

ReFuelEU Aviation

4th Fuel Webinar

Daniel Brousse Rivas

Sustainability Aviation Officer (SM.01)

Your safety is our mission.

ReFuelEU Aviation: Aircraft Operators

1. ReFuelEU Aviation regulation: fundamentals
2. ReFuelEU Aviation: The role of EASA
3. ReFuelEU Aviation: The implementation timeline

ReFuelEU Aviation: Aircraft Operators

1. ReFuelEU Aviation regulation: fundamentals
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Objectives of ReFuelEU Aviation



Foster the **ramp-up of SAF supply in the EU** and ensure the availability of SAF to decarbonise aviation



Guarantee a **level playing field in aviation** through a harmonised EU approach

Other elements



New **environmental label**



Infrastructure for zero-emission aircraft



Increased flexibility in SAF supply

Scope and obligations of the Regulation



Aviation fuel suppliers

Who

All aviation fuel suppliers supplying to Union airports

What

- a) to supply increasing amounts of SAF at each Union airport
- b) with flexibility 2025-34



Union airports

≥ 800 000 passengers
≥ 100 000 tonnes freight
Opt-in for airports below threshold, and those in outermost regions

to facilitate access to SAF



Aircraft operators

> 500 passengers flights
> 52 all-cargo flights
Opt-in for other commercial flights and for non-commercial flights

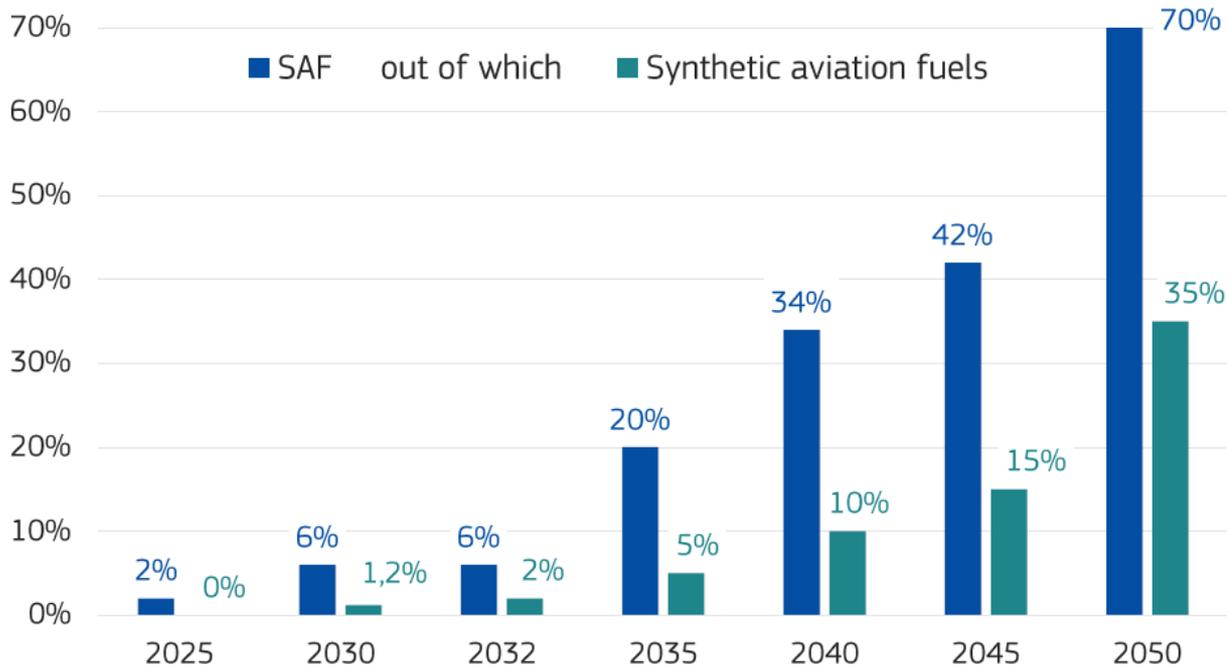
to uplift aviation fuels at Union airports without 'tankering' practices



