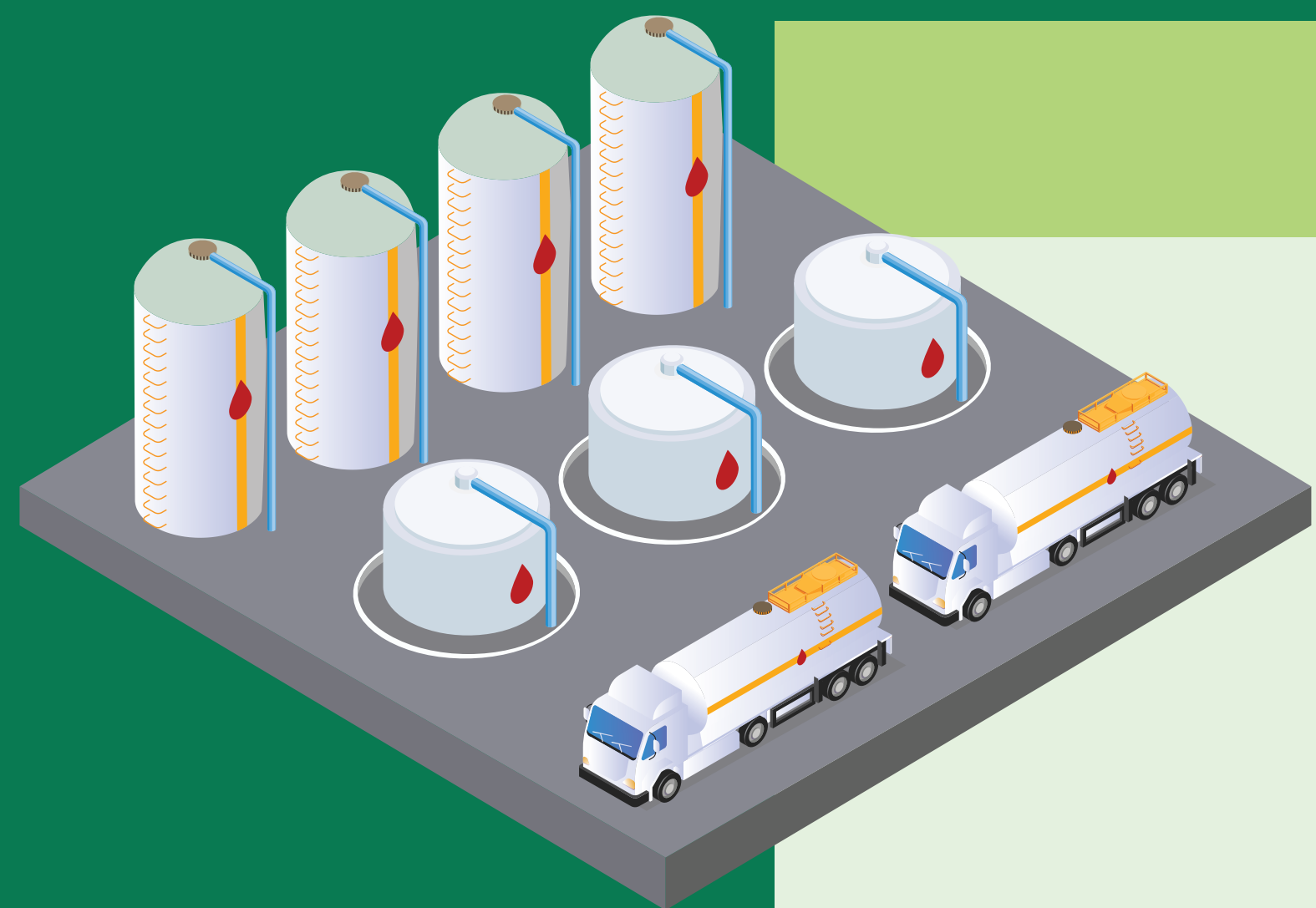
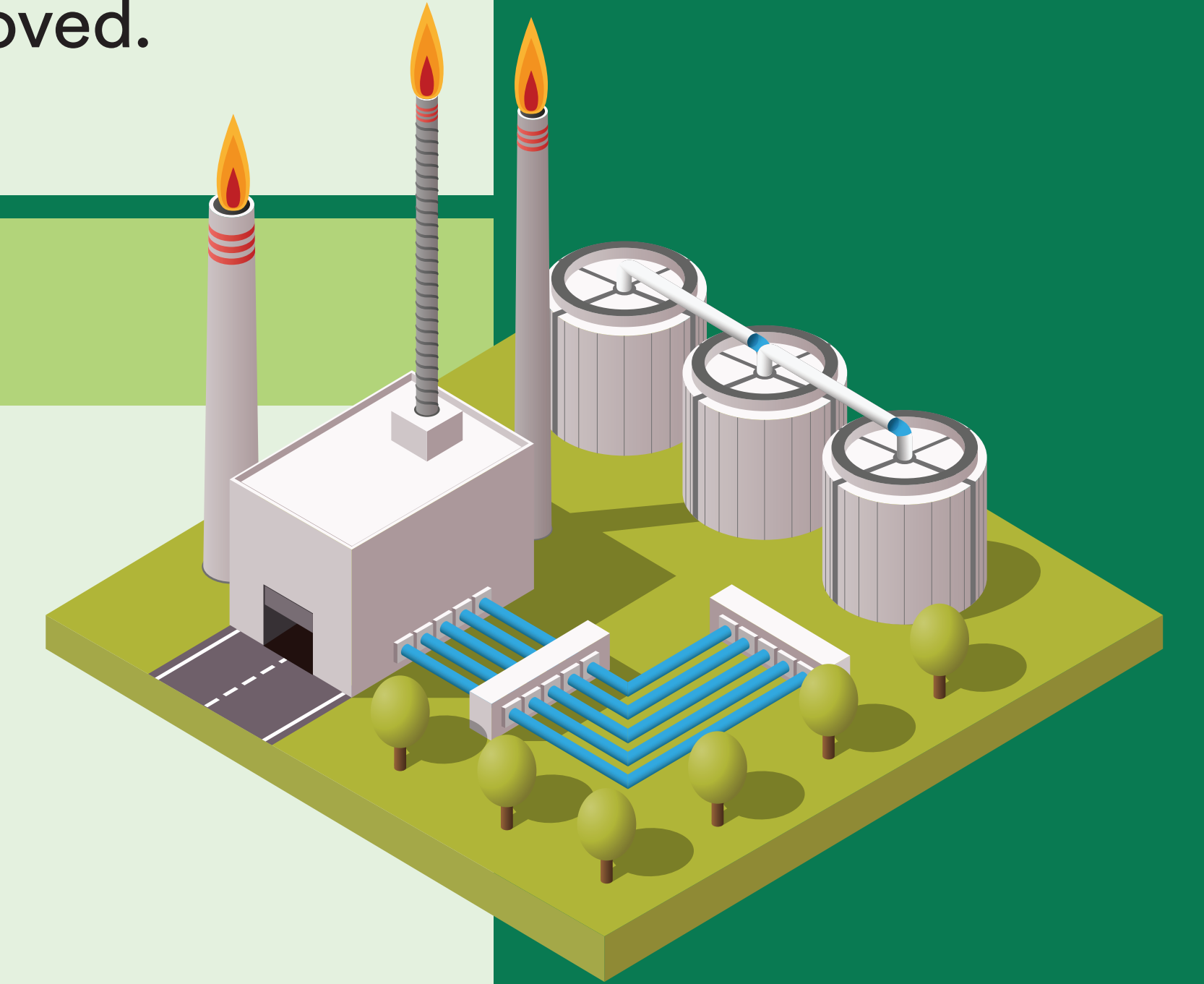


