



IATA

**International Air Transport
Association**

STUDY GUIDE



TABLE OF CONTENTS

1. Letter from the Secretary-General
2. Letter from the Under-Secretary-General
3. Introduction to the Committee: IATA
4. Introduction to the Agenda Item:
Accelerating the Production and Use of Sustainable Aviation Fuel (SAF)
 - a. Definition of Key Terms
 - b. Background and Causes of the Issue
 - i. Dependence on Fossil Fuels
 - ii. Technological Limitations
 - iii. Economic and Policy Barriers
5. Timeline of Key Developments
6. Countries Most Affected by the Issue
7. Major Stakeholders
8. Previous International Actions
 - i. CORSIA (ICAO)
 - ii. IATA Net Zero Roadmap
 - iii. Regional SAF Policies (EU, US, UK)
9. Main Areas of Concern
 - i. High Production Costs
 - ii. Limited Global Supply
 - iii. Inequality Between Developed and Developing Countries
 - iv. Environmental Risks of Unsustainable Feedstocks

- 
10. What Happens If No Solution Is Found
 11. Possible Solutions
 - i. Increasing SAF Production Capacity
 - ii. Policy Incentives and Mandates
 - iii. Supporting Developing Countries
 - iv. Strengthening Sustainability Standards
 - v. Development of Synthetic Fuels
 12. Role of IATA
 13. Country-Specific Angles for Delegates
 14. Questions to be Addressed
 15. Bibliography

Letter from the Secretariat

Distinguished Participants of EKJ-BMUN'26,

It is a very splendid honor to welcome you all to Erciyes College Junior-Beginner Model United Nations Conference. I am Rümeyza Bağçovan, the Secretary General of EKJ-BMUN'26 conference. Within 3 years of efforts and exertions, I am proud to be part of this year's unique event. In our conferences, where we are accustomed to achieving firsts, I am grateful to be organizing the first Beginner Model United Nations conference in Kayseri this year as another first and only.

You can be sure that EKJ-BMUN'26 will be a home, a place to be confident, an exclusive experience, a memory that is unforgettable and an event that will be immense for everyone who attends. You will get a special opportunity and place for debate, collaborate and share your superb ideas in this field. My team is working with a diligence just to delight you and make you feel privileged in

here. With my marvelous academic team, you will be treated like you are the future's diplomats who make the world better with your ideas and lights in your brains.

I am so proud of what I have done just for your satisfaction. I have no doubt about my team's endeavors and fervency for make the best conference ever seen. I am keen to see your performance in this endemic conference. Lastly I can say, in my 30 experiences in 3 years, even I have never seen more fabulous conference like EKJ-BMUN'26. So, I think now i encourage you to attend and show your magnificence in here. My pleasure.

Best Regards

Rümeysa BAĞÇOVAN

SECRETARY GENERAL


Letter from the Under-Secretaries-General

Dear participants of the IATA Committee of EKJ-BMUN'26,

Good morrow, distinguished delegates,

This is your USG addressing you. Kindly excuse my slightly stylistic use of language; I find it rather fitting for the spirit of such a prestigious gathering. Allow me to briefly introduce myself: my name is Kumsal Aktaş, and I have the honor of serving as the Under-Secretary-General of the IATA Committee.

On behalf of the EKJ-BMUN'26 Academic Team, I extend my warmest and most sincere welcome to each and every one of you. It is with great enthusiasm that I anticipate the contributions you will bring, as I firmly believe that this committee will stand out as one of the most dynamic and engaging throughout the conference.



Having participated in numerous Model United Nations conferences myself, I understand the expectations and concerns that may arise. Therefore, I assure you that this committee will offer not only a productive academic environment but also an enriching and memorable experience. Our sessions will go beyond conventional and monotonous debate formats; instead, we will cultivate an atmosphere that encourages critical thinking, rapid decision-making, and confident articulation.

I kindly encourage all delegates to actively engage in discussions and decision-making processes, as your participation is essential in shaping a truly remarkable committee experience.

Before concluding, I would like to take a moment to express my sincere appreciation and pride for my dear friend, Rümeyza Bağçovan. It is both an honor and a privilege to call her not only a colleague but also a friend. Her dedication, character, and presence are truly admirable, and I am genuinely grateful to have her by my side in this journey.

That is all from my humble self for now. I eagerly look forward to meeting you all and embarking on this journey together.

Cordially,
Kumsal Aktaş
Under-Secretary-General



WHAT IS IATA?

IATA was founded in Havana, Cuba, on 19 April 1945. It is the prime vehicle for inter-airline cooperation in promoting safe, reliable, secure, and economical air services - for the benefit of the world's consumers. The international scheduled air transport industry is more than 100 times larger than it was in 1945.

Few industries can match the dynamism of that growth, which would have been much less spectacular without the standards, practices, and procedures developed within IATA.

At its founding, IATA had 57 members from 31 nations, mostly in Europe and North America. Today we have over 360 members from 120 nations in every part of the globe.

The modern IATA is the successor to the International Air Traffic Association founded in the Hague in 1919 - the year of the world's first international

scheduled services. We are the global trade association for airlines, and we set worldwide standards for safety, security and financial systems, while advocating for policies that support sustainable growth and driving initiatives in innovation, environment, and inclusion.