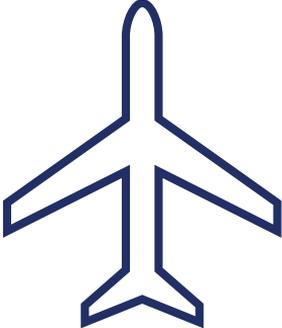
Binding shares of SAF



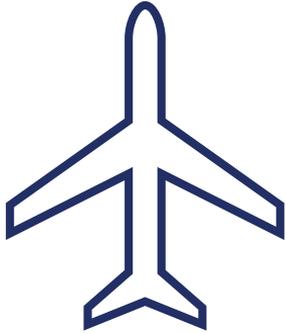
Ambitious **EU-wide binding shares** and realistic **ramp-up 2025-2050**



ReFuelEU Aviation: Aircraft Operators



ReFuelEU Aviation: Aircraft Operators



Scope of the Regulation (Art.3)

Departing from Union airports in the previous reporting period

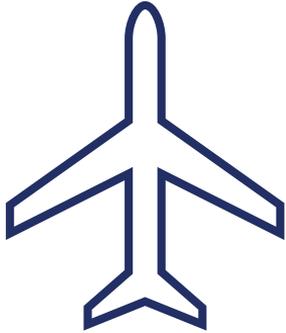
- > 500 commercial passenger air transport flights OR
- > 52 commercial all-cargo air transport flights

Opt-ins
Allowed

Responsible Member State

Following the rules of EU ETS, designated in accordance with Commission Regulation (EC) No 748/2009

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Obligation under the regulation (Art.5)

Fuel uplifted by a given aircraft operator at a given Union airport shall be at least 90 % of the yearly aviation fuel **required**

Level of aggregation

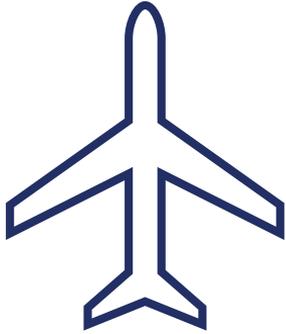
- Yearly
- Per aircraft operator
- Per Union Airport

Required = trip + taxi fuel

aviation fuel referred to as 'trip fuel' and 'taxi fuel' in Annex IV to Commission Regulation (EU) No 965/2012

Excluded: contingency, extra, discretionary, etc

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Non-compliance (Art.5.2)

- Justified flights



Safety

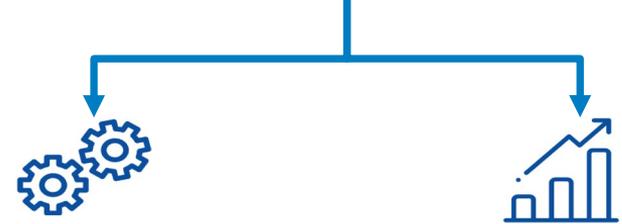
- Hazards, non-planned
- Information of the flights and routes impacted

Route exemptions (Art. 5.3)



Temporary

- ≤ 1 year
- Exceptional
- Routes:
 - < 850 km o,
 - < 1200 km islands without land connection



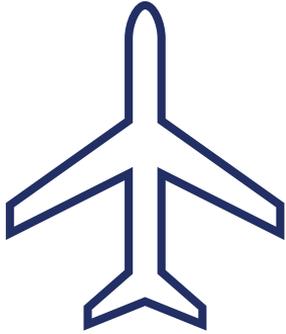
Operational (5.3a)

- Serious difficulties
- Recurrent
- Preventing reasonable turnaround time

Economic (5.3b)

- Structural difficulties
 - Geographic situation
- Generate
 - Significant higher fuel prices
- Limited availability

