ICAO ESAF/ WACAF Annual Environmental Workshop and EASA 3rd Annual SAF Workshop Under the ICAO - EU ACT-SAF Assistance Project

20-23 April 2026 Kigali Rwanda

ICAO

RWANDA CAA

EASA European Aviation Safety Agency

El-Hadj Aly Ouattara

AERIA

ABIDJAN INTERNATIONAL AIRPORT FÉLIX HOUPHOUËT-BOIGNY

&

ACI Africa

AERIA Directeur Conformité et Gouvernance

ouattara.aly@aeria-ci.com

He has more than 15 years of experience in the field of environmental protection. Representative of ACI Africa to the WEnSC of ACI World on environment and issues related to climate change. President Environment and sustainable Commitee of ACI Africa.

FRANCIS MWANGI

KCAA

Environmental expert and Principal Planning Officer at the Kenya Civil Aviation Authority

fmwangi@kcaa.or.ke

Francis is an accomplished environmental expert and Principal Planning Officer at the Kenya Civil Aviation Authority (KCAA). With over 19 years of experience in environmental and aviation policy, he has been instrumental in implementing strategies and measures for reducing greenhouse gas emissions in Kenya's aviation sector. Since 2015, he has served as the Focal Point on aviation GHG emission reduction, climate change initiatives, and the CORSIA initiatives.

ICAO ESAF WACAF ANNUAL ENVIRONMENTAL WORKSHOP
EASA 3RD ANNUAL SAF WORKSHOP UNDER THE ICAO - EU ACT-SAF ASSISTANCE PROJECT

Session 9 – SAF Downstream (Part II) SAF : Rôle et préparation des aéroports

Aly OUATTARA – Com. & Gov. Director

22 Avril 2026

Pourquoi le SAF est un enjeu clé pour les aéroports

22 avril 2026

Le rôle stratégique des aéroports dans le déploiement du SAF

Le SAF : levier majeur de décarbonation

Le SAF est un carburant durable qui permet de réduire les émissions de CO2 de l'aviation de 80% sur tout le cycle de vie.

L'aéroport est le dernier maillon critique entre le SAF et l'avion, assurant la distribution finale.

Sans préparation aéroportuaire, le SAF ne peut pas être déployé efficacement.

Décarbonation de l'aviation

Réduction des émissions de CO2 de 80% sur le cycle de vie

Maillon critique

L'aéroport connecte le SAF à l'avion

Préparation nécessaire

Infrastructure et procédures adaptées

Message clé

Positionner votre rôle dès le départ

Les aéroports doivent se préparer dès maintenant pour accueillir le SAF et jouer leur rôle dans la transition énergétique de l'aviation.

Action requise : Développer les capacités d'accueil du SAF

22 avril 2026

Infrastructures carburant existantes dans l’ aéroport

État des lieux des infrastructures de stockage et distribution

Infrastructures actuelles

Dépôts carburant

Installations de stockage pour Jet A-1 avec capacités adaptées aux besoins actuels

Réservoirs de stockage

Capacités de stockage pour assurer la continuité de l'approvisionnement

Moyens de distribution

Camions citerne et hydrants selon les plateformes

Principes clés

Caractéristiques du SAF

- **Drop-in fuel** : Compatible avec les installations existantes
- **Normes qualité** : Respect des standards internationaux
- **Traçabilité** : Suivi rigoureux des lots

Message clé

Le défi n'est pas tant l'existence des infrastructures que leur adaptation et leur gestion.

Adaptabilité des infrastructures au SAF

22 avril 2026

Conditions et projets pour accueillir le carburant durable

Conditions pour accueillir le SAF

Respect des normes qualité

Conformité aux standards ASTM D1655/D7566 pour la certification du carburant

Traçabilité rigoureuse

Suivi des lots et documentation complète pour la sécurité

Procédures spécifiques

Réception, stockage et distribution avec protocoles adaptés

Projets et pistes envisagées

Adaptations en cours

- **Adaptations procédurales** : SOP, check-lists pour le SAF
- **Renforcement contrôle qualité** : Tests, échantillonnage renforcé
- **Investissements ciblés** : Jauges, filtres, étiquetage si necessaire – Projet d'extension des infrastructures du Pool Pétrolier

Message clé

Des adaptations graduelles sont possibles, sans reconstruction complète.

