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ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

INSTITUTION SPECIALISÉE
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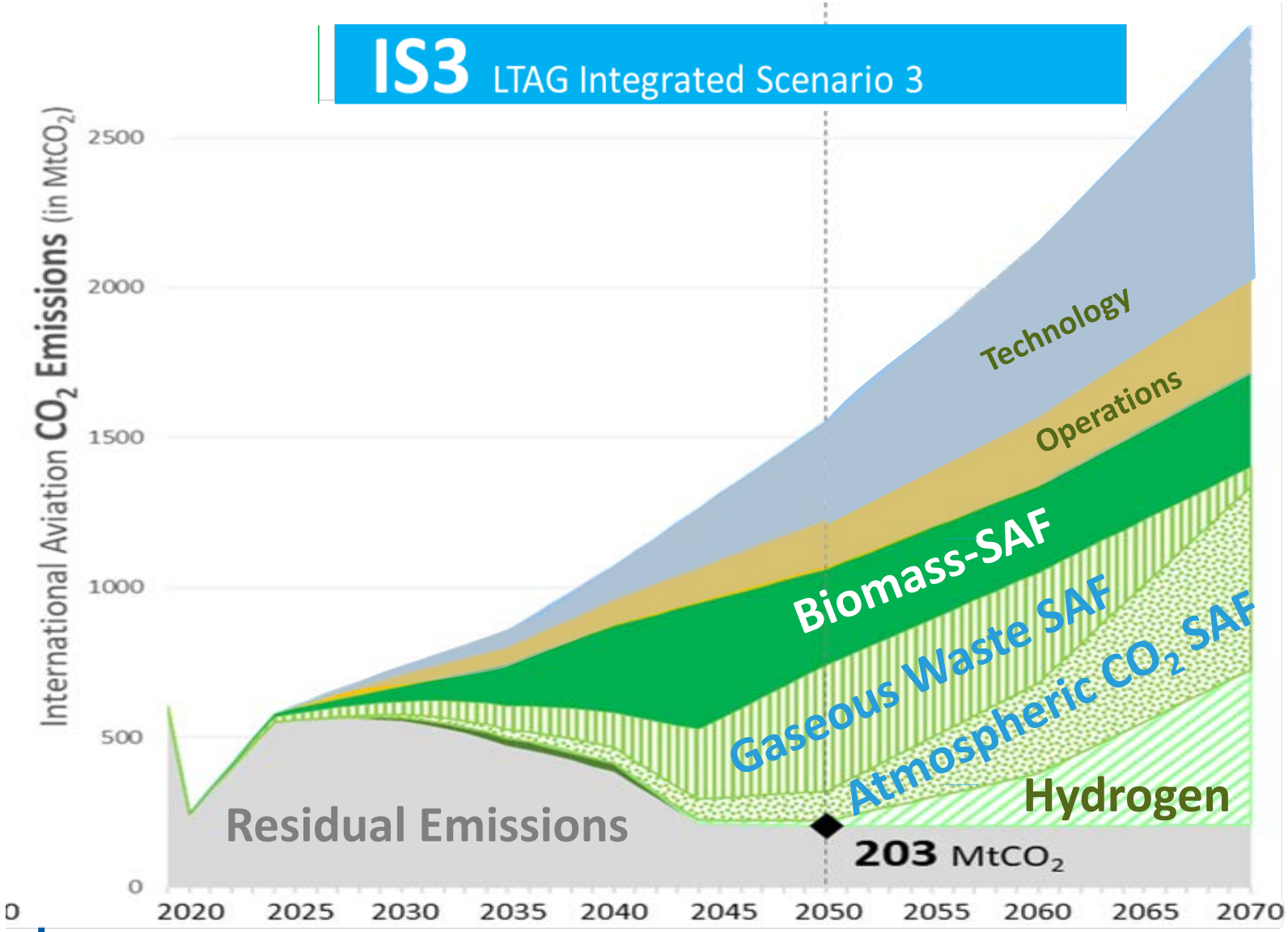
Agenda for the discussions today

Welcome and Overview	**Blandine Ferrier**, ICAO Environment Officer
ICAO Guidance on *Potential Policies and Coordinated Approaches for the deployment of SAF*	**Cesar Velarde**, ICAO ACT-SAF Project Coordinator - Environment (LTAG)
Presentation from Poland	**Katarzyna Marks,** Head of Unit, Sustainable Aviation & Environment, DGCA, Poland
Presentation from Sweden	**Fredrik Backman,** Sustainable fuels at the Civil Aviation and Maritime Department Swedish Transport Agency, Sweden
Presentation from Türkiye	**Ahmet Berkan Korkmaz**, Technical Auditor/ CORSIA Türkiye, DGCA, Türkiye
Other examples shared by ICAO	**ICAO Secretariat**

Sustainable Aviation Fuels



AR 41-22 adopted a long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050.

SAF has the greatest potential to reduce CO2 emissions from International Aviation

All types of SAF will contribute to the LTAG of

net zero CO_2 emissions by 2050

CAAF/3 Dubai

Collective global aspirational Vision to reduce CO2 emissions in international aviation by 5 % by 2030, through aviation cleaner energy use

Each State's special circumstances and respective capability will inform its ability to contribute to the Vision

ICAO Global Framework Four Building Blocks

CAAF/3

ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies

- Supports global scale up of aviation cleaner energies – Collective Vision to reduce 5% CO2 by 2030
- Provides clarity, consistency and predictability to all stakeholders on 1) policy and planning, 2) regulatory framework, 3) implementation support, and 4) financing – 4 Building Blocks
- Monitors the implementation progress on emissions reductions and means of implementation
- Aspiring to have cleaner energy production facilities in all regions by CAAF/4 (no later than 2028)
- To update the Vision at CAAF/4 on the basis of market developments

Building Block 1 – Policy and Planning

1. Policy and Planning

- Global aspirational **Vision** to reduce international aviation CO_2 emissions by **5% by 2030**
- Each State's **special circumstances and respective capabilities**
- **CAAF/4** no later than 2028, with a view to update Vision
- **Collaborative effort** across different stakeholders, and encourage **State policies, action plans and roadmaps**
- Implementation **monitored** and periodically **reviewed**

5. States are encouraged to implement policies in support of the Vision, in a socially, economically and environmentally sustainable manner and in accordance with their special circumstances and respective capabilities.