International air transport grew at double-digit rates from its earliest post-1945 days until the first oil crisis in 1973. Much of the impetus for this growth came from technical innovation. The introduction of turbo-propeller aircraft in the early 1950s, transatlantic jets in 1958, wide-bodied aircraft and high by-pass engines in 1970 and later, advanced avionics were the main innovations. They brought higher speeds, greater size, better unit cost control and, as a result, lower real fares and rates. Combined with increased real incomes and more leisure time, the effect was an explosion in demand for air travel.

Growing Air Travel Demand - and IATA's Activities

Alongside the growing air travel demand, IATA's technical work evolved into seven broad areas.

Avionics and Telecommunications including the vital air navigation function
Engineering and Environment with the development of an IATA policy on aircraft noise and other emissions

Airports and the definition of airline requirements for airport terminals
Flight Operations safety factors such as minimum aircraft separation standards and air routings

Medical monitoring of health standards for flight crews and facilitation of air travel for disabled passengers

Facilitation to speed the flow of people and goods through airports - particularly, customs and immigration

Security and safeguarding passengers and cargo by preventing hijacking and sabotage and minimizing fraud and theft of tickets

IATA's legal efforts anticipated the effects of new technology associated with the period of rapid growth. It was able to advise the industry on new aircraft and

systems, electronic data processing and advances in sales and marketing techniques. Since acts of hijacking and sabotage became more frequent during this period, IATA assisted in the development of the Tokyo, Hague and Montreal Conventions, the first international legal counter-measures.

An Age of Automation, Agents... and Taxes

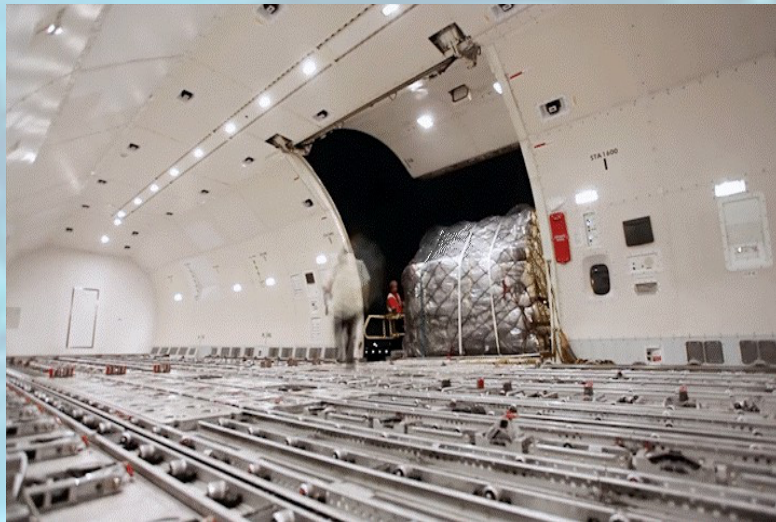
Automation became commonplace in airline operations during the 1960s. Standardization in its use was less commonplace and IATA began its involvement in perfecting standard message formats for inter-company data exchange, which continues to this day.

The goal has been to save money for the airlines, while enhancing airline service. This philosophy was carried over to many activities during the 1950s and 1960s.

The development of the Clearing House was followed by the establishment of Billing and Settlement Plans and Cargo Accounts Settlement Systems - in effect, one-way clearing houses to speed the flow of revenue from agents to airlines. Sales Agents were given the opportunity to prove their professional status under an accreditation process, and training - in conjunction with the Universal Federation of Travel Agents' Associations and the Federation of Freight Forwarders' Associations - was introduced. The pattern for airline-agent relations was set with the introduction of the Standard Agency Agreement in 1952.

International air transport creates special problems of taxation. This was a concern even before World War Two. IATA makes specific challenges to the legality of certain taxes and points out to governments the counter-productive effect of excessive aviation taxation in general. User Charges - payment for using airports and air navigation services - mushroomed during the 1960s and 70s. IATA strived to minimize their impact by ensuring that the charges are for

facilities actually required, that charges are cost-related and that productivity improvements are built into cost projections. Currency earned by airlines abroad is sometimes blocked by the central bank of the country in which it is earned. IATA worked to free it, for transfer back to the airline that earned it.



Expanding Air Cargo

IATA members developed the technical specifications for containers and created a Unit Load Device (ULD) control center, to keep track of their movements. Until 1955, there was a complete embargo on the air transport of toxic, flammable or corrosive materials. Then IATA developed the Dangerous Goods Regulations for their safe carriage. A decade later, the Live Animals Regulations provided for suitable standards for the in-flight welfare of animals.



Accelerating the Production and Use of Sustainable Aviation Fuel (SAF)

I. Introduction to the Topic

Sustainable Aviation Fuel, commonly known as SAF, has become one of the most important topics in the future of global aviation. Aviation is one of the hardest sectors to decarbonize because airplanes require extremely energy-dense fuel, especially for long-distance international flights. Unlike cars or trains, aircraft cannot easily switch to batteries or direct electrification at a global scale because current battery technology is still too heavy for most commercial aviation needs. For this reason, the aviation sector is searching for solutions that can reduce emissions while still allowing international air travel, trade, tourism, and cargo transport to continue.