Logistique et chaîne d'approvisionnement SAF

Organisation du flux logistique et défis de coordination

22 avril 2026

Schéma d'approvisionnement actuel

Réglementation

Définissant les points focaux par entité

Intégration CDN

SAF comme mesures d'aviation durable

Acteurs impliqués

Producteurs & Fournisseurs
Fourniture du carburant SAF

Transporteurs
Logistique et distribution

Autorités nationales
Réglementation et contrôle

Aéroports & Compagnies
Opérations et demande

Message clé

Les aéroports ne constituent pas le goulot d'étranglement technologique, mais ils sont le pivot de la coordination du déploiement du SAF

The ICAO ESAF/ WACAF Annual Environmental Workshop
&
The EASA 3rd Annual SAF Workshop Under the ICAO - EU ACT-SAF Assistance Project

Session 9 – SAF Downstream Part II: Deployment and Market Uptake, from Refinery to Runway

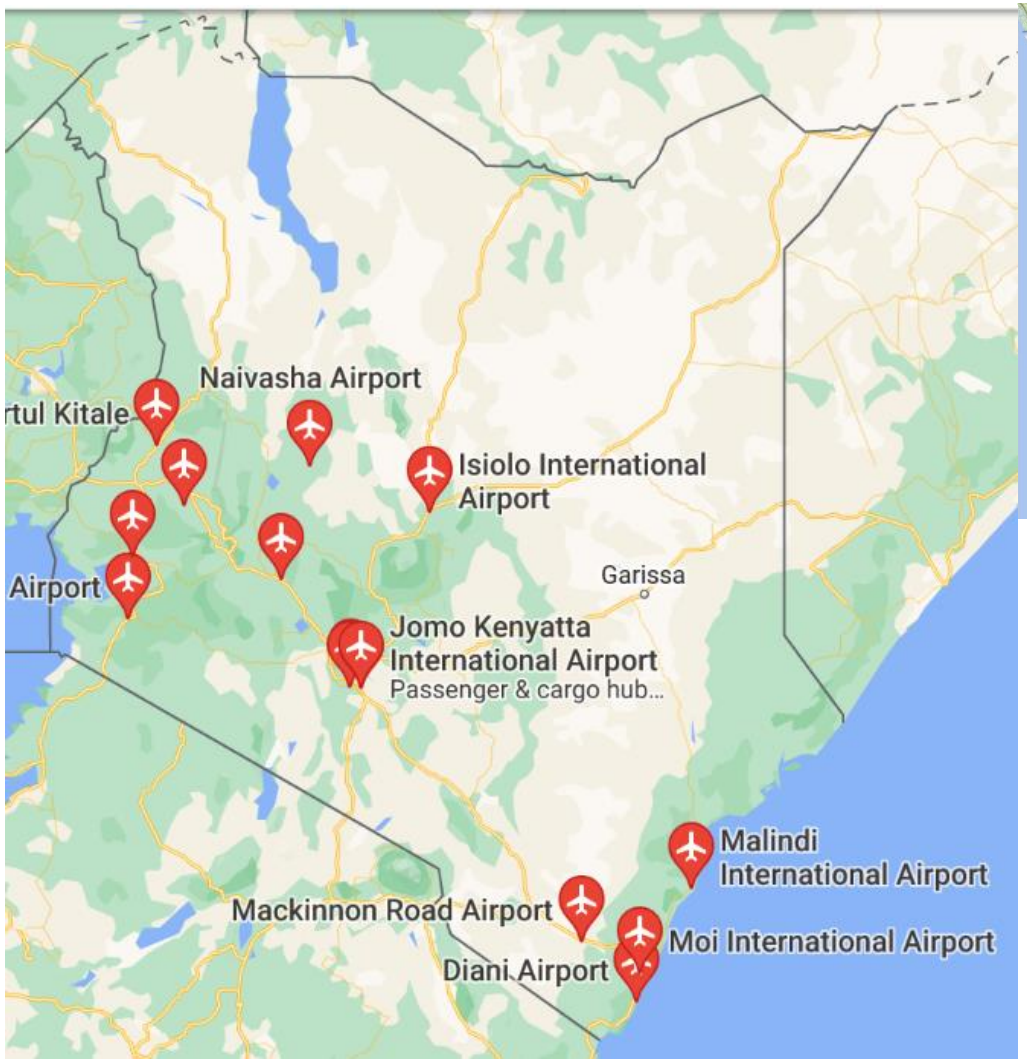
By
Francis Mwangi
Principal Planning Officer (CORSIA/SAF FP)