6. In developing these policies, States are invited to consider the usefulness and benefits of the non-exhaustive and non-prescriptive list of potential policy components contained within the 'toolkit' in paragraph 18 below, noting that ICAO guidance provides further detail on these potential policy components and the guidance does not provide any endorsement of specific policies.

7. In developing and implementing their policies, States are encouraged to recognize:

   a) the need for, and benefits of, a combination of policies under a coherent and coordinated national plan for the scale-up in production and deployment of SAF, LCAF and other aviation cleaner energies, noting that no one single policy is likely to deliver the best and most efficient outcomes and that the appropriate policy-mix will differ between States due to different national circumstances;

   b) the need for policies to take into account cost impacts and affordability, and to avoid extraterritorial measures;

   c) the need for policies to take into account the latest scientific and technological developments;

   d) the importance of the policy's transparency, certainty and stability, for aircraft operators, feedstock producers, fuel producers, financial institutions and other relevant stakeholders; and

   e) the need for policies to be applied in accordance with the Chicago Convention and its relevant instruments and any appropriate bilateral and multilateral agreements in place between States, with particular regard for the fundamental principles of non-discrimination, fair and equal opportunity; and the avoidance of market distortion.

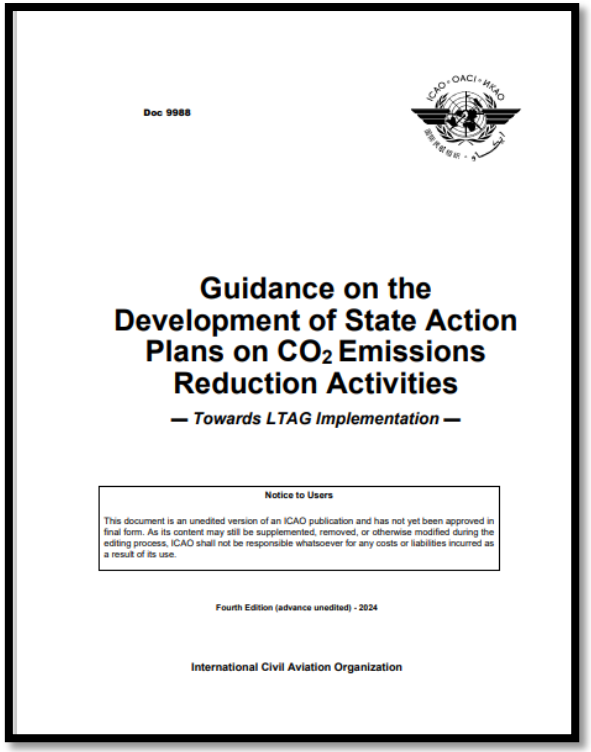
8. States are encouraged to work together towards the harmonization of policies, to the extent possible and appropriate to circumstances, across States and regions as a longer-term objective.

Guidance on the Development of State Action Plans on CO2 Emissions Reduction Activities (Doc 9988)

SAP Guidance update (ICAO Doc. 9988) objectives:

- provide guidance for States to incorporate their long-term emission reduction initiatives
- facilitate the LTAG monitoring with data – quantified SAPs

Fourth Edition now available at APER Portal



- Update :
  - Integration of latest Assembly decisions and update of sections with the latest information on mitigation measures
  - Additional guidance and support for States to incorporate their initiatives in SAPs and contribute to the achievement of collective ICAO global aspirational goals
  - to include respective policies, actions and roadmaps for the development and deployment of Sustainable Aviation Fuels (SAF), Low-Carbon Aviation Fuels (LCAF) and other aviation cleaner energies
  - High-level information on financial instruments for project implementation
  - New action plan template, allowing all States to report quantified data in a harmonized manner to support the aggregation of information

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ICAO Guidance on Potential Policies and Coordinated Approaches for the deployment of SAF

- **Developed by CAEP based on studies performed since 2016**
- **A support reference for ICAO States to develop SAF production**
  - Insight on types of policy measures and their impacts
  - Examples of policies used or under preparation
  - Links to additional helpful resources
- **Completes a toolbox of guidance material for ICAO States**
- **Can be used in combination with the ICAO SAF Rules of Thumb**

Publically available on the ICAO website

Guidance document

https://www.icao.int/environmental-protection/Pages/saf_guidance_potential_policies.aspx

SAF rules of thumb

https://www.icao.int/environmental-protection/Pages/SAF_RULESOFTHUMB.aspx

Need for Policies on Aviation Cleaner Energies

- **Cleaner energy production is limited by a number of barriers**
  - Higher costs
  - Limited feedstock and fuel production infrastructure
  - Perceived financial risks

- **In the presence of such barriers, policy intervention is required to develop cleaner energy production.**
  - In general, a supporting policy framework is in place in those states where cleaner energy production has initiated

- **Constraints and opportunities are specific to each State**
  - Specific climates, agricultural systems, available resources, economic factors, political contexts, regulatory structures, etc.