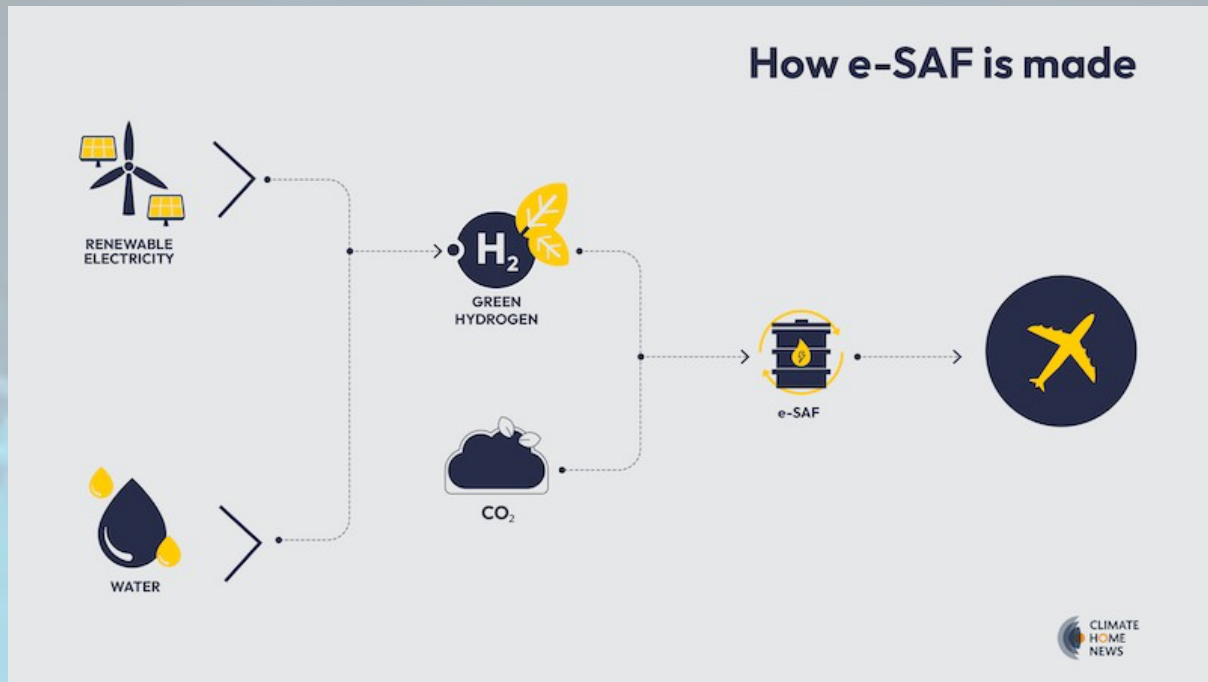
SAF refers to aviation fuel made from non-fossil sources such as used cooking oil, agricultural waste, municipal solid waste, forestry residues, renewable

hydrogen, captured carbon, or synthetic fuels produced using renewable electricity. The key advantage of SAF is that it can often be used in existing aircraft and airport fuel systems as a “drop-in” fuel, meaning airlines do not need to completely replace their aircraft fleets immediately. This makes SAF one of the most realistic near- and medium-term tools for reducing aviation emissions.

The International Air Transport Association, or IATA, has identified SAF as a central part of aviation’s pathway toward net-zero carbon emissions by 2050. Airlines committed to this net-zero goal in 2021, and governments later supported a long-term climate goal for international aviation through ICAO. IATA argues that SAF will be necessary alongside improved aircraft technology, better operations, carbon removals, and market-based measures.

However, SAF is still not produced or used at the scale required. In 2024, global SAF production represented only around **0.53% of global jet fuel use**, which shows how large the gap is between ambition and reality. This creates the central problem for the committee: countries, airlines, producers, and regulators agree that SAF is necessary, but the world is not producing enough of it, it remains expensive, and its supply chains are unevenly distributed.

For an IATA committee, the issue is not simply environmental. It is also economic, technological, diplomatic, and developmental. Delegates must consider how to expand SAF production without harming food security, increasing inequality between rich and poor countries, or creating unfair burdens for airlines and passengers.



II. Definition of Key Terms

To properly understand the topic, delegates must be familiar with key terminology used in aviation sustainability discussions.

Sustainable Aviation Fuel (SAF):

A non-fossil-based aviation fuel produced from renewable or waste-derived sources that reduces lifecycle carbon emissions compared to conventional jet fuel.

Lifecycle Emissions:

Total greenhouse gas emissions produced during the entire life cycle of a fuel, including production, transport, and combustion.

Drop-in Fuel:

A fuel that can be used in existing aircraft engines and fuel systems without modification.