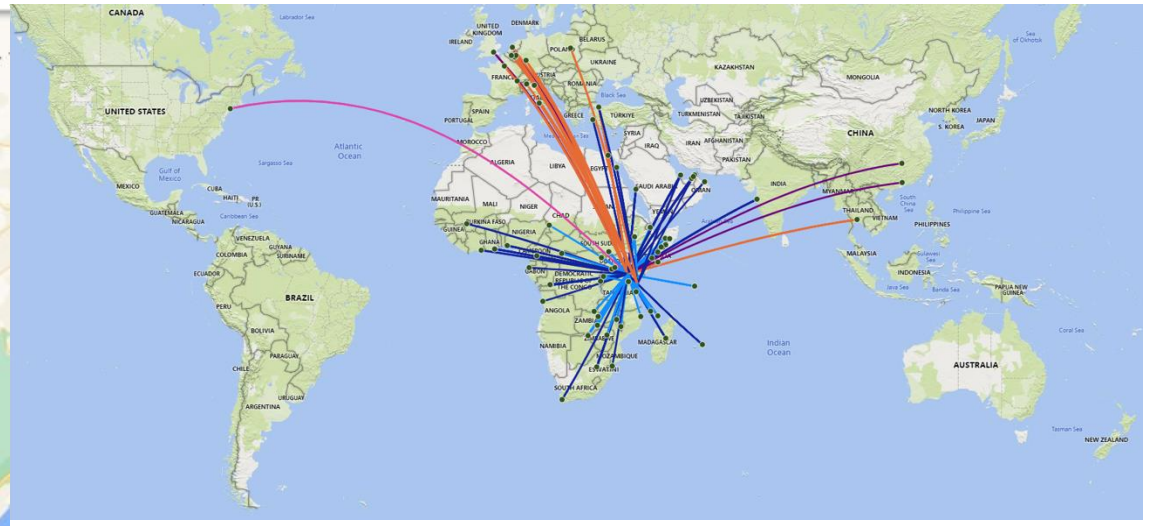
Kenya ICAO CAEP Member & Current CAEP Vice Chair