Qualitative metrics for assessing policy effectiveness

1 - Flexibility	2 - Certainty	3 - Financial costs and benefits	4 - Price sensitivity to externalities
Can the policy be easily adjusted given evolving circumstances?	Certainty on timeframe, legal conditions and political decisions increase investor interest.	Policies should be assessed on the its costs benefits they deliver, including social ones.	Higher sensitivity, more unintended consequences. Floor/Ceiling prices can reduce volatility
5 - Ease of implementation	**6 - Contribution to SAF deployment and GHG reduction**	**7 - Unintended consequences**	**8 - Robustness of policy**
Administrative, governance and/or procedural complexity can hinder implementation.	Clear criteria on target quantity, sustainability, commercial parameters and timeframe improve results	Mechanisms to identify and mitigate unintended consequences (economic, environmental or social)	Regulating systems to ensure that policy objectives are achieved and procedures have been followed.

There are multiple policy options to support the development of a SAF market

- The most suitable SAF policies, can **vary for each country** according to their **geographic, economic, social** and **political characteristics**
- As such, there is not a single path to successful SAF policy implementation. Rather, a considered and customized strategy can be effective.

ICAO Guidance provides details on various policy options, divided into 3 impact areas

ICAO Guidance provides details on various policy options, divided into 3 impact areas and 8 categories

Impact area: Stimulating Growth of SAF Supply			
1 Government funding for RDD	2 - Targeted incentives and tax relief to expand SAF supply infrastructure	3 - Targeted incentives and tax relief to assist SAF facility operation	4 - Recognition and valorization of SAF environmental benefits
1.1 - Government R&D 1.2 - Government demonstration and deployment	2.1 - Capital grants ; 2.2 - Loan guarantee programs 2.3 - Eligibility of SAF projects for tax advantaged business status ; 2.4 - Accelerated depreciation/'bonus' depreciation 2.5 - Business Investment Tax Credit (ITC) for SAF investments 2.6 - Performance-based tax credit 2.7 – Bonds / Green Bonds	3.1 Blending incentives: Blender's Tax Credit 3.2 – Production incentives: Producer's Tax Credit 3.3 - Excise tax credit for SAF 3.4 - Support for feedstock supply establishment and production	4.1 – Recognize SAF benefits under carbon taxation 4.2 - Recognize SAF benefits under cap and-trade systems 4.3 - Recognize non-carbon SAF benefits: improvements to air quality 4.4 - Recognize non-carbon SAF benefits: reduction in contrails

Impact area: Creating Demand for SAF			Impact area: Enabling SAF Markets
5- Creation of SAF mandates	6 - Update existing policies to incorporate SAF	7 – Demonstrate government leadership	8 - Market enabling activities
5.1 - Mandate renewable energy volume requirements in the fuel supply 5.2 - Mandate reduction in carbon intensity of the fuel supply	6.1: Incorporating SAF into existing national policies 6.2: Incorporating SAF into existing subnational, regional or local policies	7.1 Policy statement to establish direction 7.2: Government commitment to SAF use, carbon neutral air travel	8.1 - Adopt clear and recognized sustainability standards and life cycle GHG emissions methods for certification of feedstock supply and fuel production 8.2 - Support development/recognition of systems for environmental attribute ownership and transfer 8.3 - Support SAF stakeholder initiatives

SAF Estimates
ICAO “SAF Rules of Thumb”

ICAO SAF Rules of Thumb - order of magnitude estimations on SAF costs, investment needs and production potential.

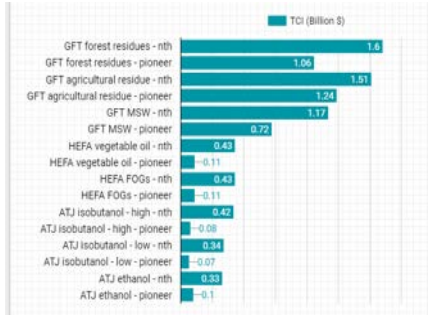
They can be used to inform policymakers and project developers.

Summary Table 2 - SAF facilities information

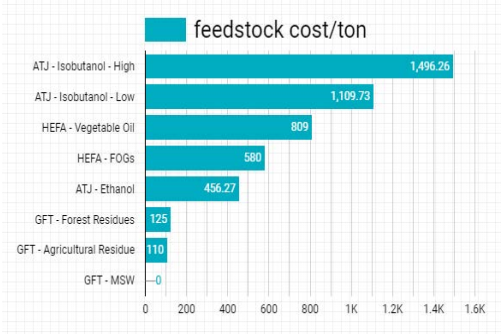
Total capital investment (TCI), capital cost, and minimum selling price (MSP) for n^{th} and pioneer facilities for each pathway.

Processing Technology	Feedstock	TCI (million $)		Capital Cost ($/L total distillate)		MSP ($/L)	
		n^{th}	pioneer	n^{th}	pioneer	n^{th}	pioneer
FT*	MSW	1428	813	2.9	8.1	0.9	2.1
FT*	forest residues	1618	1088	4.0	10.9	1.7	3.3
FT*	agricultural residues	1509	1267	5.0	12.7	2.0	3.8
ATJ	ethanol**	328	117	0.3	1.2	0.9	1.1
ATJ	ethanol, agricultural residues	581	170	0.6	1.7	2.2	2.5
ATJ	isobutanol-low**	332	94	0.3	0.9	1.3	1.5
ATJ	isobutanol-high**	410	110	0.4	1.1	1.7	1.9
HEFA	FOGs	448	-	0.4	-	0.8	-
HEFA	vegetable oil	456	-	0.5	-	1.0	-
FT	DAC CO_2, H_2	3366	-	3.4	-	4.4	-
FT	waste CO_2, H_2	3209	-	3.2	-	3.5	-
Pyrolysis***	forest residues	1038	594	2.6	5.9	1.3	2.1
Pyrolysis***	agricultural residues	1084	619	2.7	6.2	1.3	2.2

