

REGIONAL GREEN AIRPORTS SEMINAR

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Uzbekistan



SAF – Norway

Session 5: Sustainable Aviation Fuels at Airports





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And the reason for working with companies and NGOs

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First SAF-flights in Norway

2014

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Oslo Airport world #1

2016

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SAF Mandate in Norway

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Norwegian Air Shuttle

2023 →

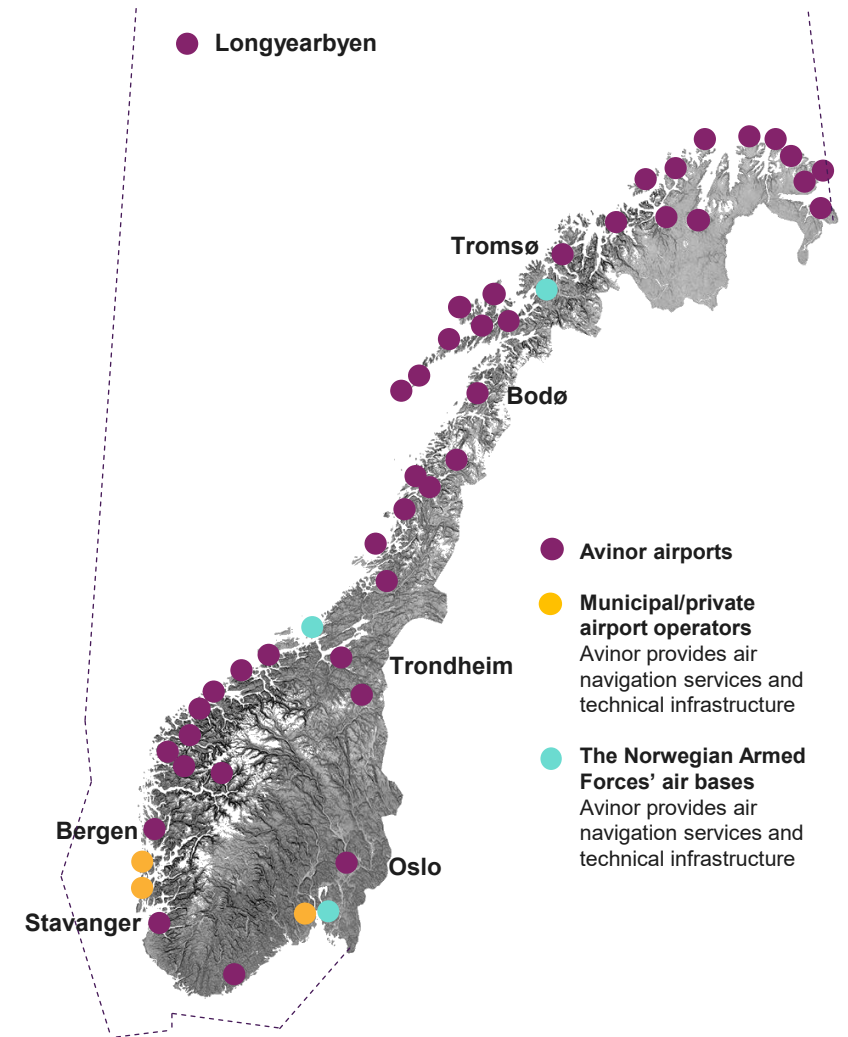
07

Way forward

2026 →

01 Avinor

- State owned
- Operating 43 airports in Norway
- Air Navigation Services Provider (ANSP) in Norwegian Airspace



02 Why SAF? And the reason for working with companies and NGOs

- All sectors – incl aviation – must mitigate GHG emissions
- SAF is currently the most important measure available
- Several issues related to SAF – i.e cost, sustainability, public acceptance, et cetera
- An airport operator [and/or ANSP] can not do this alone
- Must involve airlines and other stakeholders
- Cooperation with NGOs has been valuable

03 First SAF flights in Norway (2014)

- SAS: Trondheim – Oslo
- Norwegian: Bergen – Oslo
- In conjunction with Norway biggest climate conference
- Goal: Showcase that SAF is an alternative
- Plenty of media attention!



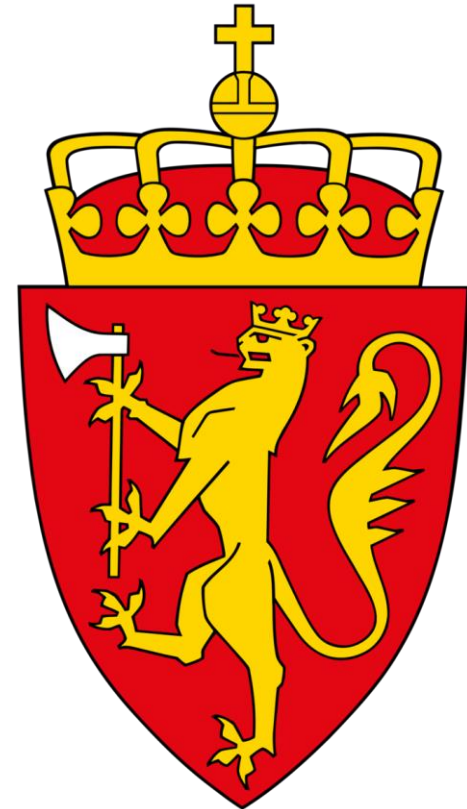
04 Avinor Oslo Airport #1 HUB in the world (2016)

- Project initiated by Statoil Aviation/AirBP
- Involving Avinor, SAS, KLM and Lufthansa Group
- Fuel provided by Neste and SkyNRG
- Goals:
 - Sort out logistics in a practical project. Verify that SAF can be dropped into the regular fuel infrastructure at airports (fuel farm, hydrant and dispenser system)
 - Mass balance – airlines
 - Public acceptance
 - Sort out exemption from CO2-taxes



05 Drop in Mandate in Norway (2020)

- World's first?
- 0,5%
- No palm oil or palm oil products
- Norway is now aligning with Refuel EU Aviation



06 Norwegian Air Shuttle and the armed forces (2023 →)

- Substantial amounts of voluntary SAF in the armed forces' 4 year contract with the airline Norwegian (soldiers and officers' transport with civilian aircraft)
- Norwegian enters into investment and offtake-contract with Norsk e-Fuel (2023)
- The armed forces flying with 40% SAF blend in F-35 fighter jet (2025)
- Norwegian flying Aalborg-Copenhagen (DK) with 40% SAF blend (2026 and 2027)



Photo: Morten Bergene / Norwegian

07 Way forward (2026 →)

- Tough policy instruments on the demand side (mandates, EU Refuel aviation)
- Softer on the supply/production side. Worried that production will not be ramped up
- Broad “coalitions” incl airlines, airports, NGOs, other industries could perhaps increase political awareness and improve policy framework – increase incentives
- Avinor is currently strengthening its efforts to scale up production and consumption of SAF



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Thank You



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