Net-Zero Emissions:

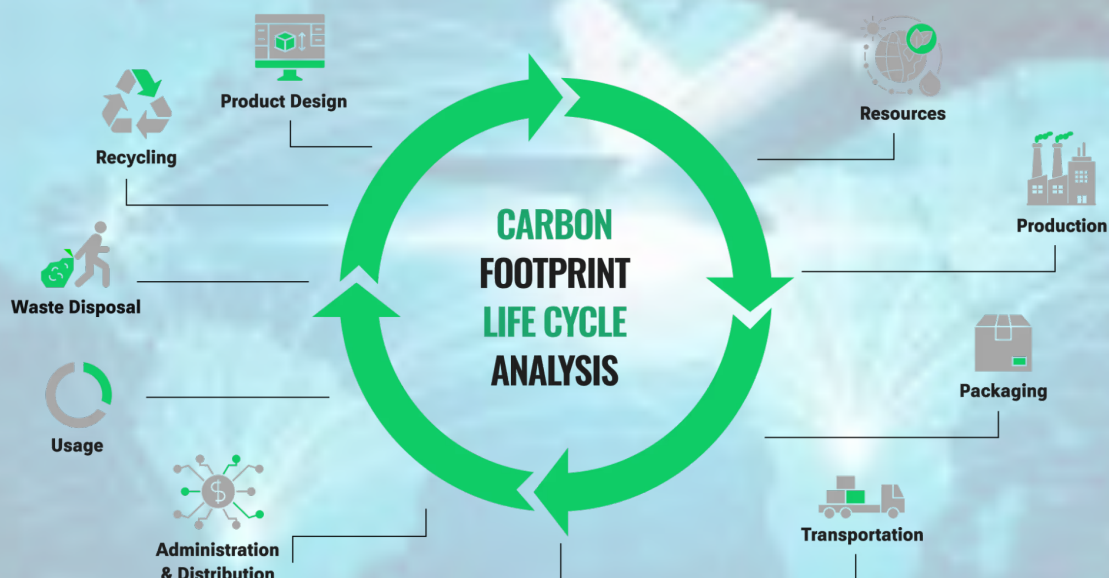
Achieving a balance between the amount of greenhouse gases emitted and removed from the atmosphere.

Feedstock:

Raw materials used to produce SAF, such as used cooking oil, agricultural waste, or synthetic inputs.

E-fuels (Electrofuels):

Synthetic fuels produced using renewable electricity, hydrogen, and captured carbon dioxide.



III. Background and Causes of the Issue

The main reason SAF has become urgent is the aviation sector's dependence on fossil-based jet fuel. Traditional jet fuel is derived from petroleum, and when burned, it releases carbon dioxide and other emissions into the atmosphere. As global air travel grows, especially in Asia, the Middle East, Africa, and Latin America, aviation emissions are expected to become harder to control unless cleaner fuels become widely available.

Another cause is the limited availability of alternative technologies. Electric aircraft may eventually work for short regional flights, and hydrogen aircraft may become important in the long term, but neither solution is currently ready to replace conventional jet fuel for most long-haul commercial aviation. SAF is therefore viewed as a bridge solution and, for long-distance aviation, possibly a long-term solution as well.

A third cause is the lack of large-scale SAF production infrastructure. Producing SAF requires refineries, feedstock collection systems, certification standards, investment, and long-term demand from airlines. Many countries have the agricultural, waste, or renewable energy resources needed to produce SAF, but they do not yet have the industrial capacity to turn those resources into certified aviation fuel.

Cost is another major reason the transition is slow. SAF is usually more expensive than conventional jet fuel. Airlines operate on tight profit margins, so if fuel costs rise sharply, ticket prices may increase. This creates political and economic resistance, especially in countries where air travel is important for tourism, trade, or national connectivity.

Policy uncertainty also slows progress. Fuel producers are unlikely to invest billions of dollars in SAF plants unless they believe there will be stable demand. Airlines are unlikely to sign long-term purchase agreements unless they know SAF will be available at predictable prices. Governments therefore play a major role through mandates, subsidies, tax credits, grants, certification systems, and international cooperation.

The European Union has already taken a strong regulatory approach through ReFuelEU Aviation, which requires a minimum SAF supply at EU airports starting with **2% in 2025**, rising gradually to **70% by 2050**. It also includes targets for synthetic fuels. The United Kingdom has also legislated SAF targets, including 2% in 2025, 10% in 2030, and 22% in 2040. The United States has used tax credits and grants to support SAF production, aiming for major production growth by 2030 and 2050.

These policies show that SAF development is becoming a global competition. Countries that invest early may become major exporters of clean aviation fuel, while countries that delay may become dependent on expensive imports.

Feedstocks suitable for SAF production:



