

IATA AVIATION ENERGY FORUM

Mexico City, Mexico
18-20 November, 2025

PROGRAM



IATA AVIATION ENERGY FORUM

Monday, 17 November

18:00– 20:00

WELCOME COCKTAIL RECEPTION

Day 1: Tuesday, 18 November

JOINT SESSIONS

- | | |
|----------------------|--|
| 09:00 – 09:15 | Welcome, Admin and Anti-trust Briefing |
| 09:15 – 09:40 | Opening Keynote Address |
| 09:40 – 10:05 | Keynote Address |
| 10:05 – 10:30 | State of the Airline Industry
A report by IATA on the airline industry's financial health, performance and outlook. |
| 10:30 – 11:15 | MORNING BREAK |
| 11:15 – 11:55 | Managing Jet Fuel Cost Risks: Financial and Operational Strategies in a Volatile Jet Fuel Market
Jet fuel remains the single largest operating cost for airlines - typically 25-35% of total expense - yet its pricing is notoriously volatile, impacted by geopolitical disruption, crude supply shocks, and demand fluctuations. This session addresses how airlines can better manage their fuel costs through a combination of financial solutions and operational efficiency initiatives. |
| 11:55 – 12:35 | Optimizing Airport Fuel Storage – Balancing supply resilience and costs
Jet fuel supply disruptions are costly to airlines and aviation as a whole. Having sufficient storage at the airport can mitigate risks of a disruption, but building additional storage to have more stock cover comes at a cost. What are the various factors to consider when arriving at the optimum airport fuel storage capacity that balances supply resilience and costs? A panel of experts will offer strategic insights and practical guidance. |
| 12:35 – 14:00 | LUNCH BREAK |
| 14:00 – 14:40 | Jet A vs. Jet A-1 in the Americas: Drivers of Production and Regional Adoption
While Jet A remains the predominant jet fuel specification produced and used in the USA, Jet A-1 is still the most widely used specification in other parts of the Americas. However, several countries in Latin America have switched or are considering switching to using Jet A. This session examines the various factors shaping fuel specification preference across the region and whether the current balance in use of Jet A and Jet A-1 will continue to shift. |

#IATAAEF

Please note that the IATA AEF Program is regularly updated and is subject to change. For more information on this event, please contact Energyforum@iata.org



IATA AVIATION ENERGY FORUM

Day 1: Tuesday, 18 November

JOINT SESSIONS

14:40 – 15:25

Scaling SAF Book and Claim: Breaking Down Adoption Barriers

The Book-and-Claim system represents a pragmatic and efficient approach to expanding SAF usage - even in airports without physical supply access - by decoupling sustainability attributes from the actual fuel. Yet, its widespread adoption encounters critical barriers that need to be addressed. This session explores these barriers and the initiatives underway to address them and accelerate adoption.

15:25 – 16:15

AFTERNOON BREAK

16:15 – 17:00

Mitigating the risks of off-spec Synthetic Blending Component in SAF Blend

Synthetic Blending Components (SBCs) are blended with conventional jet fuel to produce a SAF blend that shall meet the specifications for Jet A/Jet A-1. However, SBCs also need to meet production specifications before blending, as spelled out in the relevant Annexes of ASTM D7566. This session explores the operational, technical, and regulatory controls in place to ensure that SBCs are on spec before the final blend.

