with commercial co-processing commencing in 2026 and the Cilacap Biorefinery Phase II expected to become operational in 2029 using the HEFA pathway.

Feedstock diversification

To enhance long-term supply security, Indonesia continues to diversify potential SAF feedstocks beyond UCO, including POME, Empty Fruit Bunch (EFB) oil, Palm Fatty Acid Distillate (PFAD), municipal solid waste, cassava, sugarcane, forestry residues and other agricultural residues/by-products (e.g., non-standard coconut, oil palm trunk (OPT), etc.).

Private sector investment

Private sector participation has also continued to grow. For example, Tripatra Engineering is developing a 60,000-tonne-per-year SAF production facility in the Sei Mangkei Special Economic Zone utilizing primarily POME and UCO feedstocks⁴. The project is expected to achieve approximately 82% lifecycle GHG emission reduction compared with conventional jet fuel while strengthening Indonesia's domestic SAF supply.

2.2 Despite significant progress, several challenges remain to support the planned 1% SAF blending mandate by 2027, including scaling up commercial production, strengthening investment and long-term market demand, expanding airport infrastructure and supply chains, enhancing sustainability certification and feedstock traceability, completing lifecycle assessment (LCA) studies for additional CORSIA-eligible feedstocks, and ensuring effective coordination across the aviation, energy, industry and environmental sectors. Addressing these challenges will be critical to achieving Indonesia's 1% SAF blending target by 2027 while establishing a sustainable and competitive SAF ecosystem.

2.3 As many Asia-Pacific States face similar challenges in scaling SAF production and deployment, strengthened regional collaboration can help reduce implementation costs, avoid duplication of effort and accelerate market development. Such collaboration may include sharing national policies and implementation experiences, jointly developing lifecycle assessment (LCA) studies and new CORSIA-eligible feedstocks, strengthening sustainability certification and traceability systems, promoting regional supply chains and investment opportunities, and expanding ICAO ACT-SAF and other capacity-building initiatives. These efforts would improve economies of scale, strengthen investor confidence and support the effective implementation of CORSIA and ICAO's LTAG throughout the region.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note Indonesia's recent progress in establishing an integrated national framework for SAF development and commercialization;
- b) encourage Member States to strengthen collaboration on the development and recognition of new CORSIA-eligible feedstocks and lifecycle assessment methodologies;
- c) encourage States, under the leadership of ICAO, to continue facilitating regional cooperation on sustainability certification, feedstock qualification, traceability systems, investment promotion and capacity-building initiatives to accelerate SAF deployment across the Asia-Pacific region;
- d) encourage closer collaboration among States, industry and international organizations to strengthen regional SAF supply chains and market development; and
- e) encourage continued exchange of best practices to support implementation of Member States national/regional SAF targets and ICAO's LTAG.

— END —

⁴ [Shell and Tripatra to Build Bioavtur Refinery in Indonesia | AsiaToday.id](#)