Oil seed plants and energy grasses



Algae



Municipal solid waste



Fats, oils, and greases from cooking waste and meat production



Agricultural and forestry residue



Industrial carbon monoxide waste gas

Graphic by Emma Johnson, EESI

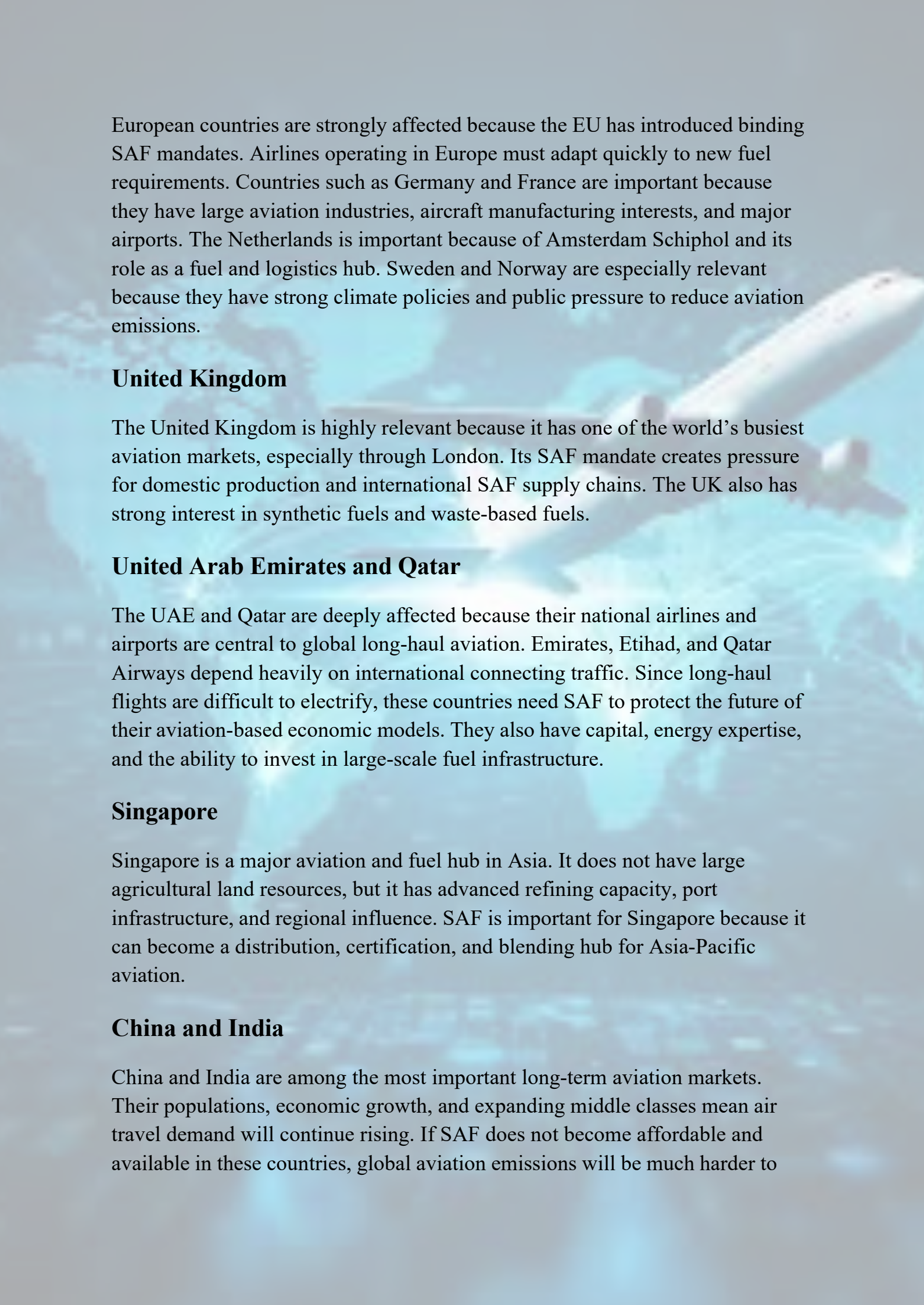
IV. Countries Most Affected by the Issue

The countries most affected by SAF are not only the largest polluters or aviation markets. They include major airline hubs, fuel producers, tourism-dependent economies, and developing countries that may either benefit from SAF production or be harmed by unequal access.

United States

The United States is one of the most important countries in the SAF debate because it has a large aviation market, major airlines, advanced fuel technology companies, and significant agricultural resources. The U.S. has supported SAF through incentives such as tax credits and grant programs. This makes it a key country for increasing global SAF supply. However, the U.S. must also manage concerns about land use, corn ethanol, food crops, and whether biofuel production is genuinely sustainable.

Germany, France, Netherlands, Spain, Sweden, and Norway



European countries are strongly affected because the EU has introduced binding SAF mandates. Airlines operating in Europe must adapt quickly to new fuel requirements. Countries such as Germany and France are important because they have large aviation industries, aircraft manufacturing interests, and major airports. The Netherlands is important because of Amsterdam Schiphol and its role as a fuel and logistics hub. Sweden and Norway are especially relevant because they have strong climate policies and public pressure to reduce aviation emissions.

United Kingdom

The United Kingdom is highly relevant because it has one of the world's busiest aviation markets, especially through London. Its SAF mandate creates pressure for domestic production and international SAF supply chains. The UK also has strong interest in synthetic fuels and waste-based fuels.

United Arab Emirates and Qatar

The UAE and Qatar are deeply affected because their national airlines and airports are central to global long-haul aviation. Emirates, Etihad, and Qatar Airways depend heavily on international connecting traffic. Since long-haul flights are difficult to electrify, these countries need SAF to protect the future of their aviation-based economic models. They also have capital, energy expertise, and the ability to invest in large-scale fuel infrastructure.

Singapore

Singapore is a major aviation and fuel hub in Asia. It does not have large agricultural land resources, but it has advanced refining capacity, port infrastructure, and regional influence. SAF is important for Singapore because it can become a distribution, certification, and blending hub for Asia-Pacific aviation.