20-23 April 2026 at KIGALI MARIOTTE HOTEL

INTRODUCTION

Aviation Status



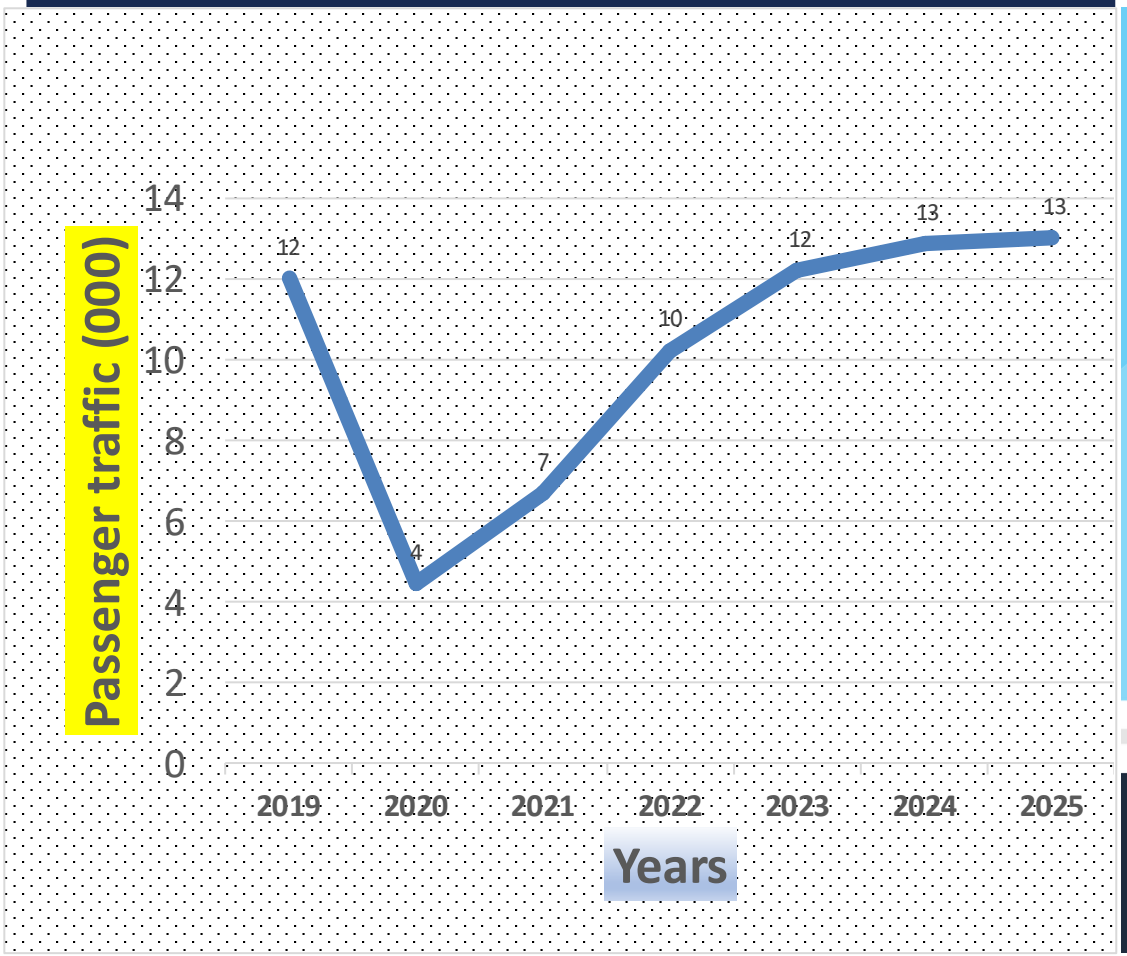


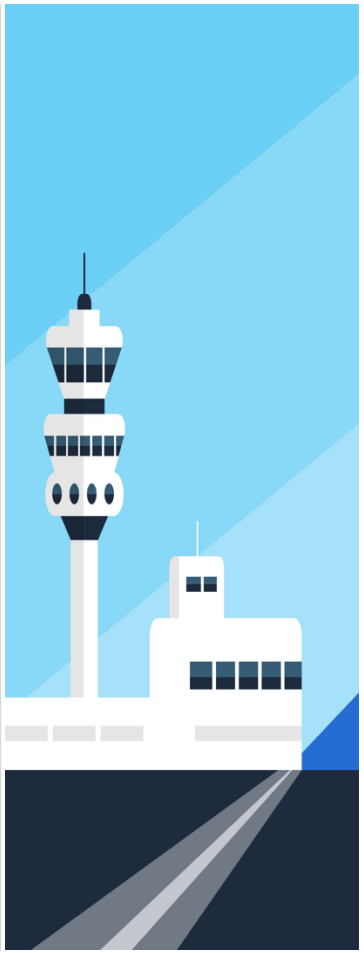
Kenya is served by over 50 scheduled and charter air carriers, both international and domestic.