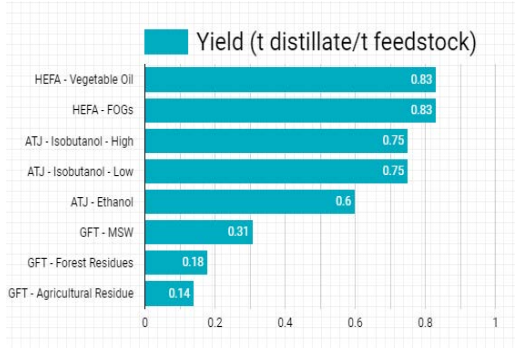
total capital investment (TCI)



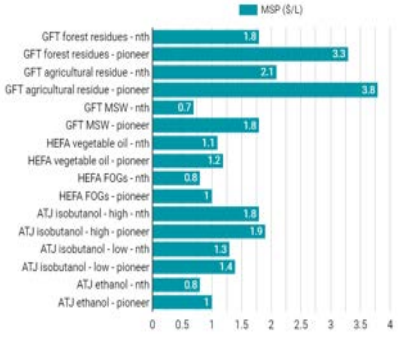
Feedstock costs



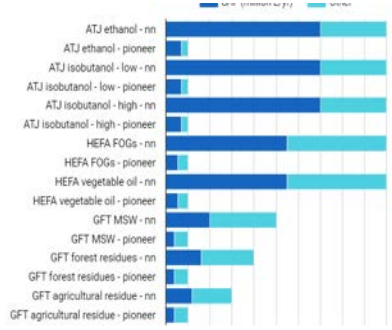
Feedstock Yield



Minimum Selling Price



Refinery capacity



https://www.icao.int/environmental-protection/Pages/SAF_RULESOFTHUMB.aspx

Comparative analysis tools

ICAO SAF Rules of Thumb

Provides the impact of feedstock cost, fuel yield, facility scale, total capital investment and minimum selling price for both the *n*th plant and a pioneer plant.

Provides **big-picture trends** for costs and processing technology/feedstock comparisons

However, they **do not** provide precise cost or price information.

Processing Technology	Feedstock	Feedstock Cost ($/tonne)	Feedstock Cost ($/L)	TCI (million $)		MSP ($/L)	
				nth	pioneer	nth	pioneer
GFT	MSW	0	-	1170	724	0,7	1,8
GFT	Forest Residues	125	-	1636	1063	1,8	3,3
GFT	Agricultural Residues	110	-	1506	1238	2,1	3,8
ATJ	Ethanol	456	0.36	333	99	0,8	1,0
ATJ	Isobutanol - Low	1110	0.89	343	67	1,3	1,4
ATJ	Isobutanol - High	1496	1.20	424	75	1,8	1,9
HEFA*	FOGs	580	-	428	112	0,8	1,0
HEFA*	Vegetable Oil	809	-	431	108	1,1	1,2

Examples from States

Questions on the SAF Roadmap

- Some background information on the situation of SAF in your country : e.g. Do you have SAF already produced in your country? Are you planning to have facilities?

- Why your State decided or not to develop a roadmap?

- If possible to share, what are the objectives of the roadmap/ strategy?

- Which policy tool did you selected?

- Which Stakeholders did you involve?

- What were or would be the main steps of your roadmap?

- Are you planning to include the SAF roadmap or element of the SAF activities undertaken in your State in your State Action Plan?

- What would you recommend for a State to start developing such roadmap – 3 advices

Presentations from Poland, Sweden Türkiye and United Kingdom

Other examples of Policies

Policy examples

✓Stimulate SAF supply ➡

Financing grant competitions for SAF production (USA, France)

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IRA SAF and Clean Technology Grant Program

ACT SAF

Support projects to rapidly scale-up domestic SAF production

IRA FAST Grant Program

§40007
$245 million competitive grant program
Specifies consideration criteria and eligible entities
FAST Meeting – Dec. 14, 2022

Text - H.R.5376 - 117th Congress (2021-2022): Inflation Reduction Act of 2022 | Congress.gov | Library of Congress

MINISTÈRE CHARGÉ DES TRANSPORTS

dgac

2. French endeavour for SAF

2- Focus on French endeavour for SAF

Mid-2020 launched **a Call for Expression of Interest** to assess stakeholders' interest and needs

July 2021: calls for proposal to support the development of a French SAF production sector :

- **200 million € for pilot/demonstrator construction or engineering studies**
- Closed in September 2022 – 5 winning projects to date

Concrete application via a mandatory incorporation mandate :

- **January 2022: blending mandate of 1%** implemented
- **Mid-2022 :** launch of a working group to address the **industrialization phase** at government level
- **December 2022 :** study on **PtL fuels potential** in France

Direction générale de l'Aviation civile
Direction du transport aérien

77

For details – ACT-SAF Series #12 Training –
https://www.icao.int/environmental-protection/Pages/ACT-SAF-Series.aspx

Policy examples

✓Stimulate SAF supply

Tax credits on SAF (USA, France)

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Inflation Reduction Act (IRA) - Production support through 2027

ACT SAF

IRA Tax Credits

SAF Tax Credit §13203 - 2023-2024

- Achieves 50% lifecycle GHG reduction
- $1.25 with additional up to $1.75 for additional lifecycle emissions reduction

Production Credit §13704 - 2025-2027

- Lifecycle GHG <50kg CO2e/MMBTU (Jet Baseline = 94kg CO2e/MMBTU)
- Enhanced value for SAF up to $1.75 for 100% reduction

Text - H.R.5376 - 117th Congress (2021-2022): Inflation Reduction Act of 2022 | Congress.gov | Library of Congress

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Policy examples

✓Stimulate SAF demand

SAF blending/use mandates in energy content or CO_2 emissions reductions (EU, Brazil, UK)

ICAO ENVIRONMENT ACT SAF

ReFuelEU Aviation legislative proposal

Design*

Ramp-up: binding minium SAF shares in aviation fuel supplied in the EU:

Total shares in the fuel mix (in %)	2025	2030	2035	2040	2045	2050
Sustainable Aviation Fuels (SAF) target	2	5	20	32	38	63
Synthetic aviation fuels *sub-target*	-	0.7	5	8	11	28

Eligible SAF:

Sustainability framework of the Renewable Energy Directive

- Sustainable biofuels produced from waste and residues
- Synthetic aviation fuels produced from renewable sources

* Subject to possible changes as a result of the legislative process.