China and India

China and India are among the most important long-term aviation markets. Their populations, economic growth, and expanding middle classes mean air travel demand will continue rising. If SAF does not become affordable and available in these countries, global aviation emissions will be much harder to

reduce. At the same time, both countries have large agricultural sectors, waste streams, and industrial capacity that could support SAF production.

Brazil

Brazil is highly relevant because it has decades of experience with biofuels, especially ethanol. Its agricultural sector gives it strong potential to produce SAF, particularly through alcohol-to-jet pathways. However, Brazil must balance SAF production with forest protection, biodiversity, food production, and land-use concerns.

Canada

Canada has strong renewable energy potential, forestry residues, and a large aviation geography. Because many Canadian communities depend on air transport due to long distances and remote locations, the country must find ways to decarbonize aviation without making connectivity unaffordable.

South Africa and Kenya

South Africa and Kenya represent African perspectives. Both countries have important aviation sectors and regional influence. Africa could benefit from SAF production using waste, agriculture, and renewable energy, but investment gaps and technology access remain major barriers. If SAF becomes a rich-country-only solution, African airlines may face higher costs without receiving equal support.

V. Timeline of Key Developments

Understanding how SAF became a global priority is essential:

2008 – First commercial SAF test flights conducted

2011 – ASTM approves SAF for commercial aviation use

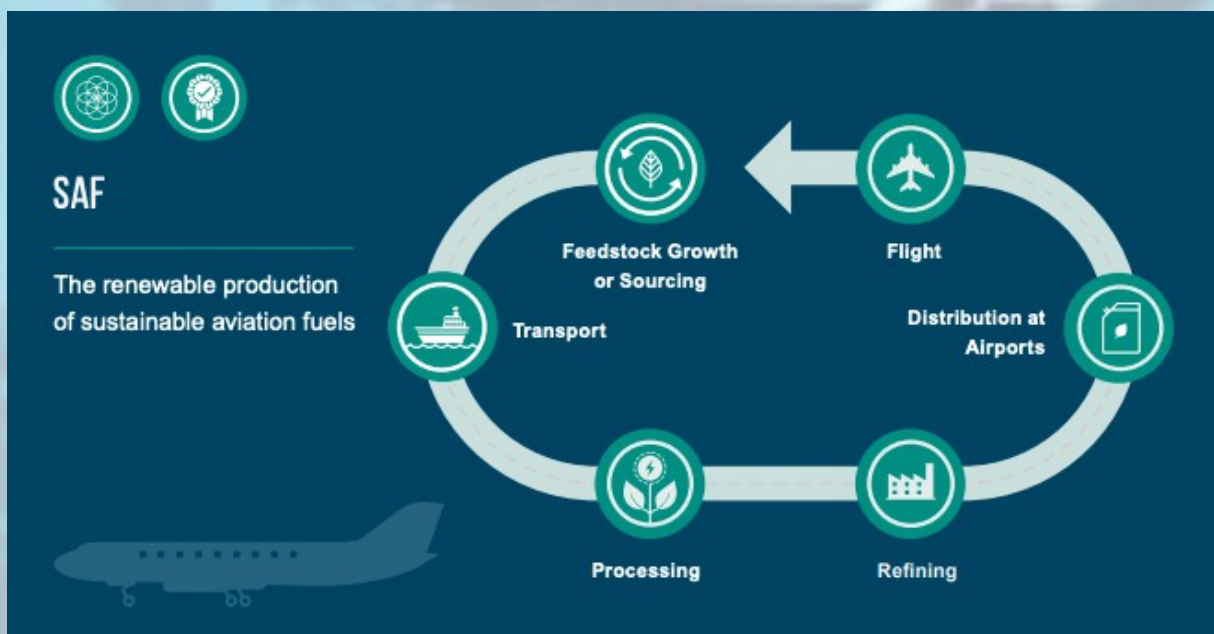
2016 – ICAO introduces CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation)

2021 – IATA commits to net-zero emissions by 2050

2023 – ICAO adopts Long-Term Aspirational Goal (LTAG) for aviation net-zero

2025 (planned) – EU SAF mandate begins (ReFuelEU Aviation)

2030+ – Global SAF scale-up targets begin to intensify




VII. Major Stakeholders

This issue involves multiple actors beyond governments:

1. Airlines (IATA Members)

Primary users of SAF



Responsible for purchasing and integrating fuel

Concerned about cost and supply stability

2. Fuel Producers

Oil companies transitioning into SAF

New renewable fuel startups

Require investment and policy certainty

3. Governments

Create policies (mandates, subsidies, taxes)

Balance climate goals with economic impact

4. Airports

Responsible for fuel infrastructure and logistics

Key role in SAF storage and distribution

5. Passengers & Cargo Clients

Indirectly affected through ticket prices

Increasingly demand sustainable travel

6. Environmental Organizations

Monitor sustainability claims

Push for stricter regulations



Guide on International Air Transport Association



VIII. Previous International Actions

Several global frameworks already address aviation emissions:

CORSIA (ICAO)

Carbon offsetting scheme for international aviation

Allows airlines to offset emissions instead of directly reducing them

SAF can be used to reduce offsetting requirements

IATA Net Zero Roadmap (2021)

SAF expected to contribute **~65% of emission reductions**

Includes combination of SAF, new technology, and offsets

EU ReFuelEU Aviation

Mandatory SAF blending targets

One of the strongest regulatory approaches globally

U.S. SAF Grand Challenge

Aims for large-scale SAF production by 2030 and beyond

IX. What Happens If No Solution Is Found?

If the world fails to accelerate SAF production and use, aviation will struggle to meet its climate commitments. The sector's net-zero 2050 target would become much less realistic, especially because other technologies are not ready to replace jet fuel at scale. This could damage the credibility of airlines, governments, and international aviation organizations.

