

SAF Deployment at Airports

How airports can enable the transition



AIRPORT REGIONS COUNCIL

Alena Maximova
Airport Regions Council

Why SAF matters for airports

- SAF is one of the key levers for aviation decarbonisation.
- It can help airports address Scope 3 emissions and local air-quality impacts.
- Blended, certified SAF is a drop-in fuel: existing fuel farms, pipelines, hydrant systems and aircraft infrastructure can be used.

Who does what?



Airports do not procure aviation fuel themselves.

But they can help bridge SAF supply and aviation demand.

From observer to active enabler

OBSERVER & LEARNER

UNDERSTAND

- Build SAF knowledge
- Map the fuel value chain
- Assess infrastructure & demand
- Consider feasibility studies

CONVENER & EDUCATOR

CONNECT

- Bring stakeholders together
- Build partnerships
- Advocate
- Educate & communicate

LEADER

ENABLE & SCALE

- Support SAF deliveries
- Facilitate data sharing
- Develop incentives
- Support investment & deployment

There is no single model: an airport can combine actions from different roles.

European airports enabling SAF deployment

HEATHROW

Creating demand

- SAF integrated into the airport fuel system since 2021.
- Airline SAF incentive programme operating since 2022.
- 191,000 tonnes uplifted in 2025 – equivalent to 3.1% of Heathrow's total aviation fuel use.
- 2026 target: 5.6% SAF, supported by more than £80 million for airlines.

BRUSSELS AIRPORT

Enabling the ecosystem

- SAF can be supplied through the existing CEPS pipeline infrastructure.
- 2025 SAF incentive budget: €1.345 million for airlines.
- Through Stargate project, Brussels Airport works with airlines, fuel partners and research actors.
- In 2026, a mobile SAF blending plant is being tested with Skytanking for high-ratio SAF test flights.

European airports enabling SAF deployment

GROUPE ADP

Production of SAF

- 20 million dollars: An investment made by the Groupe ADP, which will allow LanzaJet to continue producing and deploying its technology.
- 3.79 billion litres: LanzaJet's production target by 2030.
- Production at the first American factory: 38 million litres of SAF/year.

SCHIPHOL AIRPORT

Subsidising the additional costs

- Airlines use biokerosene at Schiphol on a small scale. The main reason is that it's almost three times more expensive than regular kerosene and has limited availability. Between 2022 and 2024, Schiphol encouraged the purchase of SAF by subsidising the additional costs. As a result, more than 40,000 tons of SAF was used by participating airlines.

Thank you!

alena.maximova@airportregions.org



AIRPORT REGIONS COUNCIL

Alena Maximova
Airport Regions Council