

## Top UK Sustainable Aviation Fuel Clearing House Delivery

#	Question	Answer
1	Question to DFT, Who is this £165 M funding going to? We are currently building a SAF demonstrator plant but require additional funding/investment to complete the build. Please let me know how we can access this fund.	Window 1 of the Advanced Fuels Funds is now closed. Further details about the programme can be found here: <a href="https://ee.ricardo.com/aff">https://ee.ricardo.com/aff</a>
2	How long does the whole D4054 evaluation process take?	There are many variables but a rough guide is Tier 1&2 can take 6 to 12 months and Tiers 3&4 12-24 months.
3	Question for Mark R - Is it fair to say that, if a fuel gets as far as FAA review, then all other needs should have been already checked by then and approval "should" be a formality?	Yes as the OEMs will review data throughout the testing process.
4	What are the main SAF feedstocks in the U.K./Europe ?. Thanks	UK Gov has a policy that states that waste based feedstocks will receive higher credits. With a cap on the use of crops. In Europe, feedstocks include waste cooking oil/fats and oils, waste gases, wood waste
5	Question for DfT - Is the vision for the UK Clearing House process to duplicate that of the US or to redesign it for time & cost efficiency whilst keeping the same objectives, standards, etc?	The UK clearing house will not be acting in isolation and will collaborate with the US. The US has a unique arrangement and capability which the UK does not have. Hence the primary entry point for testing is the University of Dayton. We will be looking for proposals to act as a coordinator for testing, tapping into existing capability & equipment we currently have in the UK. The objective is the same: expedite the fuel approval process and market entry of new fuels

6	I have understood Airbus and Boeing are already testing their engines with 100% SAF fuels. Yet you mentioned Tier 3 and 4 testing doesn't happen yet. Are they doing it separately? Or have I misunderstood?	Airbus and Boeing are able to test on their engines through demonstration flights and collect their own data outside the clearing house.
7	Is the UK clearing house supporting the pre-screening phase and if so what quantities do you need? and where should one send these samples?	The plan is to support pre-screening. This stage requires just a few MI. Full details on where to access this capability will be available once the clearing house is launched.
8	Where is the bottleneck in the clearinghouse process?	The main issue is suppliers not providing the volumes of fuel requested when they indicate.
9	Does ASTM approval require a unanimous response?	All OEMs (e.g. Airbus, Boeing, Rolls-Royce, Pratt & Whitney, GE etc) need to agree on the tests required and if to approve a fuel.
10	For Mark R - Does SATF receive the same incentives as SAF (e.g. in the US v UK)? Is there still a GHG emissions reduction requirement SATF?	The US Clearing House does not consider if a fuel is sustainable or not. Safety is the only criteria. The US SAF Grand Challenge aims to create a SAF industry with fuels offering >50% GHG savings - this is treated separately to the clearing house
11	Can you give any estimation of when 100% SAF use certification will be achieved, and for what production pathway?	The ASTM 100% Task Force indicates Annexes 4&6 have the best potential for 100% drop in and will be approved in approx 18 months
12	Question for Michelle or DfT - Was there a winner of the <a href="https://www.gov.uk/government/publications/net-zero-transatlantic-flight-fund">https://www.gov.uk/government/publications/net-zero-transatlantic-flight-fund</a> to demo a SAF transatlantic flight?	DfT is currently finalising assessment of applications to the Net Zero Transatlantic Flight Fund. We aim to announce the competition winner by the end of the year.

13	Hi, rather a general question: The NHS has legislated to become Net Zero by 2045 for our 'commissioned services'. With a view to Air Ambulance providers, is this a realistic date to have SAF available for them to use that provides cost parity with current aviation fuels?	if the Air Ambulance uses Jet A1 for any of their platforms, then yes. SAF is available now. I cant comment on cost parity as that is not publicly available
14	Mark could you comment on: apart from all the technical requirements how critical is the Clearing House to help new entrants liasing with all ASTM stakeholders and particluarly OEMs in this rigourous and complex process.	Yes, because the D4054 Clearinghouse has experience with reviewing the data and writing the reports, we can provide guidance to the candidate SAF producers to help address quesstions before their asked
15	For Mark R - do you periodically retest random samples of already approved fuels?	Not formally, but all ASTM fuel specifications are subject to adjustment or revision if we receive data that indicates there is some issue with a particular fuel.
16	Are non-UK citizens from Europe allowed to make an appliation for the Clearing House Director?	There will not be stipulations about the nationality of the Clearing House Director. However, the work of the Clearing House will need to be carried out predominantly in the UK.
17	Would you please confirm the planned operational model of the UK Clearing House - will it be hub and spoke?	Yes, it will require a network of facilities as no one organisation can deliver all the ASTM tests.
18	Focussing just in GHG aspects of fuels could be short sighted. The non-CO2 emissions could be just as important and some SATFs that would fail current "sustainable" criteria could be excellent for non-CO2 aspects.	Yes, the non-CO2 impacts are important and the research on the non-CO2 impact of SAF in use is still nascent, early indications suggest it is positive but we need a better understanding of which SAF pathways of off better non CO2 profile

19	To confirm: The UK Clearing House seeks to guide (UK) SAF producers certifying their pathway via ASTM, and thus not seek to directly certify the SAF production pathway into DefStan 91-091, correct? Next to a close collaboration with the US-CH, is there any specific collaboration with DefStan, EASA or UK policy envisioned for the UK CH?	Def Stan is accepting D7566-approved fuels into Def Stan 91-091. You just have to meet the more stringent elements that already exist for conventional Jet A-1 made to Def Stan 91-091, e.g. TAN. Key folks involved with Def Stan DO take part in ASTM approval process. The clearing house will support DEFSTAN testing also.
20	Hi all, what is KTN's role in the clearing house planning/delivery going forward?	KTN will act as an enabler, connecting and supporting fuel producers to access the clearing house. They can help disseminate news/comms/PR created by the clearing house and will continue to work with DfT in an advisory capacity
21	Why is the funding not covering equipment? what should this director do without equipment?	The test facilities in the UK already have the testing equipment in place. Hence the tender states that the UK clearing house should be a network rather than being delivered through one organisation.
22	Will the Director be engaged as a separate entity from the Clearing House and is the engagement for both the set up and delivery phases?	The Director will be engaged on a part time basis to lead the clearing house. We expect the Director to be recruited in the development phase at a minimum, then lead work at the delivery phase.
23	Could the list of facilities be shared to support the delivery partner applications?	<a href="https://app.powerbi.com/view?r=eyJrIjoiaNzJmMjdY2EtZmQwZC00MTk2LTg2OWMtOGU1MTJkNzBhOWQ1IiwidCI6IjNlMmMzN2M3LTcyNDAtNDI5ZS1iZTUyLTc3Y2ZmY2FkMDJjZCJ9">https://app.powerbi.com/view?r=eyJrIjoiaNzJmMjdY2EtZmQwZC00MTk2LTg2OWMtOGU1MTJkNzBhOWQ1IiwidCI6IjNlMmMzN2M3LTcyNDAtNDI5ZS1iZTUyLTc3Y2ZmY2FkMDJjZCJ9</a>
24	testing facilities are in the UK yes but often in competitor locations. Please take care of conflict of interest	The network of testing facilities will be required to work together and sign an MOU/partnership agreement