A lack of SAF would also increase regulatory conflict. Some regions, especially Europe, may continue introducing strict mandates, taxes, or emissions rules, while other regions may resist them. This could create an uneven playing field where airlines in certain countries face higher costs than competitors elsewhere. For an international industry like aviation, fragmented rules can create diplomatic tension and economic unfairness.

Passengers may also face higher ticket prices in the future. If SAF remains scarce, airlines may have to compete for limited supplies, pushing prices upward. Smaller airlines and developing-country carriers may be hit hardest because they often have less financial power to secure long-term SAF contracts.

There are also risks for tourism-dependent economies. Countries that rely on international visitors could be harmed if flights become more expensive or if climate regulations reduce travel demand. Island states and remote regions are especially vulnerable because aviation is often essential for their economies.

If SAF production is not developed carefully, the world may also face sustainability problems. Poorly regulated SAF could lead to deforestation,

competition with food crops, water stress, or land grabs. Therefore, “more SAF” is not automatically good; it must be genuinely sustainable.

Finally, failure to act could damage public trust in aviation. As climate awareness grows, airlines may face increasing criticism if they continue relying mainly on fossil fuels. This could lead to stronger calls for flight restrictions, frequent-flyer taxes, or bans on short-haul flights where alternatives exist.

X. Possible Solutions

Increasing Investment in SAF Production

The most direct solution is to build more SAF production facilities. Governments can encourage this through grants, loans, tax credits, and public-private partnerships. Fuel producers need long-term certainty before investing in expensive new plants. Airlines can support this by signing long-term purchase agreements, while governments can reduce financial risk through guarantees.

Creating Fair and Flexible SAF Mandates

Mandates can help create demand, but they must be designed carefully. If mandates are too strict too early, airlines may face fuel shortages and high costs. If they are too weak, producers may not invest. A balanced approach would include gradual blending targets, regional flexibility, and support for countries with less developed fuel infrastructure.

The EU model is one example of a structured mandate, beginning at 2% in 2025 and increasing over time. Other regions may design different systems based on their economic capacity and fuel resources.

Supporting Developing Countries

A major issue for the committee is equity. Wealthier countries may be able to subsidize SAF production and secure supply, while developing countries may be left behind. IATA members should consider mechanisms such as technology transfer, climate finance, regional SAF hubs, and training programs.

For example, African and Latin American countries may have strong feedstock potential but lack investment. International cooperation could help these countries become SAF producers rather than only SAF consumers.

Strengthening Sustainability Standards

SAF must be certified according to strict sustainability criteria. Not all biofuels are automatically sustainable. Fuels made from palm oil, soy linked to deforestation, or food crops that threaten food security may create new environmental problems. The committee should focus on waste-based fuels, residues, renewable electricity-based synthetic fuels, and feedstocks that do not cause harmful land-use change.

CORSIA already includes methods for evaluating life-cycle emissions of SAF, which is important because the climate benefit of SAF depends on how it is produced, transported, and used.

Developing Regional SAF Hubs

Instead of expecting every country to produce SAF domestically, regions can create SAF hubs. For example, Singapore could serve as a hub for Southeast Asia, the UAE for the Middle East, Brazil for Latin America, and South Africa or Kenya for parts of Africa. These hubs could combine production, storage, certification, and distribution.

Encouraging Synthetic Fuels and Renewable Hydrogen

Bio-based SAF alone may not be enough. Synthetic aviation fuels, also called e-fuels, can be produced using renewable electricity, hydrogen, and captured carbon. These fuels could become important in the long term because they may avoid some land-use concerns. However, they are currently expensive and require large amounts of clean electricity.

Improving Transparency and SAF Accounting

Airlines and passengers need to know whether claimed emissions reductions are real. Book-and-claim systems, registries, and transparent accounting can allow airlines to purchase SAF benefits even when physical SAF is not available at

every airport. IATA has supported SAF registries as a way to track SAF use and emissions reductions more reliably.

Combining SAF with Other Aviation Measures

SAF should not be treated as the only solution. Aircraft efficiency, improved air traffic management, lighter materials, airport electrification, carbon removals, and better route planning all matter. The committee should avoid presenting SAF as a “magic solution.” It is a major tool, but it must be part of a wider aviation decarbonization strategy.



XI. Role of IATA

IATA represents airlines and plays an important role in connecting governments, producers, airports, and financial institutions. Since airlines are the main users of jet fuel, IATA can help coordinate demand for SAF and advocate for policies that make SAF more affordable and widely available.

IATA can also push for global standards so that SAF rules do not become fragmented. Because aviation is international, inconsistent regulations can create confusion and unfair competition. IATA's role is especially important in ensuring that policies reduce emissions while keeping air transport accessible.