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Non-compliance (Art.5.2)

Justified flights

Route exemptions (Art. 5.3)



Guidelines on the application of the exemptions

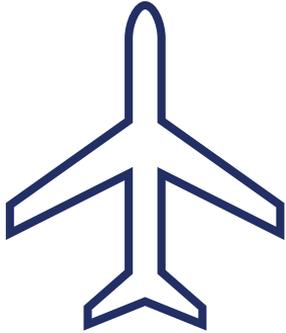
- 01-Sept-2024
- **Justifications to provide**
- **Additional information**



List of exempted routes

- **At least once per year**

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Obligation under the regulation (Art.8)

By 31 March of each reporting year, and for the first time in 2025, aircraft operators shall report the following information* with respect to a given reporting period to the competent authorities and the Agency

- (a) the total amount of aviation fuel uplifted at each Union airport, expressed in tonnes;
- (b) the yearly aviation fuel required, per Union airport, expressed in tonnes;
- (c) the yearly non-tanked quantity, per Union airport, which is to be reported as 0 (zero) if the yearly non-tanked quantity is negative or if it is lower than or equal to 10 % of the yearly aviation fuel required;
- (d) the yearly tanked quantity, per Union airport for reasons of compliance with applicable fuel safety rules pursuant to Article 5(2), expressed in tonnes;
- (e) the total amount of SAF purchased from aviation fuel suppliers, for the purpose of operating their flights covered by this Regulation, departing from Union airports, expressed in tonnes;
- (f) for each purchase of SAF, the name of the aviation fuel supplier, the amount purchased expressed in tonnes, the conversion process, the characteristics and origin of the feedstock used for production, and the lifecycle emissions of the SAF, and, where one purchase includes different types of SAF with differing characteristics, providing that information for each type of SAF;
- (g) total flights operated covered by this Regulation departing from Union airports, expressed in number of flights and in flight hours.



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EASA remits under ReFuelEU Aviation



Council of the
European Union

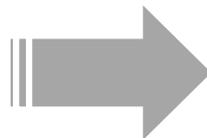


European Parliament



European
Commission

The final text that was voted the 31st October, includes **new mandates for the EASA**.



New mandates

Art.8

Monitoring and reporting for Aircraft Operators of the fuel uplift and SAF usage, and associated emission reductions in the Union airports

Art.13

Publication of an **annual report** stating the regulation compliance status, the SAF and fuel supplied, characteristics and other relevant information

Art.14

Implementation of a voluntary **environmental labelling scheme**

EASA SAF Data Reporting



ReFuelEU Aviation



Objectives



Annual Report



Will give the Agency and the European Institutions more clarity on:

- **Compliance of Aircraft Operators, Aviation Fuel Suppliers and Airport Operators with ReFuelEU obligations.**
- The origin, quantity and characteristics of SAF supplied to Union Airports and purchased by Aircraft Operators.
- Declaration of GHG schemes that Airline Operators participate in.
- Average content of aromatics, naphthalenes and sulphur.
- State of the SAF market, trends in SAF production and price gap between SAF and conventional aviation fuel.



EASA SAF Data Reporting



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Objectives



Annual Report



Will give the Agency and the European Institutions more clarity on:

- State of the SAF market, trends in SAF production and price gap between SAF and conventional aviation fuel.