ICAO ENVIRONMENT **Latest news** ACT SAF

New policy – UK SAF mandate

- The mandate will start in 2025 at 2% of total UK jet fuel demand, increase on a linear basis to 10% in 2030 and then to 22% in 2040.
- From 2040, the obligation will remain at 22% until there is greater certainty regarding SAF supply.
- Supported by a detailed cost-benefit analysis
- https://www.gov.uk/government/speeches/aviation-fuel-plan

Supporting the transition to Jet Zero: creating the UK SAF mandate
PDF, 1.99 MB, 137 pages
This file may not be suitable for users of assistive technology.
Request an accessible format.

UK SAF mandate: final stage cost benefit analysis
PDF, 982 KB, 87 pages
This file may not be suitable for users of assistive technology.
Request an accessible format.

UK SAF mandate: final stage cost benefit analysis dataset
ODS, 266 KB
This file is in an OpenDocument format
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Policy examples

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Policy examples

✓Stimulate SAF demand

Defining SAF aspirational targets (Japan 10% SAF by 2030, USA 3 Billion gallons of SAF by 2030)

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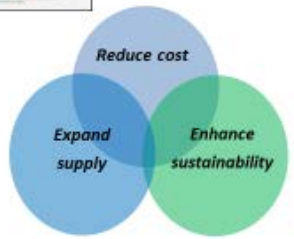
U.S. SAF Grand Challenge

ACT SAF

- Agreement by the Departments of Transportation, Energy and Agriculture
- Achieve 3 billion gallons of domestic SAF production in 2030 and put U.S. on trajectory to 35 billion gallons per year by 2050
- At least a 50% reduction in life cycle greenhouse gas emissions, as compared to conventional jet fuel
- Multi-agency roadmap to focus federal actions to support industry scale-up

Sustainable Aviation Fuel Grand Challenge



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Public-Private Councils

ACT SAF

- In Mar21, JCAB established **"Study Group on CO2 Reduction in the Aircraft Operation Sector"** which consists of air-carriers, academic experts etc.
- The study group **established roadmaps for promotion of decarbonisation in aviation operation sector.**

<Target > Replacing 10% of the fuel consumption by Japanese airlines with SAF in 2030

- Accelerating actions in the roadmaps, JCAB has established **public-private councils.**

Private-Public Councils for promotion of SAF deployment

Purpose
- ✓ Coordination of demand (airlines) and supply (oil companies) to facilitate the development and production of domestic SAF
- ✓ Construction of future supply chain including imported SAF

Key actions
- ✓ Coordinating of demand and supply of SAF
- ✓ Demonstration of imported neat SAF refueling in Japan
- ✓ Assistance of ICAO CEF certification

Member
- ✓ Private sector: Air-carriers, Airport company, Oil company, etc.
- ✓ Public sector: MAFF, METI, MLIT, MOE, NEDO(observer)

Vice-minister of MLIT, Mr. Nakayama at the 1st council

For details – ACT-SAF Series #12 Training –
https://www.icao.int/environmental-protection/Pages/ACT-SAF-Series.aspx

Policy examples

✓Enable SAF markets implementation

Design of a national SAF roadmap (UAE, Japan)

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UAE SAF Roadmap

ACT SAF

2022-2050: Key strategic points

5 Sustainable Aviation Fuel (SAF) principles are highlighted with the intent to accelerate the decarbonization of the UAE's aviation sector and transform it into a **regional hub for low carbon aviation fuels**

Principle 1: Establishing the ambition

Principle 2: Accelerating SAF Technology Deployment and Innovation

Principle 3: Developing the National Regulatory Environment for SAF

Principle 4: Building Local Capacity to Boost In-Country Value

Principle 5: Leading International Collaboration

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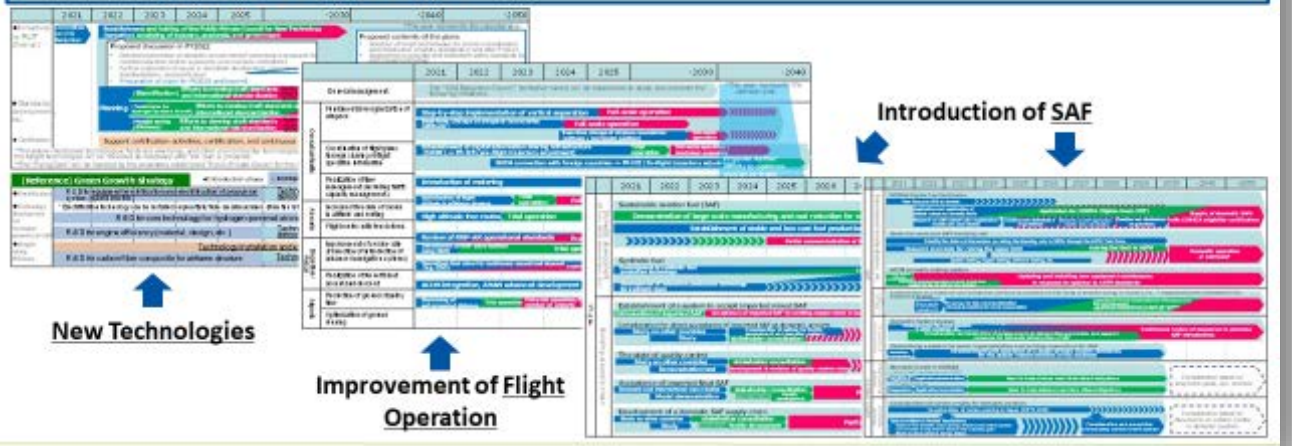
SAF Roadmap and Utilization target in 2030