Key airports that handle international traffic are:
Jomo Kenyatta International Airport-HKJK
Moi International Airport- HKMO
Eldoret International Airport- HKEL
Kisumu Airport- HKKI
Wilson Airport –HKNW
Malindi Airport- HKML

INTRODUCTION Cont..

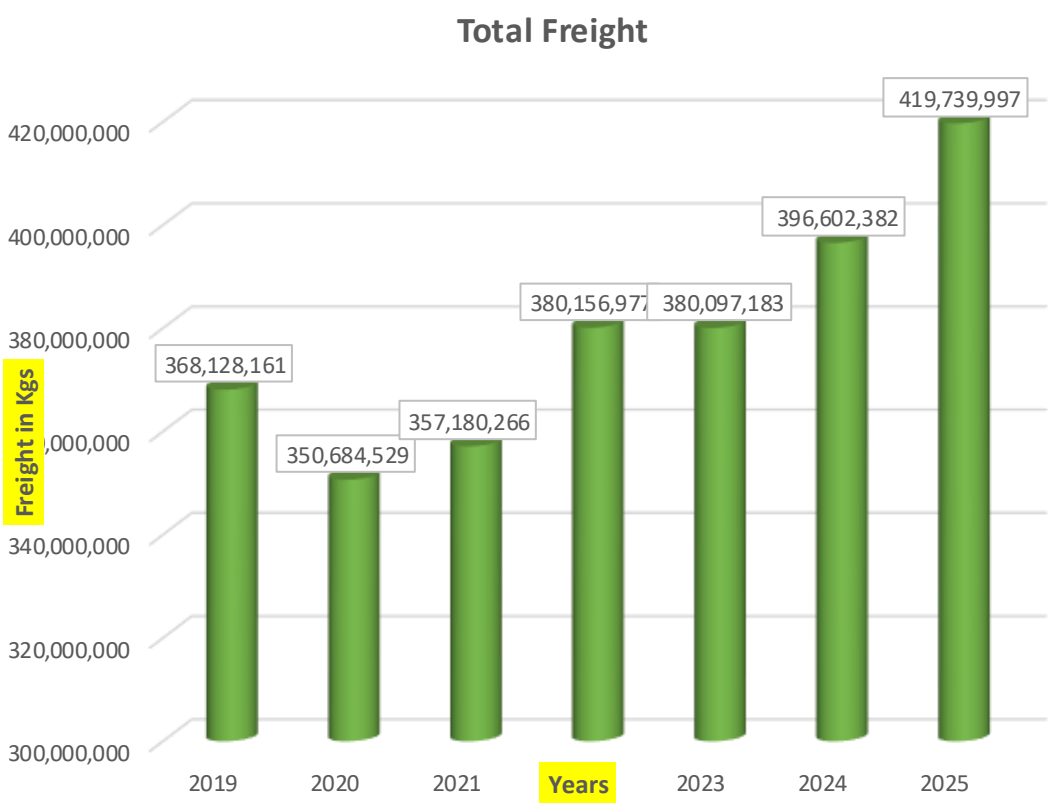
Kenya's Passenger Traffic Trend





Kenya's air passenger traffic has demonstrated a strong recovery post-COVID

KENYA'S TOTAL FREIGHT TREND



Kenya is a key air cargo hub, particularly for perishables and e-commerce: Over 420,000 metric tonnes of cargo were processed in 2025

Kenya SAF Progress

2018

1

- Conducted the **SAF feasibility** study under ICAO EU assistant Project
- The study showed potential for **HEFA using UCO**, Castor, Croton, etc

2022

2

- Held in Aug. First SAF Workshop and High-Level Meeting
- Different stakeholders participated in the Workshop

2023

3

- ❖ Held 2nd SAF Workshop and High-Level Meeting in Sept.

