Purpose

- Forum to engage stakeholders in the commercial opportunities and challenges in the introduction and operation of Zero Emission aircraft (no carbon emissions at the aircraft tailpipe) and supporting infrastructure.
- Building on the barriers and enablers identified by the ZEF DG task-and-finish group, prioritising recommendations to overcome, to take advantage of and support the commercialisation of Zero Emission Flight (ZEF).
- Make recommendations for UK Government policy and Industry action, via the ZEF DG, as to how the UK can best support commercialisation of ZEF in line with the Jet Zero strategy and goals.

Scope

- Provide recommendations to ZEF DG through engagement with Industry stakeholders with product and services associated with the operation of ZE aircraft (ref JZC strategy / milestones).
- Recommendations will be focused within the identified and prioritised opportunities and ‘primary cause’ barriers and catalysts of:
  - Financing and financial risk (Access to funding/investment/debt for R&D, scale-up, purchase and systemic change. In addition, market risks undermining investment case or ability to absorb ‘cost of learning’).
  - Government policy and planning stability (Policy pathway certainty and ability to forward plan investment with confidence).
  - Market readiness (Level of technology maturity, supporting networks/services and customer preparation for ZEF).
  - Competitiveness and Operating Uncertainty (Addressing uncertainty in implementation, maintenance, operating economics and in-service risk).
- Provide inputs on the work relevant to other ZEF subgroups (Aircraft, Regulation and Infrastructure)

In Scope & Out of scope details

- As stipulated by the ZEF DG terms of reference.
- Content specific to the role of other working groups (Aircraft, Infrastructure, Regulation)
Objectives

- Establish a stakeholder forum relevant to the purpose.
- Identify and engage with stakeholders to build-on and prioritise opportunities / barriers for action.
- Identify, prioritise and propose measures (industry and government) to the ZEF DG that will support the commercialisation of ZEF aircraft.
- Identify out of scope market measures and place with the associated ZEF Subgroup.

Governance

- A Chair and Secretariat will be appointed to run the Subgroup and the Chair will represent the group at the Zero Emission Flight Delivery Group (ZEF DG).
- The chair will have responsibility for:
  - Overseeing the development and delivery of a work programme for the Subgroup.
  - Reporting to the ZEF DG and working effectively with the other Subgroup Chairs as required.
  - Managing meetings, ensuring they run effectively and smoothly, taking members through the agenda items, keeping members to time and summarising key actions.
  - Ensuring that the full range of views expressed by members and invited experts are appropriately taken into account during meetings.
- The Secretariat will:
  - Support creation of meeting agendas and confirm with Subgroup members (at least one week in advance).
  - Ensure the timely circulation of background papers and agenda to members (at least one week in advance).
  - Commission more detailed update notes and digital surveys between meetings, focusing on topics relevant to the Subgroup discussions that can support policymaking, as required.
  - Disseminate and keep track of the agreed actions from each meeting.
  - Minute each meeting (non-attributable), assemble and analyse records (including key actions) and share with members and responsible officials.
  - Prepare short briefing papers for the Chair to use to report to the ZEF DG on progress made by the Subgroup.
Membership

Members are expected to:

- Offer expertise and experience, and bring diverse, economy-wide input to forming recommendations.
- Contribute to and comment on analysis and materials developed by or brought to the group.
- Advise on priorities, shaping the scope of the subgroup’s programme over time to ensure it remains strategic and aligned to the Jet Zero mission in the long-term.
- Complete actions accepted and agreed during meetings in a timely manner.

The Subgroup should aim to comprise representatives of the following stakeholder groups.

- Government (DfT, DBT)
- Aviation finance
- Aviation lessors
- Airports (UK – small through to large)
- Airlines / operators (Small to large, domestic to international, trade representation)
- Insurance
- Aviation asset appraisal
- Regulators
- Zero emission aircraft manufacturers (OEM, Tier 1, Start Ups)
- Cross-cutting and expert/advisory services
- Catapults