1. Commercial-Scale Feedstock Quantities

Sustainable and scalable SAF feedstocks can come from many sources including waste streams from landfills, forestry and agricultural residues, and over time from additional sources such as recaptured carbon dioxide. We need to invest in feedstocks, make information available on sources and sustainability of feedstocks, and to share this information publicly, including through public-private partnerships like the Sustainable Aviation Buyers Alliance (SABA). In some cases, permitting changes are needed to make waste sources available to produce SAF. Additionally, as technology develops to enable new sources for SAF, like using electricity to make fuel, we'll need to ensure safety certifications and pathways are approved.

2. Facilities for Production, Refining, Blending

The infrastructure needed to produce SAF includes retrofitting or constructing new facilities close to feedstocks (i.e. municipal dumps) and facilities to blend larger volumes as they come online. This should be done with an eye to geographic equity and price parity, different from the current market for traditional jet fuel. We need durable public policy to provide grants and financing options for SAF facility construction, to encourage private sector investment in SAF, and to streamline permitting of SAF production and transport facilities.



3. Transportation & Storage

SAF is what is known as a “drop-in fuel,” meaning it can be incorporated into existing jet fuel transportation and storage, but SAF production facilities need to be efficiently connected to existing infrastructure or new transport and storage capacity needs to be developed. This requires reviewing pipeline policies and capacity to allow for growing SAF volume, and additional government financial and permitting support for transport and storage infrastructure, compatible with SAF production locations and airports.

4. Pricing, Purchase & Accounting

Partners across industries and around the globe are working, with NGO support, to clarify carbon accounting systems and transaction traceability that can encourage shared investment in SAF for concurrent Scope 1 and Scope 3 benefits. This work also enables demand signals, which can in turn de-risk private investment in SAF. Additionally, government tax incentives for SAF (state low carbon fuel standards, federal blenders tax credit) are needed to reduce price and drive economies of scale in the sector.



5. Engine Infrastructure

While safe certification of SAF is clear for available technologies, SAF is currently only allowed to be used for up to 50% of total fuel in an engine. Aircraft and engine manufacturers are updating their technologies and demonstrating the feasibility of SAF blends up to 100%.

6. Operations & Customer Demand

SAF is a proven drop-in technology, with reduced carbon intensity, increased energy density, and local air quality benefits such as reduced fine particulate matter emissions. We have a collective opportunity to ensure travelers are informed about the benefits and safety of SAF, and to engage them in supporting its development and use.