ACT SAF

- The roadmaps for promoting decarbonization in aircraft operation sector were established in 2021 and are shared among public/private parties in Japan.
- **Two quantitative targets** for decarbonization were established within roadmaps.
  - **SAF:** *Replacing 10% of the fuel consumption by Japanese airlines with SAF in 2030*
  - **Operational improvement:** *Reducing CO2 emissions by about 10% through future efforts of improvement of flight operations by renovating air navigation services*



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Policy examples

✓Enable SAF markets implementation

Industry engagement (UAE, Japan "Act for Sky", Singapore "Buyers club for SAF")

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Participants

ACT SAF

The UAE SAF Committee

Emirates · ETIHAD AIRWAYS · DUBAI AIRPORTS · HSBC · BEEAH · ADNOC · bp · Shell · BOEING · SAFRAN · IATA · Khalifa University · Masdar

Knowledge Partner

ICF

ICAO ENVIRONMENT

Private Initiative for SAF
- Act for Sky -

ACT SAF

- **Establishment of "Act For Sky"**
  On 2 March 2022, a voluntary organisation, "ACT FOR SKY", was launched with JGC HD, Revo INTL', ANA and JAL as lead companies, with the aim of promoting and expanding domestic SAF.
- What is Act For Sky

CONCEPT

ACT FOR SKY is an all-Japan initiative aiming to achieve carbon-neutral skies through the promotion and expansion of sustainable aviation fuel (SAF). We will create a movement that crosses the boundaries of the companies directly involved in domestic SAF and the companies and organizations required to build the supply chain, in order to realise the commercialisation, diffusion and expansion of domestic SAF.

- Member companies: 24 (as of February 2023)

JGC · REVO · ANA · JAL · IHI · idemitsu · cosmo · TOYO · Marubeni · Japan Airlines

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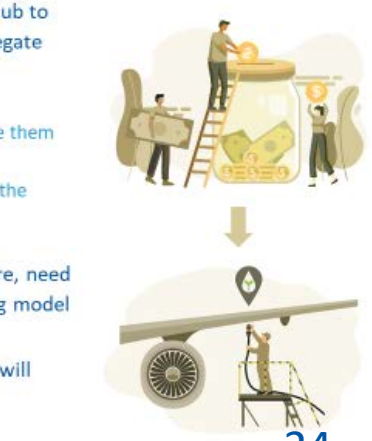
Corporate Buyers' Club for SAF

ACT SAF

- Studying the feasibility and design of a corporate buyers' club to encourage early adopters to take collective action, to aggregate SAF demand and provide stronger demand signals for SAF production and scale-up
  - Tap on business travelers and air cargo users and encourage them to become first movers
  - Potential of collaborating with regional partners to expand the buyers' club to the broader ASEAN region
- As the buyers' club would be the first of its kind in Singapore, need careful assessment of its commercial viability and operating model
- Plan to commence study in second quarter of 2023, which will take around 3 months



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Elements of a SAF Roadmap

OBJECTIVES + TIMEFRAME

CAAF/3 DUBAI

Global aspirational **Vision** to reduce international aviation CO_2 emissions by **5% by 2030**

\+ Actions & milestones needed to achieve the objective

Set a national group / Stakeholders' dialogue → Assessment of potentials & sustainability framework → Policy discussion & regulatory development

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To conclude

SAF Roadmap

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ICAO Additional resources

Conclusions - Considerations when developing a SAF Roadmap

Collecting context specific data (feedstock, renewable energy sourcing, etc.)

feasibility studies to identify the capacity and propose specific roadmaps to develop local supply chains

Setting a vision for promoting SAF

States' decisions can influence market expectations, set targets, develop long-term strategies, establish national goals for SAF

Developing national SAF roadmaps

develop suitable regulations and incentives to support the scale-up of commercial production facilities and ensure economic viability and competitiveness

Managing risk

different strategies and policy to promote SAF, depending on the States' specific market background and feedstock availability – maximize environmental benefits

