



## CONFERENCE ON AVIATION AND ALTERNATIVE FUELS

Mexico City, Mexico, 11 to 13 October 2017

### SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS FROM THE FIRST MEETING

#### 1. AGENDA ITEM 1: DEVELOPMENTS IN RESEARCH AND CERTIFICATION OF AVIATION ALTERNATIVE FUELS

##### 1.1 General

1.1.1 All States expressed their congratulations to Roberto Kobeh González, Director General, Servicios a la Navegación del Espacio Aéreo Mexicano (SENEAM), on his election as Chairman, and Mr. Kevin Shum, the Director General of Civil Aviation, Singapore on his election as Vice-Chairman. They also congratulated ICAO for convening a Conference on aviation alternative fuels and expressed their desire to collaborate with ICAO on this important topic, in light of the progress achieved since the first Conference on Aviation Alternative Fuels (CAAF/1) in 2009. All States thanked Mexico for hosting such a significant Conference.

##### 1.2 Conclusions

1.2.1 From the documentation and ensuing discussion under Agenda Item 1: Developments in Research and Certification of Aviation Alternative Fuels, the Conference concluded the following:

- a) sustainable Alternative Fuels (SAF) have the potential to contribute significantly to ICAO's climate objectives and address environmental challenges facing aviation;
- b) since CAAF/1 in 2009, significant progress developing an aviation alternative fuels (AAF) industry has occurred, including establishing an internationally recognized specification (5 conversion processes approved for AAF production), and reducing AAF production costs;
- c) ICAO has been successfully fostering international cooperation by means of dedicated workshops and seminars, including the ICAO Seminar on Alternative Fuels which served as a basis for this Conference, and the Global Framework for Aviation Alternative Fuels website (GFAAF), and should continue to do so;
- d) the emerging SAF industry has a challenge in competing with the well-established CAF industry, and there is a need for financial mechanisms and policies, to ensure the competitiveness of SAF and reduce the risk of SAF investments, particularly during a period of low oil prices. This includes reducing time and expenses required for technical certification of aviation alternative fuels. Global and interdisciplinary collaborations can contribute to that objective; and

- e) numerous States have active SAF research, development, demonstration, and innovation programmes underway, including policy support and financial mechanisms.

### 1.3 Recommendations

1.3.1 From the documentation and ensuing discussion under Agenda Item 1: Developments in research and certification of aviation alternative fuels, the Conference adopted the following recommendations:

- a) States should support ICAO efforts for fostering international cooperation on SAFs development and deployment, including through the work of the Council's Committee on Aviation Environmental Protection (CAEP), and the update of the ICAO GFAAF website, by sharing examples of policy implementation, results and lessons learned which could be useful to other States and CAEP work, as well as other ICAO outreach and capacity building initiatives;
- b) encourage States to support the approval of new conversion processes under development, and explore means and policies for reducing time and expenses required for technical certification of aviation alternative fuels, such as the D4054 Clearinghouse concept;
- c) encourage States to communicate the drop-in AAF certification concept to domestic aviation regulatory agencies and recommend that they issue appropriate communications to their domestic aviation community, such as described in FAA SAIB NE-11-56R2; and
- d) States should promote collaborative initiatives amongst States, and with industry, in supporting global efforts to pursue price parity between SAF and CAF, including utilizing existing facilities to produce SAF, and identifying and exploring feedstock resources and conversion processes.

1.3.2 The Conference deferred the discussion on recommendations regarding terminology and non-biogenic energy sources ("power to liquid" - PTL) to later in the meeting.

## 2. AGENDA ITEM 2: FINANCING AND ASSISTANCE PROGRAMMES FOR AVIATION ALTERNATIVE FUELS

### 2.1 Conclusions

2.1.1 From the documentation and ensuing discussion under Agenda Item 2: Financing and Assistance Programmes for Aviation Alternative Fuels, the Conference concluded the following:

- a) as a new industry, the SAF industry must overcome a variety of initial market hurdles throughout its development cycle. Therefore, it is important to have a variety of funding sources throughout the development cycle of the SAF industry;
- b) there could be opportunities for possible generation of carbon credits through sustainable aviation fuel projects as a possible means to mitigate projects' investment cost, but there should be an assessment of the risk that this could result in

double-counting and eliminate benefits for international aviation's contribution to global emissions reductions.

- c) ICAO assistance projects are successfully supporting States to develop their State Action Plans and implement the mitigation measures, including those measures related to the development and deployment of sustainable aviation fuels;
- d) States and industry have the primary role in SAF deployment and that public-private partnerships have been, and will continue to be, instrumental to SAF deployment;
- e) the availability of SAFs onsite at airports is an element that could facilitate the deployment of SAFs on a commercial scale;
- f) several airports are already facilitating the use of SAF on a regular basis, while several airports receive SAF on an ad-hoc basis or are in the process of enabling supplies of SAF. These industry leaders should be recognized and best practices shared; and
- g) positive externalities of SAF production and use are valuable to airports. However, airports' initiatives on sustainable aviation fuels are highly dependent on airport ownership formats, a clear business case, stakeholder partnerships, and local subsidies, grants or other incentives available at particular airports, as well as appropriate engagement and collaboration with commercial and business operators.

— END —