17:00 – 17:05

Wrap up Day 1

19:00 – 22:00

NETWORKING DINNER

IATA AVIATION ENERGY FORUM

Day 2: Wednesday, 19 November

COMMERCIAL SESSIONS

09:00 – 11:00	Airlines-only session
11:00 – 11:30	MORNING BREAK
11:30 – 11:40	Welcome, Admin and Anti-trust Briefing
11:40 – 12:20	Oil Market Outlook What are the predictions and forecasts for the oil and jet fuel markets amid recent geopolitical developments and the state of the global economy? An expert on the oil market provides insights and views on these.
12:20 – 13:00	Configuring refineries for higher jet fuel yields As global demand for jet fuel continues to grow even as diesel and gasoline consumption decline, refiners must rethink their product slate and align production of refined products with their future demand trajectories. With the expected need to increase jet fuel yields with each refinery run, how do refineries configure now and in the future to achieve this outcome? An expert will share knowledge and insights on the matter.
13:00 – 14:40	LUNCH BREAK
14:40 – 15:20	The changing jet fuel trade flows of the Americas Latin America and North America are seeing a significant reshaping of jet fuel trade patterns—driven by factors such as geopolitical shifts and the relocation of refining capacity. This session explores the available refining capacity in the region and how this and various other factors are transforming hemispheric supply routes, pricing dynamics, and risk exposures.
15:20 – 16:00	The state of jet fuel supply competition in Latin America Latin America's jet fuel supply landscape is largely defined by significant competition challenges. A panel explores and discusses the current competitive environment in several major markets in Latin America, particularly Mexico and Brazil, and recent developments on opening the jet fuel supply market, including efforts to open access to key fuel infrastructure.
16:00 – 17:15	AFTERNOON REFRESHMENTS AND NETWORKING

IATA AVIATION ENERGY FORUM

Day 2: Wednesday, 19 November

TECHNICAL SESSIONS

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|----------------------|--|
| 09:00 – 09:10 | Welcome, Admin and Anti-trust Briefing |
| 09:10 – 10:00 | Operating Standards Update
IFQP and JIG are the leading inspection bodies, ensuring safe fueling operations at commercial airports. The panel session provides an update on ongoing initiatives related to operating standards, highlighting top findings as well as the progress on the phase-out of monitor filtration technology and insights from the JIG Fuel Filtration Survey. |
| 10:00 – 11:00 | Digital Integration in Fueling Operations
As fueling infrastructure evolves, airports are increasingly adopting smart technologies to enhance safety, efficiency, and real-time visibility. From Gammon Smart Filtration and Atmos Pit Sentry to advanced leak detection systems, the industry is embracing a new era of digital monitoring and automation. But with multiple systems deployed across complex fueling networks, a new challenge emerges: centralized management. How can operators unify data streams, streamline oversight, and ensure interoperability across platforms? |
| 11:00 – 11:30 | MORNING BREAK |
| 11:30 – 12:40 | Fuel Hydrant Systems Operations - Navigating the Consequences of Design and Commissioning Gaps
In previous forums, we examined the design and commissioning of fuel hydrant systems. This session takes the next step—focusing on operations and the real-world challenges faced by operators worldwide and the operational consequences of poorly designed or inadequately commissioned systems. |
| 12:40 – 13:00 | Update on Sustainable/Synthetic pathways and coprocessing of sustainable feedstocks
This presentation will cover status on evaluation and qualification efforts for new production process approaches in SATF and coprocessing space. |
| 13:00 – 13:20 | Update on Refueler Qualification Standard
This session gives a brief update on the ongoing work related to Level 1 Refueler Qualification and outlines the roadmap toward its publication. |
| 13:20 – 14:40 | LUNCH BREAK |

IATA AVIATION ENERGY FORUM

Day 2: Wednesday, 19 November

TECHNICAL SESSIONS

14:40 – 15:20

Certification and Recertification of Jet Fuel received into and delivered from Multiproduct Pipelines: Global Practices and Quality Assurance

The use of multiproduct pipelines to transport jet fuel introduces unique challenges to maintaining fuel quality. This session explores the critical process of certifying and recertifying jet fuel before and after pipeline transit, with a focus on how and why fuel can go off-spec and understanding laboratory results.

15:20 – 16:00

Industry update

This session will cover the latest updates on the work being conducted by our industry partners. The Energy Institute, ASTM International and Coordinating Research Council.

16:00 – 16:30

AFTERNOON BREAK

16:30 – 17:15

Fuel Filtration - Inspection Insights and Manufacturer Perspectives

In this session, the filter manufacturers will address latest findings from JIG and IFQP inspections of fuel facilities worldwide, with a focus on actionable insights for operators. Understand the most frequent filtration-related issues identified during inspections. Learn how manufacturers are responding to operational challenges. Discover best practices for maintaining filtration systems and ensuring compliance.