Flexible and inclusive policy

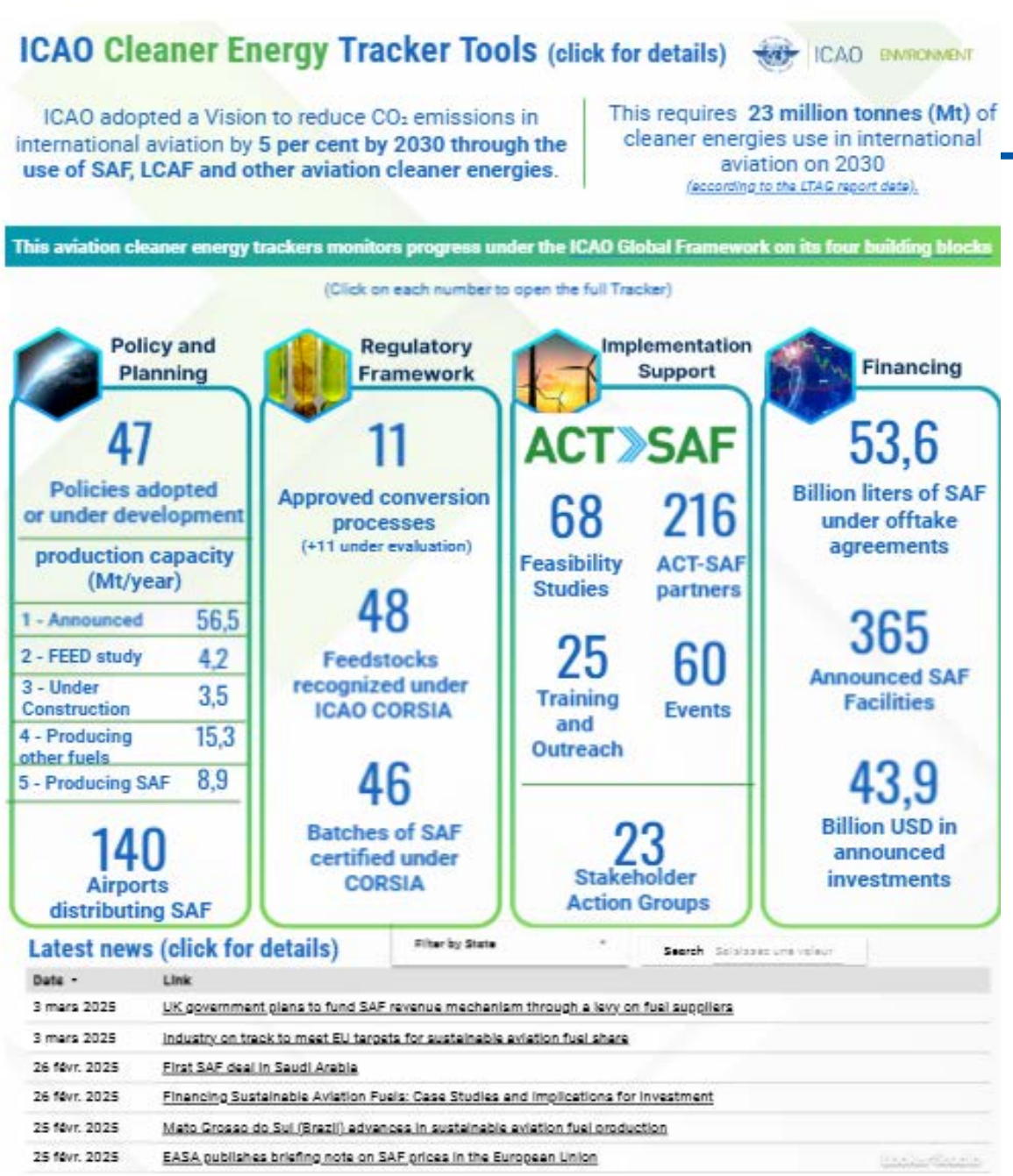
determine if the SAF roadmap should be sector-specific or be a part of a broader national energy strategy

Additional resources - SAF tracker tools

SAF tracker tools are also available in the ICAO website

Provides updated information on

- SAF offtake agreements from airlines
- SAF production facilities
- Airports offering SAF
- Policies fostering SAF market developments
- Latest news



Sustainable Aviation Fuels (SAF) and ACT-SAF programme

ICAO is working to facilitate SAF development and deployment through the four building blocks of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies:

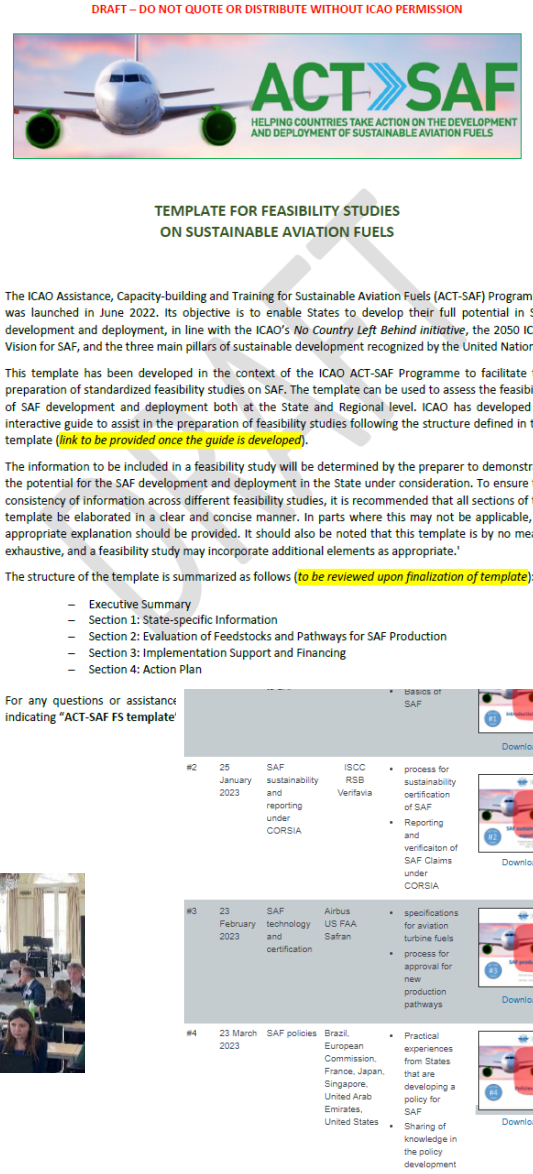
ACT-SAF is an ICAO initiative to facilitate the development and deployment of SAF

Tailored support for States

Facilitate cooperation under ICAO coordination

Dedicated platform to facilitate knowledge sharing and progress monitoring

22 States in the EUR/NAT area out of 56 are ACT SAF Partners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ACT SAF
HELPING COUNTRIES TAKE ACTION ON THE DEVELOPMENT AND DEPLOYMENT OF SUSTAINABLE AVIATION FUELS

TEMPLATE FOR FEASIBILITY STUDIES ON SUSTAINABLE AVIATION FUELS

The ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) Programme was launched in June 2022. Its objective is to enable States to develop their full potential in SAF development and deployment, in line with the ICAO's *No Country Left Behind initiative*, the 2050 ICAO Vision for SAF, and the three main pillars of sustainable development recognized by the United Nations.