- ❖ Techno-economic and green premium studies presented.
- ❖ KQ conducted Batch SAF uplift from **JKIA to AMS**

2024

4

- Formed Kenya SAF Steering committee in Feb/March different institutions
- 1st SAF Steering Committee meeting held in May
- Held in Oct. 2nd SAF Steering Committee meeting
- Held in Oct. the 1st EASA-EU Regional Workshop on SAF in Mombasa

2025

5

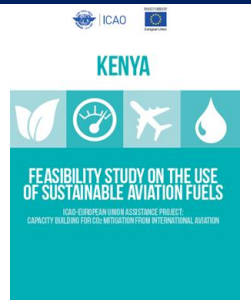
- ❖ Held in April SAF Technical Working Group Meeting in collaboration with EASA ACT-SAF
- ❖ Held in the May SAF Steering Committee meeting
- ❖ Started the Study on Old Mombasa Refinery in March, supported by Netherlands through ICAO ACT-SAF
- ❖ Held 4th SAF Workshop and High-Level Meeting in Nov (25-27) **and Launched the Study report**

KENYA SAF STEERING COMMITTEE ESTABLISHED IN 2024

KEY SAF STUDIES FOR KENYA SHOWING GREAT POTENTIAL FOR SAF PRODUCTION

First Feasibility Study on SAF

- 2018

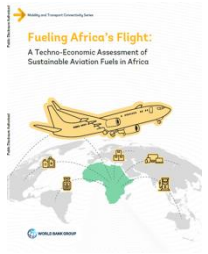


Fueling Africa Flights

- 2025

Business implementation study on use of SAF

- 2025

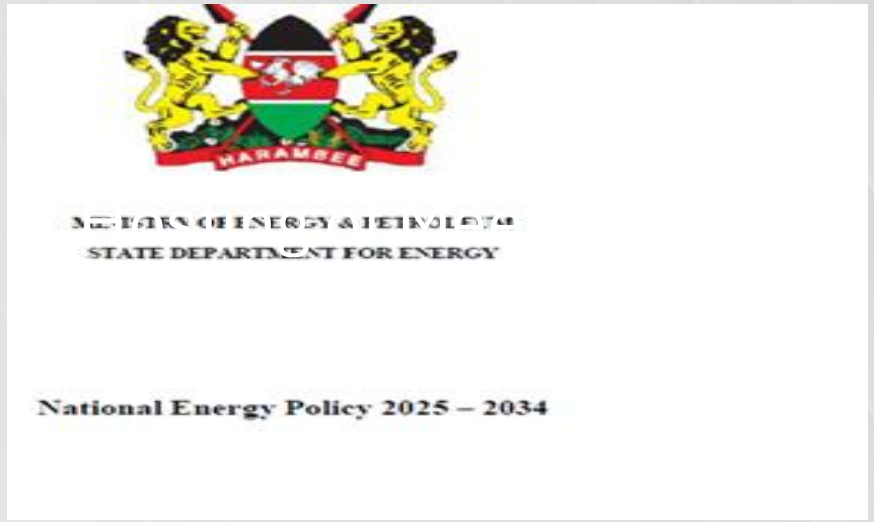


Pre-feasibility Study on PtL

- 2026

Kenya SAF Steering Committee Achievement

2025- Development of Business Implementation Report on SAF in Collaboration with ICAO under ACT-SAF

