



European airports' initiatives to incentivise SAF

The Destination 2050 roadmap¹ acknowledges that Sustainable Aviation Fuels (SAF) could be pivotal in decarbonising aviation by 2050. Compared to conventional aviation fuels, SAF could reduce lifecycle CO₂ emissions by up to 85%. However, despite its potential, a significant price disparity between SAF and fossil fuels hinders its commercial production and competitiveness. The decarbonisation of European aviation hinges on regulatory initiatives and industry actions to effectively support SAF production and uptake in Europe. Indeed, ACI EUROPE welcomes the adoption of the ReFuelEU Aviation² SAF mandates where aviation fuel suppliers will gradually increase the share of SAF blended with conventional aviation fuels. The SAF allowances mechanism for aircraft operators under the EU Emissions Trading System will also help narrow the price gap. However, in the recently published Draghi report "*The Future of European Competitiveness*"³, additional flexibilities are mentioned as vital to prevent structural imbalances and reduce overall costs in the EU's SAF market.

In addition to their primary role of facilitators for the access to SAF, European airports take many voluntary actions to support the uptake of Sustainable Aviation Fuels. Through financial incentives, investments in production, awareness initiatives, and collaborative logistics efforts, they are significantly advancing the voluntary uptake of SAF in Europe's aviation sector. These are concrete actions demonstrating European airports' commitment to achieving their green transformation, and reaching net-zero operations by 2050⁴.

Airport	Financial incentives
Schiphol Group	<ul style="list-style-type: none"> ✈ Commitment: €15 million allocated for SAF promotion (2022-2024) via supporting €500 per tonne of SAF and €1,000 per tonne of Synthetic Fuels. Additional Initiatives: Investment in start-ups focused on synthetic kerosene and a biokerosene plant. Also incentivises the use of quieter, cleaner aircraft by offering reduced take-off and landing charges.
Swedavia Airports	<ul style="list-style-type: none"> ✈ Commitment: €3.5 million allocated to cover up to 50% of the premium costs for SAF exceeding the national blending mandate. ✈ Other Measures: A CO₂ emission charge where SAF use reduces modulation of charges. Swedavia also purchases SAF for staff business travel to compensate for related emissions.
Heathrow Airport	<ul style="list-style-type: none"> ✈ Commitment: Annual incentive projections include €11.6M for 2022, €26M for 2023, €54M for 2024, and €110M for 2025. It is a 4-year SAF incentive program,

¹ <https://www.destination2050.eu/>

² https://transport.ec.europa.eu/transport-modes/air/environment/refueleu-aviation_en

³ https://commission.europa.eu/topics/strengthening-european-competitiveness/eu-competitiveness-looking-ahead_en

⁴ <https://www.aci-europe.org/netzero>

	targeting a 4% SAF mix by 2025 that covers 50% of the SAF cost premium paid by airlines
VINCI Airports	✈️ Carbon Emission Scheme: A bonus/malus model adjusts landing fees based on carbon efficiency (including SAF use). The impact is currently capped at +/-5% of total charges but may be adjusted in the future. The scheme has been deployed in French and UK airports, with plans for expansion to Portuguese airports by 2026.
AENA	✈️ Incentive Development: Collaborates with the government and stakeholders to define a bonus scheme for airlines to encourage SAF consumption beyond the legal mandate, aiming to further stimulate SAF production.
SEA Milano	✈️ Commitment: €500 per tonne of SAF blended with fossil fuel provided to airlines at Linate and Malpensa airports. The fund available for 2023 is €450,000, with €500,000 committed for 2024. ✈️ Additional Measures: Cooperation with Italy's civil aviation authority to develop a national SAF strategy and agreements with oil companies to increase SAF availability.
Groupe ADP	✈️ SAF Investment: Participates in the Green Fuels Hamburg consortium, focused on e-fuel production.
Munich Airport	✈️ SAF Incentives: Free storage and throughput services for SAF provided to airlines.
Brussels Airport	✈️ Commitment: Up to €200,000 per airline for SAF use, covering 80% of the additional cost of blended SAF, capped at €1,000 per tonne of SAF refuelled.
Düsseldorf International Airport	✈️ Commitment: €250 per tonne of blended SAF, up to a maximum of €1,000 per refuelling.
Eindhoven Airport	✈️ Commitment: €500,000 for 2024 allocated to airlines to help offset SAF blending costs.
Luxembourg Airport	✈️ Investment: Engaged in the Norsk e-Fuel project to advance SAF production.
Hamburg Airport	✈️ SAF Investment: Participates in the Green Fuels Hamburg consortium, focused on e-fuel production.
Stuttgart Airport	✈️ Commitment: Offers up to €300 per 1,000 litres of SAF as part of a €500,000 incentive program. Stuttgart was the first German airport to introduce SAF incentives in 2019.
Avinor	✈️ Pre-Purchase Agreement: Engaged in a pre-purchase agreement for SAF with Norwegian company Quantafuel, supporting SAF production from lignocellulosic feedstocks optimised for aviation use.

Airports' Non-Financial SAF Initiatives

These non-financial measures highlight the importance of collaboration, public engagement, and research in boosting the adoption of SAF across Europe, complementing financial incentives already in place. By engaging a broad range of stakeholders, airports are positioning themselves as leaders in aviation decarbonisation, working toward net-zero emissions by 2050.

SAF Promotion and Coordination	✈️ Airports are actively working to increase SAF availability through partnerships with fuel suppliers. They coordinate logistics for higher SAF blending ratios and assist airlines in overcoming delivery challenges.
Public Awareness and Passenger Engagement	✈️ Airports have launched initiatives to raise awareness among passengers about SAF and carbon offsetting. Campaigns like "GreenGate" and the "FlyGreen Fund" encourage travellers to contribute to net-zero aviation.
SAF Research and Development	✈️ Airports are participating in research projects to explore SAF production, logistics, and supply chain optimisation. This includes collaborations to create small-scale SAF blending facilities and conducting supply chain surveys.
Industry Collaboration for SAF Uptake	✈️ Many airports have formed working groups and stakeholder collaborations, involving airlines, fuel suppliers, and industry experts, to drive SAF adoption and share best practices. Some host national SAF conferences to engage all stakeholders and advance the SAF agenda.
SAF Pilot Projects and Regulatory Preparation	✈️ Certain airports have launched pilot projects to test SAF purchases, delivery logistics, and the accreditation of SAF-related carbon credits. Other airports are preparing regulatory frameworks to accommodate SAF on a larger scale in the future.
National and International Cooperation	✈️ Airports are joining forces across regions to initiate projects for SAF-powered test flights, create local SAF production capabilities, and influence national policies to support SAF production and use.