This template has been developed in the context of the ICAO ACT-SAF Programme to facilitate the preparation of standardized feasibility studies on SAF. The template can be used to assess the feasibility of SAF development and deployment both at the State and Regional level. ICAO has developed an interactive guide to assist in the preparation of feasibility studies following the structure defined in this template (*link to be provided once the guide is developed*).

The information to be included in a feasibility study will be determined by the preparer to demonstrate the potential for the SAF development and deployment in the State under consideration. To ensure the consistency of information across different feasibility studies, it is recommended that all sections of the template be elaborated in a clear and concise manner. In parts where this may not be applicable, an appropriate explanation should be provided. It should also be noted that this template is by no means exhaustive, and a feasibility study may incorporate additional elements as appropriate.'

The structure of the template is summarized as follows (*to be reviewed upon finalization of template*):

- Executive Summary
- Section 1: State-specific Information
- Section 2: Evaluation of Feedstocks and Pathways for SAF Production
- Section 3: Implementation Support and Financing
- Section 4: Action Plan

For any questions or assistance indicating "ACT-SAF FS template"

Basics of SAF — Download Presentation

#2 25 January 2023 — SAF sustainability and reporting under CORSIA — ISCC RSB Verifavia
- process for sustainability certification of SAF
- Reporting and verificaiton of SAF Claims under CORSIA

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#3 23 February 2023 — SAF technology and certification — Airbus US FAA Safran
- specifications for aviation turbine fuels
- process for approval for new production pathways

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#4 23 March 2023 — SAF policies — Brazil, European Commission, France, Japan, Singapore, United Arab Emirates, United States
- Practical experiences from States that are developing a policy for SAF
- Sharing of knowledge in the policy development

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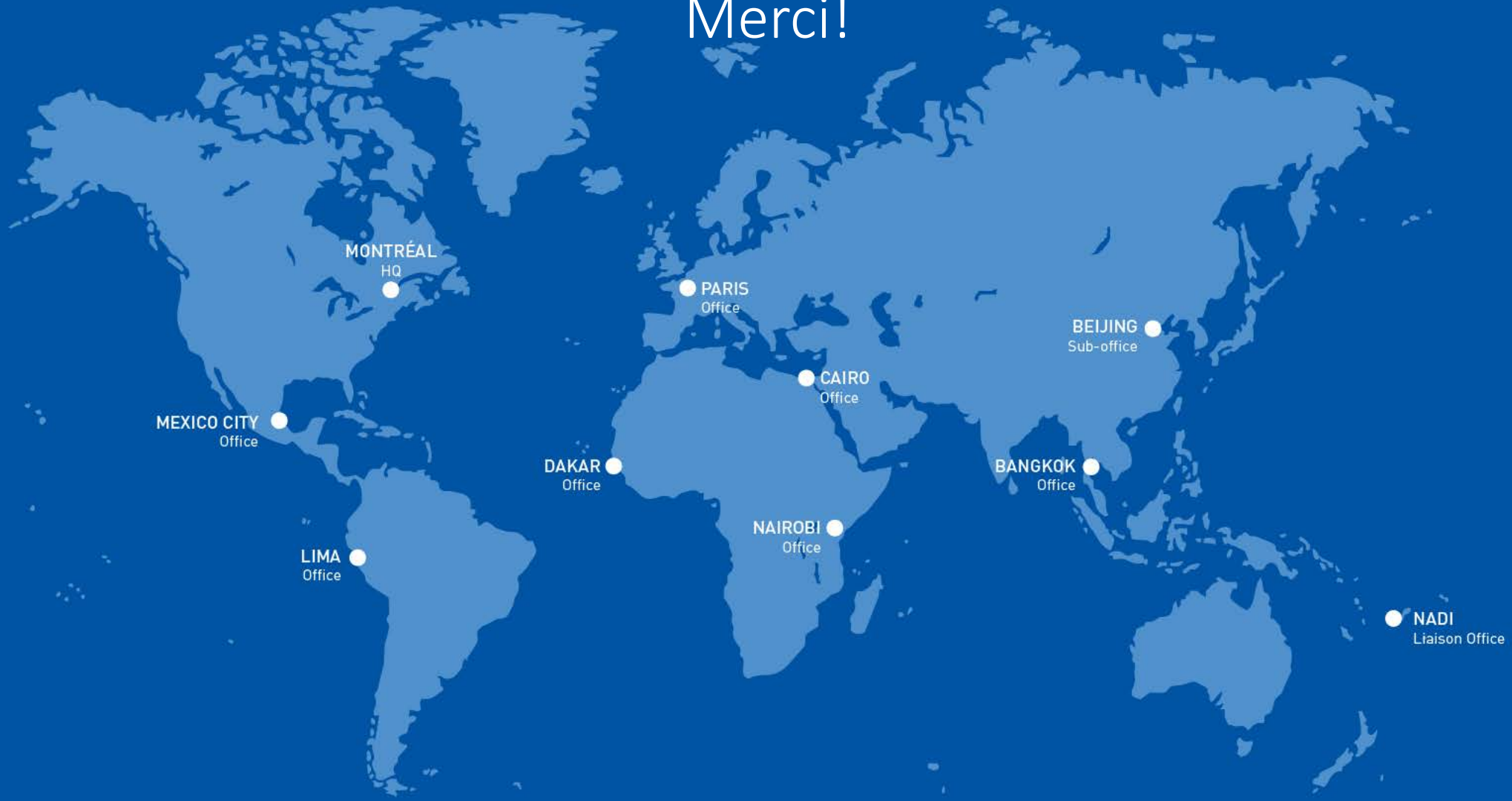
Merci!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