GLOBAL SUSTAINABLE AVIATION FUELS SUMMIT

28 January 2019, Shangri-La's - Eros Hotel, New Delhi, India

Organised By

GLOBAL SUSTAINABLE AVIATION FUELS SUMMIT (GSAFS 2019)

International Conference & Exhibition on Alternative Bio Jet fuels

Co-Organised By

Theme: Decarbonizing Aviation: Vision 2035

www.gsafs.com
If the aviation sector were a country, it would be the eighth-largest emitter of greenhouse gases (GHG) in the world, at 2% of the human-induced total. In 2010, carbon dioxide (CO2) emissions from international aviation amounted to 448 megatonnes (Mt), with forecasts of increased emissions ranging from 682 Mt to 755 Mt by 2020, and as high as 2700 Mt by 2050 if no action is taken.

Given this sector’s growing contribution to global CO2 emissions, aviation will play a key role in meeting the international climate targets set forth in the 2015 Paris Agreement. Airlines, aircraft manufacturers and industry associations have thus voluntarily committed to aspirational targets that would collectively achieve carbon-neutral growth by 2020 and a 50% reduction in GHG emissions by 2050 (relative to 2005 levels).

Emissions can be reduced by 1.5% annually through improved fuel efficiency in new aircraft, aircraft modifications, airport restructuring and optimized navigational systems. However, a significant longer-term reduction of emissions would require airlines to use more fuels that are renewable and sustainable, such as biofuels developed for jet aircraft.

Although sustainable and clean alternative propulsion technologies are in development, such as electric- or solar-powered aircraft and the use of cryogenic hydrogen, these options are unlikely to be ready for commercial use until well after 2050.

Biofuels for jet aircraft are known in the industry as “biojet” or simply Sustainable Aviation Fuels (SAF) are therefore the only real option to achieve significant reductions in aviation emissions by 2050.

Showcasing the latest developments & case studies from leading global experts, the Global Sustainable Aviation Fuels Summit (GSAFS 2019) would foster exchange of knowledge, ideas & best practices on a range of topics whilst helping managers & organisations collaborate on the research, development, commercialization & deployment of sustainable aviation fuels.

Bringing together over 150 experts from leading organizations under one roof, GSAFS 2019 is scheduled to be held during 28th January 2019 at Hotel Shangri-La Eros, New Delhi.

Themed “Decarbonizing Aviation: Vision 2035”, the summit would provide a unique opportunity to all stakeholders including policy makers, airlines, fuel suppliers, technology providers, researchers & others to exchange experiences and challenges related to development and scaling of sustainable aviation fuels.

The concurrent exhibition would showcase global fuel & technology suppliers displaying the latest products, technology, services & solutions for the industry.

Committed to Sustainability? Join us to emerge lean, agile & sustainable!!

I look forward to seeing you on 28th January’19 at GSAFS 2019 in New Delhi.

Rajiv Pratap Rudy
President, Aero Club of India &
Member of Parliament (Lok Sabha)

- On 24th February 2008, a Virgin Atlantic B747 made history by becoming the first airplane flown by a commercial airline to fly on a blend of jetfuel and sustainable aviation fuel (also known as “biofuel”). This flight showed the world it was technically possible to fly on a blend of alternative fuels.
- In 2009, a technical specification was developed for aviation alternative fuels – to ensure these fuels are fit-for-purpose in existing aircraft.
- The first airline to fly a commercial Sustainable Aviation Fuel flight with paying passengers was KLM in 2011.
- As of June 2018 – More than 130,000 commercial flights using SAF have been performed.
- On 27th August 2018, Budget carrier SpiceJet successfully operated India’s first ever biojet fuel flight. A Bombardier Q400 aircraft, partially using biojet fuel, took off from Dehradun and landed at the airport in the national capital. The SpiceJet flight was powered with a blend of 75% air turbine fuel (ATF) and 25% biojet fuel. Made from Jatropha crop, the fuel has been developed by the CSIR-Indian Institute of Petroleum (IIP), Dehradun. The fuel had been recognised by American Standard Testing Method (ASTM) and meets the specification standards of Pratt & Whitney and Bombardier for commercial application in aircraft.
- In October 2018, The Norwegian government announced its intention to introduce a 0.5% biofuel blending mandate for jet aviation in 2020. The policy marks a milestone in the fuel industry as it will be the first time that such measure concerning biofuel is put in place.
- Leading bio-hydrocarbon fuel producer Neste will be responsible for the supply of these volumes of renewable fuel. The company assure they have the capacity not only to fulfill this demand but also to scale up the production in the years to come.
- From one flight in 2008, having passed the threshold of 100,000 flights in 2017, The International Air transport Association (IATA) expects to hit one million flights using SAF during 2020.
- It has also set out an aim for one billion passengers to fly on flights powered by a mix of jet fuel and sustainable aviation fuel (SAF) by 2025. This aspiration was identified on the tenth anniversary of the first flight to blend sustainable aviation fuel and ordinary jet fuel.
Every year, the IAF pays about USD 6 billion for Aviation Turbine Fuel. With Bio-Aviation Fuel, the IAF plans to start using a mix of Aviation Turbine Fuel and Bio-Fuel for AN-32, the first ever IAF aircraft to use biofuels. BPCL is also planning in the short term to set up other biofuel plants in the areas of Madhya Pradesh and Maharashtra. Attracting an investment of USD 150 million, the refinery will be commissioned by 2020. It would be the first biofuel plant in the country where ethanol will be produced from rice straw.