IATA AVIATION ENERGY FORUM

Day 3: Thursday, 20 November

COMMERCIAL / JOINT SESSIONS

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| 09:20 – 09:30 | Welcome, Admin and Anti-trust Briefing |
| 09:30 – 10:10 | <p>Carbon vs. Emissions Trading: Understanding the Mechanisms Behind Market-Based Climate Action</p> <p>Carbon trading and emissions trading are two widely used market-based climate mechanisms that are central to global decarbonization efforts, but there is often confusion about their scope and application. Using real-world examples such as CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) and the EU ETS (European Union Emissions Trading System), this session unpacks the differences between these two systems, exploring how they operate, what they cover, and their respective roles in climate strategy.</p> |
| 10:10 – 10:50 | <p>SAF production in the Americas - Exploring government support, viable feedstocks, and technology pathways</p> <p>This session examines SAF production across the Americas, focusing on government incentives, promising feedstocks like agricultural waste and ethanol, and emerging technology pathways. Experts will discuss regional strategies, policy frameworks, and innovations driving scalable, sustainable aviation fuel development.</p> |
| 10:50 – 11:30 | MORNING BREAK |
| 11:30 – 12:15 | <p>Optimizing Refining Processes and Jet Fuel Properties for Environmental Benefits</p> <p>Changing refinery processes, such as converting to green hydrogen production or using direct air capture, could reduce refineries' overall carbon intensity, leading to the production of lower-carbon aviation fuel. Reducing the sulphur and naphthalene content of conventional aviation fuel has been shown to decrease aircraft engine non-volatile and volatile particulate emissions. These can bring significant environmental benefits, although there are economic and environmental trade-offs that would need to be carefully assessed.</p> <p>A panel of experts will discuss the challenges and trade-offs of modifying refining processes and jet fuel composition for environmental benefits, and the potential policies/incentives that could support such a transition.</p> |
| 12:15 – 12:30 | Wrap-up and Closing |
| 12:30 – 14:00 | LUNCH BREAK |

IATA AVIATION ENERGY FORUM

Day 3: Thursday, 20 November

TECHNICAL/ JOINT SESSIONS

09:00 – 09:10	Welcome, Admin and Anti-trust Briefing
09:10 – 10:10	Electric Refueling Vehicles - Safety, Risk Mitigation, and Infrastructure Readiness <p>As aviation industry accelerate their transition toward decarbonization, the integration of battery-powered vehicles presents both opportunities and challenges. This session will explore safety landscape surrounding electric refueling equipment, drawing on the Energy Institute's risk analysis and insights from leading vehicle and chassis manufacturers. Key topics include the risks of battery thermal runaway and fire, the embedded safety mechanisms and emergency protocols designed to safeguard personnel and infrastructure, and the critical design elements of charging infrastructure—such as location, power needs, and operational impact. The discussion will also highlight strategies to foster airport acceptance and readiness.</p>
10:10 – 10:50	Microbiological Contamination Update <p>This session presents the Coordinating Research Council (CRC) study on microbial test kits and the Energy Institute (EI) report on the susceptibility of synthetic blend components to microbial spoilage.</p>
10:50 – 11:30	MORNING BREAK
11:30 – 12:15	Optimizing Refining Processes and Jet Fuel Properties for Environmental Benefits <p>Changing refinery processes, such as converting to green hydrogen production or using direct air capture, could reduce refineries' overall carbon intensity, leading to the production of lower-carbon aviation fuel. Reducing the sulphur and naphthalene content of conventional aviation fuel has been shown to decrease aircraft engine non-volatile and volatile particulate emissions. These can bring significant environmental benefits, although there are economic and environmental trade-offs that would need to be carefully assessed.</p> <p>A panel of experts will discuss the challenges and trade-offs of modifying refining processes and jet fuel composition for environmental benefits, and the potential policies/incentives that could support such a transition.</p>
12:15 – 12:30	Wrap-up and Closing
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