The aviation industry is committed to achieving net-zero carbon emissions. SAF offers the most immediate and the largest potential to reduce those emissions over the next 20 to 30 years. Boeing has been a pioneer in making SAF a reality and believes aviation should be a priority user of sustainable fuel.

**Environmental Benefits**

SAF lowers carbon emissions over the fuel’s life cycle by up to 80%, depending on the feedstock. SAF can be made from a wide variety of sources: nonedible plants, agricultural and forestry waste, nonrecyclable municipal waste, industrial plant off-gassing and other feedstocks.

- **SAF**: Plants and forestry trimmings absorb CO₂ through photosynthesis while they’re growing, as shown in the graphic to the left. Other feedstocks transform CO₂ from a pollutant (e.g., household waste from landfills, off-gassing from industrial plants) into SAF.

- **FOSSIL**: Fossil fuel production pulls carbon out of the earth and releases it into the air, further increasing atmospheric carbon emissions.

**Additional Benefits**

- **Compatible with existing infrastructure.** SAF can be blended with regular jet fuel and does not require any changes to airplanes, engines or fueling infrastructure.

- **Economic impact.** SAF development and production deliver economic growth and create jobs across multiple industries.

- **Near-, mid- and long-term solution.** Decarbonizing commercial aviation will require a multifaceted approach. SAF is the most immediate solution and the largest contributor to meeting net-zero goals. Other technologies such as electric aircraft and green hydrogen require further development, certification and infrastructure.

<table>
<thead>
<tr>
<th>Year</th>
<th>2020</th>
<th>2030</th>
<th>2040</th>
<th>2050</th>
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<tbody>
<tr>
<td>Long-haul</td>
<td>SAF</td>
<td>Hydrogen</td>
<td>Potential</td>
<td>Electric</td>
</tr>
<tr>
<td>Medium-haul</td>
<td>SAF</td>
<td>Hydrogen</td>
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<td>Electric</td>
</tr>
<tr>
<td>Short-haul</td>
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<td>Hydrogen</td>
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<td>Hydrogen</td>
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<tr>
<td>Commuter</td>
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<td>Hydrogen</td>
<td>Potential</td>
<td>Electric</td>
</tr>
</tbody>
</table>

Source: ATAG Waypoint 2050 Report and industry assessments

An indicative overview of where low- and zero-carbon energy could be deployed in commercial aviation.

Boeing is committed to delivering commercial airplanes capable to fly on SAF by 2030.

Book & Claim

Fuel users purchase or “book” SAF from a provider. The purchased SAF enters into a fuel system and is made available to other users. Only the purchasing fuel user receives or “claims” the SAF credit for the avoided emissions.

Fossil jet fuel

SAF Purchasers

Many Users

365 days/yr

SAF is in regular use today (enviro.aero/saf)
Sustainable Aviation Fuel (SAF)

The aviation industry is committed to developing and using sustainable fuel. The key challenges to greater use of SAF are the limited supply and high cost. Given the lack of available energy alternatives, Boeing and the industry believe aviation should be a priority user of sustainable fuels.

**What is Boeing doing to accelerate SAF?**

Boeing continues to partner and invest in SAF development. Collaboration among all stakeholders across the SAF value chain is critical to scale up SAF.

**GLOSSARY**

<table>
<thead>
<tr>
<th>Pathways</th>
<th>Feedstock</th>
<th>Offtake</th>
<th>Fossil fuel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technical processes to produce different types of SAF</td>
<td>Inputs like wastes and energy crops that are used to make SAF (i.e., what “feeds” the process)</td>
<td>When a company promises to purchase future fuel from a producer</td>
<td>Fuel formed in the Earth's crust (e.g., coal, oil, natural gas)</td>
</tr>
</tbody>
</table>

**KEYS TO ACCELERATING SAF SUPPLY GROWTH**

- Supportive government policies
- Market-based incentives to make SAF price competitive
- R&D to enable cost competitiveness & supply growth
- Feedstock diversity & robust sustainability criteria
- Access to capital for new production
- Offtake agreements to reduce perceived risks for investors