On October 10, Bharat Petroleum Corporation Ltd (BPCL) announced its second-generation ethanol bio-refinery with a capacity to produce 30 million litres of fuel grade ethanol per year, in Bargarh district of Orissa. Attracting an investment of USD 150 million, the refinery will be commissioned by 2020. It would be the first biofuel plant in the country where ethanol will be produced from rice straw.

BPCL is also planning in the short term to set up other two biofuel plants in the areas of Madhya Pradesh and Maharashtra.

Indian Air Force plans to start using a mix of Aviation Turbine Fuel and Bio-Fuel for AN-32, the first ever IAF aircraft to use the fuel mix. After transports, the helicopter fleet will fly using Bio-Aviation combination and ultimately fighters like the Su-30MKI, and Mig-29 will also be flying using Bio-Aviation Fuel.

Every year, the IAF pays about USD 6 billion for Aviation Turbine Fuel. With Bio-Aviation Fuel, the IAF expects its fuel bill to drop by about 10 per cent. Initially, the plan is to use a 90-10 mix, gradually, as the supply and production of Bio-Fuel increases the plan is to move to a 75-25 mixture.

India has surplus biomass availability about 120 to 160 million metric ton annually which if converted has the potential to yield 30 billion litres of ethanol annually.

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The government in May of this year, also approved a new policy expanding the scope of raw material for ethanol production by allowing the use of sugarcane juice, sugar and starch containing materials & damaged foodgrains that are unfit for human consumption, for ethanol production.

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GSAFS 2019 themed “Decarbonizing Aviation: Vision 2035”, proposes to offer a high-level technical program on the sustainable aviation fuels industry. We invite you to submit an abstract or propose a paper for the summit. Abstracts should be approximately 250 words in length and should include all authors, affiliations, contact information, and the proposed speaker (person presenting the paper).

The summit committee will review all submitted abstracts and select which will be presented at the summit.

Topics for Abstract are Listed Below:
- Global Trends & Industry Outlook
- Perspectives - Opportunities & Challenges
- SAF Development - Research, Technologies & Innovations
- Commercialization - Economies of Scale
- Understanding Deployment - Strategic Considerations & Supply Chains
- Collaborations - Partnerships for Decarbonizing Aviation

**Submission of Abstract:**
31st December 2018

**Why Attend?**

**Reasons to Attend the GSAFS 2019 Summit:**
- Be part of the only global aviation and sustainability event representing the entire commercial air transport industry.
- Question the experts on topics of critical importance today, through interactive panel debates and technical sessions.
- Network with senior representatives from all sectors of the aviation industry.
- Explore a range of environment-related products and services that will be showcased in the exhibition.

**Participating opportunities**

GSAFS 2019 offers attendees a thought provoking technology & networking forum showcasing global sustainable aviation fuels industry experts. Learn, Share, Experience & Network with the national, regional & global leaders of the industries.

Exhibit at the region’s largest event on sustainable aviation fuels; showcase your brand’s products and services to industry leaders and key decision-makers of the global industry. Benefits include assistance in elite buyer meetings & discounted partnership opportunities.

GSAFS 2019 offers a host of high visibility advertising and sponsorship opportunities for your brand. Benefits include exclusive privileges & coverage. Our team would be pleased to assist you in maximizing your participation objectives, ensuring high returns on your investments.

**Attendee Profile**

The event is ideal for those who need to understand the latest developments in sustainable aviation fuels:
- Government, Policy Makers & Regulators
- International Agencies & Industry Associations
- Aircraft Manufacturers
- Airlines (fuel procurement and environment/sustainability managers, Pilots, Engineers)
- Sustainable aviation fuel suppliers (technical and commercial managers)
- Conventional fuel producers
  - Airports
  - Fuel handlers
  - Research Institutes
  - Technology developers
  - State Government agencies

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Aero Club of India (ACI) is the apex body of all the flying clubs, gliding clubs and aero sports organisations in India, which are engaged in Powered Flying, Glider Flying, Skydiving, Hang Gliding, Ballooning, Microlight Flying, Parasailing, Aeromodelling and such aero sports activities.

ACI and its member flying clubs are basically nonprofit and noncommercial organisations engaged in the task of basic training of Pilots and Aircraft Maintenance Engineers.

ACI is the member representative of apex International aviation organisation, Federation Aeronautique Internationale (FAI). With its headquarters in Switzerland, FAI is authorised to make and enforce rules to encourage and control global aviation sports events and records, both for aeronautics and astronautics. ACI performs FAI’s functions in India and governs all Aero sports at the National level.

ITEN Media is one of India's leading organizers of international exhibitions & conferences across key industries & markets. Powered by cutting edge industry research & expertise, exceptional networking with governments, trade and allied agencies, ITEN services its customers through its distinctive range of high quality trade events & marketing opportunities, delivering value-added business and networking opportunities for its customers.

Team ITEN has a successful track record in organizing over 150 international events across 20 industry verticals.

Globally acclaimed Energy industry forums like Oil Spill India, Global Refining & Petrochemicals Congress, International Process Safety Conference & India Operational Excellence Conference are some of the flagship events organised by ITEN..

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**Organiser**

**AERO CLUB OF INDIA**

**Co-Organiser**

**ITEN MEDIA™**

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**General Enquiries**

**Anisha Suresh**
Secretary General, Aero Club of India  
E: sec.gen@aeroclubofindia.in

**Partnerships & Speakers**

**Sunny Mehta**
Marketing Manager, GSAFS 2019  
M: +91 9711433168  
E: sunny@itenmedia.in

**Exhibitors & Delegates**

**Ravi Kumar**
Manager Sales, GSAFS 2019  
M: +91 9711433860  
E: ravi@itenmedia.in

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Secretariat Address: Plot No-33, Janki House, 4th Floor, Sector-12 A, Dwarka, New Delhi-110075, India