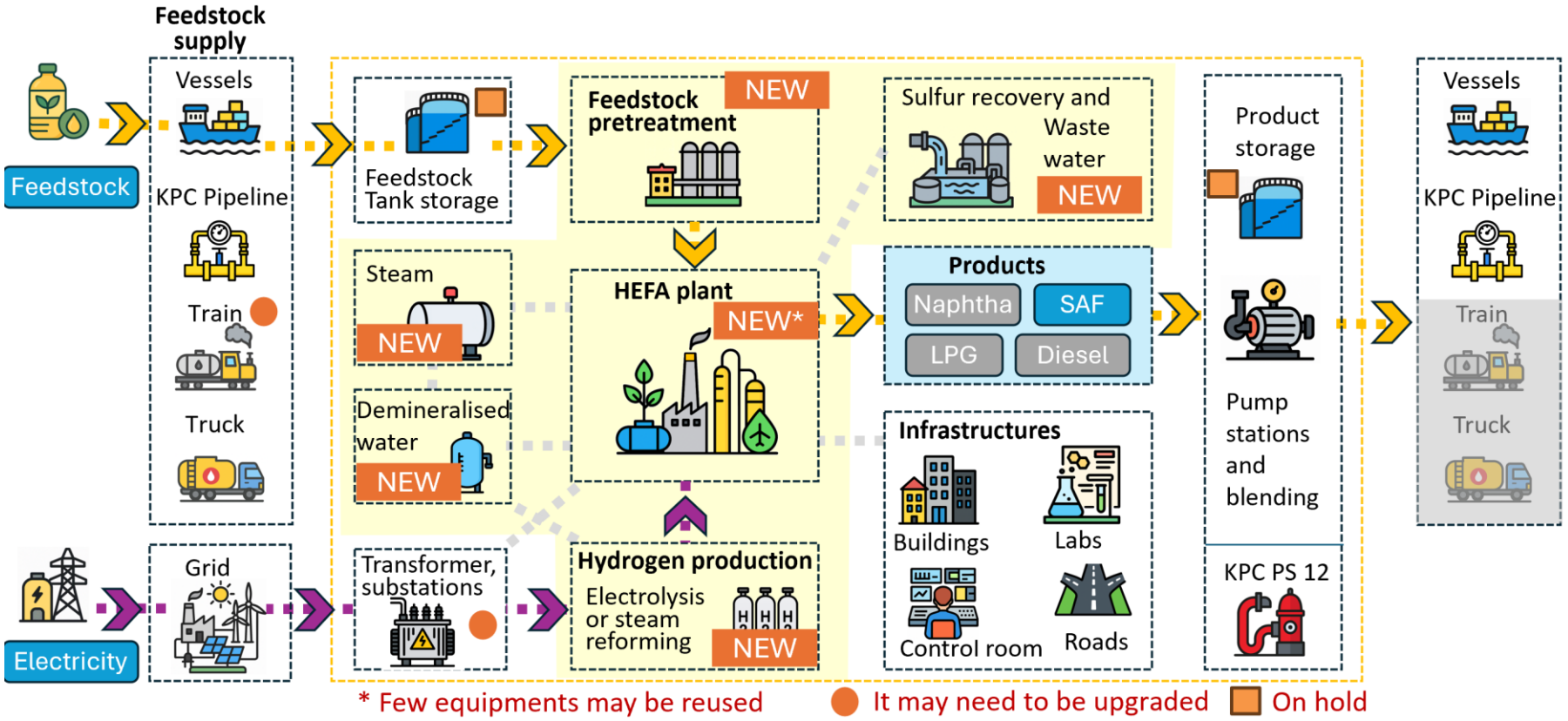


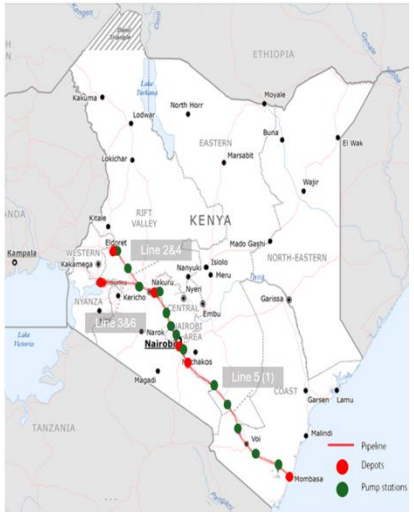
2025-The energy policy 2025-2034 has a section that promotes the development and use of SAF in Aviation and maritime in Kenya

Evaluation of the assets in Mombasa KPC/KPRL

Most of the refinery's assets are **not easily reusable** and the overall cost advantage is limited compared to other revamping cases.
The site still offers **several advantages over a greenfield development**:

- Established **distribution and logistics infrastructure**, providing economic value.
- **Strategic location** and already zoned for **industrial use** (permitting process).