EU ETS 2 958/2023 (Art. 3)

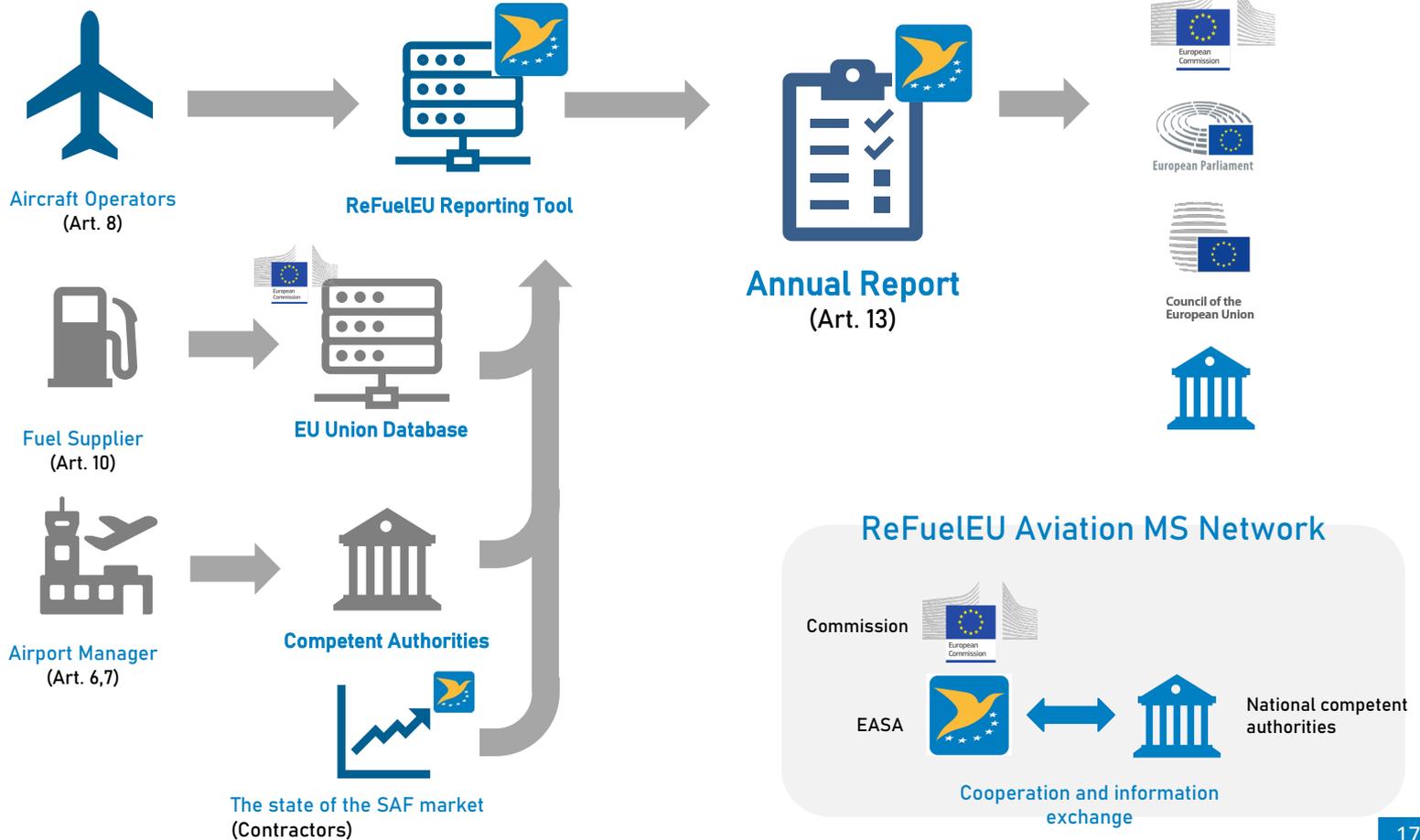
Reserve: **20 millions** of SAF allowances (2024 – 2030)

- Cover the price differential between eligible fuels under ReFuel Aviation and conventional fuel
- Based on the technical report from EASA