In this committee, delegates should remember that IATA is not a national government and cannot directly force countries to pass laws. However, it can recommend frameworks, encourage cooperation, publish roadmaps, coordinate industry commitments, and pressure governments to support SAF development.

XII. Country-Specific Angles for Delegates

Delegates should connect their country's position to its aviation sector, energy resources, economic interests, and climate policy.

A delegate representing the **United States** may focus on incentives, private-sector innovation, and large-scale production.

A delegate representing **France or Germany** may emphasize EU mandates, strict sustainability standards, and aircraft industry leadership.

A delegate representing the **UAE or Qatar** may focus on long-haul aviation, airport hubs, and investment in clean fuel infrastructure.

A delegate representing **Brazil** may emphasize biofuel expertise and agricultural feedstock, while defending strong land-use safeguards.

A delegate representing **India or China** may focus on rising demand, affordability, and the need for technology transfer.

A delegate representing **Kenya or South Africa** may argue for climate finance, regional production hubs, and fair access for developing countries.

Country Codes



AL	Albania	GA	Gabon	NE	Niger
DZ	Algeria	GM	Gambia	NG	Nigeria
AS	American Samoa	GE	Georgia, Republic of	NO	Norway
AD	Andorra	DE	Germany	OM	Oman
AO	Angola	GH	Ghana	PK	Pakistan
AI	Anguilla	GI	Gibraltar	PW	Palau
AG	Antigua	GR	Greece	PA	Panama
AR	Argentina	GL	Greenland	PG	Papua New Guinea
AM	Armenia	GD	Grenada	PY	Paraguay
AW	Aruba	GP	Guadeloupe	PE	Peru
AU	Australia	GU	Guam	PH	Philippines
AT	Austria	GT	Guatemala	PL	Poland
AZ	Azerbaijan	GN	Guinea	PT	Portugal
BS	Bahamas	GW	Guinea-Bissau	US	Puerto Rico
BH	Bahrain	GY	Guyana	QA	Qatar
BD	Bangladesh	HT	Haiti	RE	Reunion Island
BB	Barbados	HN	Honduras	RO	Romania
BY	Belarus	HK	Hong Kong	RU	Russia
BE	Belgium	HU	Hungary	RW	Rwanda
BZ	Belize	IS	Iceland	MP	Saipan
BJ	Benin	IN	India	SM	San Marino
BM	Bermuda	ID	Indonesia	SA	Saudi Arabia
BT	Bhutan	IE	Ireland	SN	Senegal
BO	Bolivia	IL	Israel	SC	Seychelles
BW	Botswana	IT	Italy	SL	Sierra Leone
BR	Brazil	CI	Ivory Coast	SG	Singapore
VG	British Virgin Is.	JM	Jamaica	SK	Slovak Republic
BN	Brunei	JP	Japan	SI	Slovenia
BG	Bulgaria	JO	Jordan	ZA	South Africa
BF	Burkina Faso	KZ	Kazakhstan	KR	South Korea
MM	Burma	KE	Kenya	ES	Spain
BI	Burundi	KW	Kuwait	LK	Sri Lanka
KH	Cambodia	KG	Kyrgyzstan	KN	St. Kitts & Nevis
CM	Cameroon	LV	Latvia	LC	St. Lucia
CA	Canada	LB	Lebanon	VC	St. Vincent

XIII. Questions to be Addressed

1. How can SAF production be increased rapidly while keeping costs manageable for airlines and passengers?
2. What policies or incentives are most effective in encouraging global SAF investment and adoption?
3. How can developing countries be included in SAF production and access fairly?
4. What sustainability standards should be enforced to ensure SAF does not harm food security or the environment?
5. How can international cooperation (through IATA and other organizations) ensure a balanced and equal transition to SAF worldwide?

XIV. Bibliography

International Air Transport Association (IATA). *Sustainable Aviation Fuels (SAF)*.

<https://www.iata.org/en/programs/sustainability/sustainable-aviation-fuels/>

International Air Transport Association (IATA). *Net Zero Roadmaps*.

<https://www.iata.org/en/programs/sustainability/net-zero-carbon/>

International Civil Aviation Organization (ICAO). *CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation)*.

<https://www.icao.int/environmental-protection/CORSIA>

European Union Aviation Safety Agency (EASA). *Sustainable Aviation Fuels Overview*.

<https://www.easa.europa.eu/en/domains/environment/sustainable-aviation-fuels>

International Energy Agency (IEA). *Aviation and Sustainable Fuels*.

<https://www.iea.org/energy-system/transport/aviation>

U.S. Department of Energy. *Sustainable Aviation Fuel Grand Challenge*.

<https://www.energy.gov/eere/bioenergy/sustainable-aviation-fuel-grand-challenge>

UK Government. *Sustainable Aviation Fuel Mandate*.

<https://www.gov.uk/government/publications/sustainable-aviation-fuels-mandate>

World Economic Forum. *Clean Skies for Tomorrow Initiative*.

<https://www.weforum.org/projects/clean-skies-for-tomorrow>

Air Transport Action Group (ATAG). *Waypoint 2050 Report*.

<https://aviationbenefits.org/environmental-efficiency/climate-action/waypoint-2050/>



-KUMSAL AKTAŞ