New assets to be installed:

- Feedstock pretreatment
- HEFA plant
- Hydrogen production
- Part of the utilities
- Some tanks (on hold)

Blending Jet A-1 with SAF inside the refinery allows the use of the current distribution system.

CORSIA REGULATION AND SUPPORT FOR SAF UNDER REG. NO 16

ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

ICAO COMMITTEE ON AVIATION ENVIRONMENTAL PROTECTION
OCTOBER/2024

Kenya Gazette Supplement No. 35 *3rd March, 2026*

(Legislative Supplement No. 20)

LEGAL NOTICE NO. 24

THE CIVIL AVIATION ACT

(Cap. 394)

THE CIVIL AVIATION (CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION) REGULATIONS, 2025

ARRANGEMENT OF REGULATIONS

Monitoring of CORSIA eligible fuels claims.

16. (1) The aeroplane operator that intends to claim for emissions reductions from the use of CORSIA eligible fuels shall use a CORSIA eligible fuel that meets the ICAO document "CORSIA *Sustainability Criteria for CORSIA Eligible Fuels*".

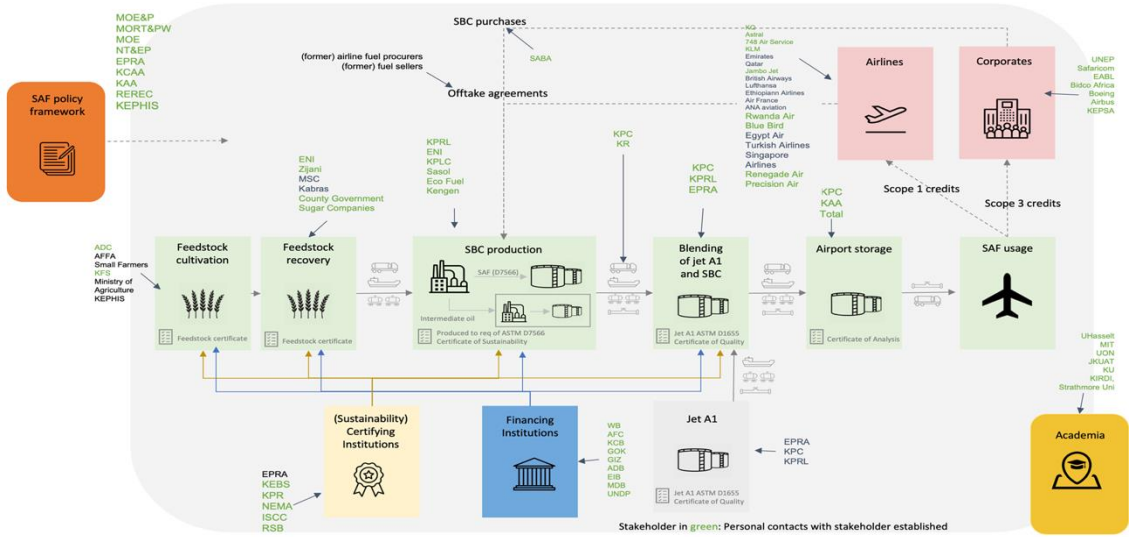
(2) The aeroplane operator that intends to claim for emissions reductions from the use of CORSIA eligible fuels shall only use CORSIA eligible fuels from fuel producers that are certified by an approved Sustainability Certification Scheme.

(3) Subject to sub-regulation (2), such certification schemes shall meet the requirements prescribed by the Authority.

(4) The CORSIA eligible fuel shall not be accounted for if the aeroplane operator cannot demonstrate compliance with the CORSIA Sustainability Criteria.

SAF STAKEHOLDER MAPPING

Project Funded by the EU



Action: Stakeholder mapping and collaboration is Key for SAF Implementation

Thank you for your attention!

fmwangi@kcaa.or.ke

ICAO

RWANDA CAA

EASA
European Aviation Safety Agency