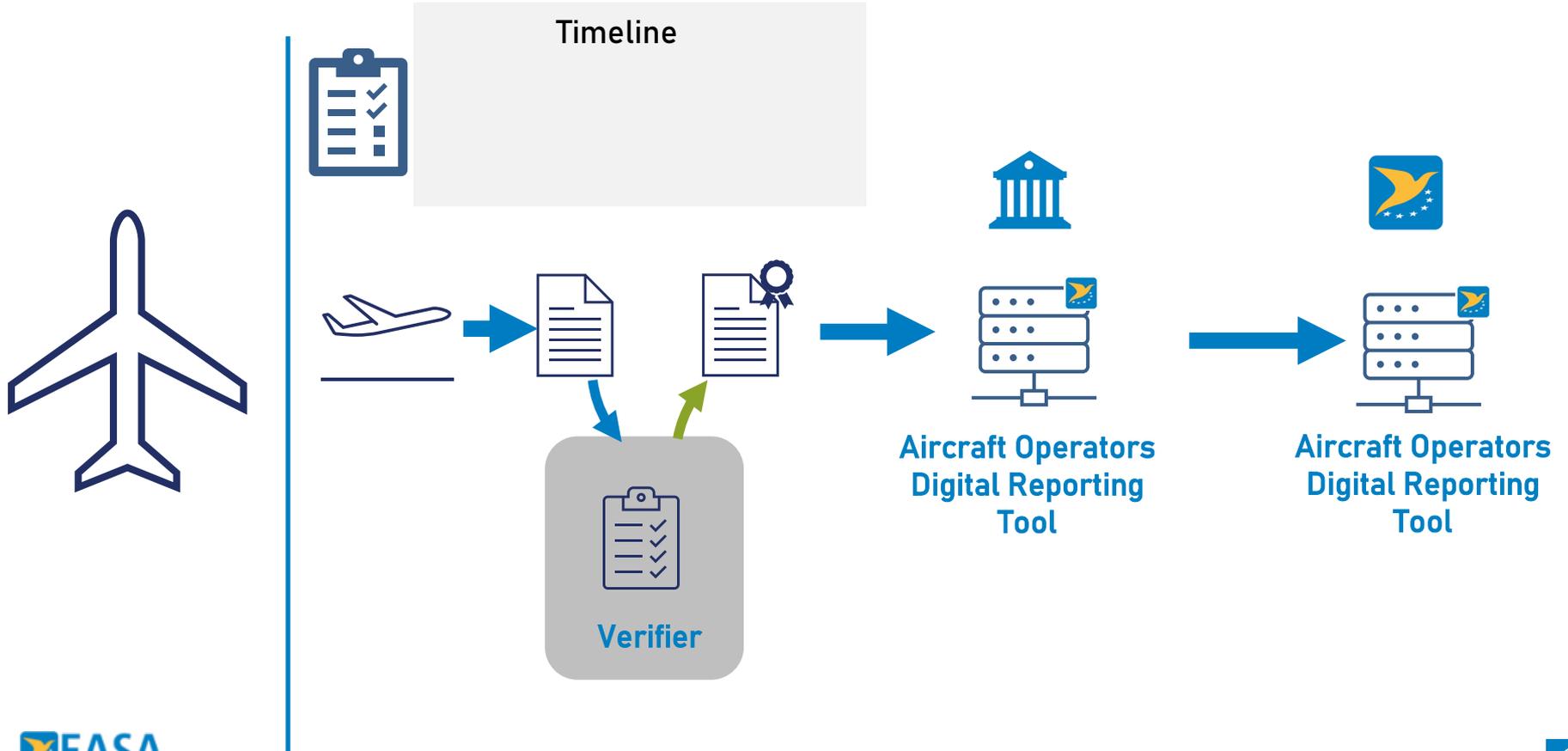


ReFuelEU: Annual Report

ReFuelEU
Aviation



ReFuelEU Aviation: Aircraft Operators



ReFuelEU Aviation: Aircraft Operators



Art. 11 (3)
Competent
Authority

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.

First Outcomes

ReFuelEU Aviation

Member States
Network



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Latest developments: Regulatory

Timeline REGULATION (EU) 2023/2405



- [31/10]
Publication in the OJ

Questions

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 