SUSTAINABLE AVIATION FUEL

FACTS AND FIGURES AT A GLANCE

2008: First flight by a commercial airline on an aviation biofuel – Virgin Atlantic Boeing 747 London-Amsterdam

2009: A technical specification is developed for aviation alternative fuels – to ensure these fuels are fit-for-purpose in existing aircraft. The main standard is ASTM d7566. Today there are 5 conversion processes approved as annexes to ASTM d7566.

4 airports are regularly distributing SAF. These are:

Airline	**Departing from**
United + KLM	LAX
Lufthansa / KLM / SAS / KLC	Oslo
SAS / KLM / BRA	Stockholm
All departures	Bergen
	Batches have been delivered to: Stockholm Bromma, Are Ostersund, Goteborg, Karlstad, Halmstad, Brisbane, Chicago

115,000 = number of flights to have flown on sustainable aviation fuel **as of February 2018**

2016: United commence regular flights from LAX with Alt Air Fuel providing a continuous supply of SAF into the hydrant system at LAX

2011: **First commercial scheduled SAF flight, KLM Boeing 737 Amsterdam-Paris.** Since when,

19 more airlines have used sustainable aviation fuel on passenger flights. They are:

Lufthansa, Finnair, Interjet, Aeromexico, Iberia, Thomson Airways, Air France, United, Alaska Airlines, Thai Airways, LAN, Qantas, Porter, Jetstar, Air Canada, GOL, SAS, Norwegian, and Hainan Airlines.

64 countries – have biofuel policy supporting the ground transport sector…however the majority of these countries do not have the provision for aviation to opt-in**. The playing field is uneven.**

Up to 80% - the potential lifecycle reduction in CO2 from using SAF

1% - the amount of sustainable aviation fuel planned to be in the hydrant system at Geneva airport from December 2018. Cutting total emissions from Geneva flights by at least a potential 0.75% immediately.

1.5 Billion litres – agreements from commercial airlines to purchase SAF in the future

42 million litres – approximate amount of SAF produced in 2017

More than 100 – global initiatives currently working on different elements of sustainable aviation fuel commercialization

28 airlines – are members of the sustainable aviation fuel users group. This group represents one-thirds of total global aviation fuel demand and has pledged to only use SAF meeting the highest standard of sustainability certification.

2020: CO_2 emission from aviation will be required to be capped despite growing passenger numbers and services. Economic instruments such as off-sets will be used in conjunction with sustainable aviation fuel.

2050: Industry target to reduce net CO_2 emissions 50% compared to 2005.