

New responsibilities for EASA under ReFuelEU Aviation

1. The monitoring and reporting of Jet A1/SAF used by Aircraft Operators (Art.8)

- I. The total amount of aviation fuel uplifted at each Union airport.
- II. The total amount of sustainable aviation fuel SAF purchased from aviation fuel suppliers.
- III. For each purchase of sustainable aviation fuel (SAF), the name of the aviation fuel supplier, the amount purchased expressed in tonnes, the conversion technology process, the characteristics and origin of the feedstock used for production, and the lifecycle emissions of the sustainable aviation fuel (SAF).
- IV. Total flights operated covered by this Regulation departing from Union airports, expressed in number of flights and in flight hours.

2. The Annual report issuing and status of compliance of the regulation (Art.13)

- I. The status of compliance of the Union airport managing body per airport, regarding obligations set out in Article 6.
- II. The compliance status of each aircraft operator and aviation fuel supplier having an obligation under this Regulation in the reporting period.
- III. The amount of sustainable aviation fuel SAF purchased by aircraft operators at Union level in aggregate.
- IV. The amount of sustainable aviation fuel SAF and of synthetic aviation fuel supplied at Union level in aggregate.
- V. The state of the market, including price information, and trends in sustainable aviation fuel SAF production and use in the Union and per Member State and, to the extent possible, in the third countries.
- VI. The origin and the characteristics of all sustainable aviation fuels SAF and sustainability characteristics of hydrogen for aviation purchased by aircraft operators for use on flights covered under this Regulation departing from Union airports.
- VII. The average content of total aromatics and naphthalenes by percentage volume and sulphur by percentage mass in aviation fuel supplied by Union airport and at Union level.
- VIII. The status of advancement of projects at Union airports pursuing initiatives referred to in Article 7.

3. The Labelling Scheme implementation (Art 14)

A voluntary environmental labelling scheme allowing measuring the environmental performance of flights is hereby established.

Labels issued pursuant to this Article shall consist of the following information:

- a) The expected carbon footprint per passenger (e.g. kilograms of CO₂ per passenger) for the period of validity of the label.
- b) The expected CO₂ efficiency per kilometre (e.g. grams of CO₂ per passenger per kilometre) for the period of validity of the label.

4. The coordination mechanism with the Commission and the national Competent authorities (Art.11)

- I. The Commission, the Agency and the competent authorities of the Member States shall cooperate and exchange all relevant information to ensure effective implementation and compliance with this Regulation

Additional: SAF allowances under the EU Emissions Trading System (EU ETS) directive

Article 3c of the revised [ETS directive](#)

“The allowances reserved under the first subparagraph of this paragraph shall be allocated by the Member States to cover part of or all of the price differential between the use of fossil kerosene and the use of the relevant eligible aviation fuels, taking into account incentives from the price of carbon and from harmonised minimum levels of taxation on fossil fuels. When calculating that price differential, the Commission shall take into account the technical report published by the European Union Aviation Safety Agency under a regulation on ensuring a level playing field for sustainable air transport”