



Department  
for Transport

The Lord Young  
House of Lords  
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**Lord Hendy of Richmond Hill**  
Minister of State for Rail

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2 December 2024

Dear Lord Young,

Thank you for your contribution to the recent debate in the House regarding the Aviation Safety (Amendment) Regulations 2024. I am writing in response to your question relating to sustainable aviation fuel (SAF).

I am pleased to hear about your interest in SAF and Net Zero. The Government is committed to delivering greener aviation and supporting the missions to kickstart economic growth and to make Britain a clean energy superpower.

SAF has been legally available and in use. However, international fuel standards do not yet allow more than a 50% blend of synthetic fuel with regular jet fuel. Therefore, for the Virgin Atlantic flight that you referred to, a specific Permit to Fly was granted from the UK Civil Aviation Authority together with airspace permissions granted by Irish, Canadian and US overflight authorities.

To help reduce uncertainty, cost and time barriers to SAF development without sacrificing safety, DfT has established the UK SAF Clearing House. The Clearing House is a national hub capable of facilitating aviation fuel testing, and providing expert advice and some grant funding, for producers looking to enter testing of their SAF at all qualification stages of the industry standards for jet fuel. It will act as a low-cost enabler to future SAF projects, while helping to alleviate the global fuel testing pressures.

In terms of progress being made towards net zero for aviation, the Renewable Transport Fuel Obligations (Sustainable Aviation Fuel) Order 2024 was made on 18 November 2024 and will come into force on 1 January 2025. This Order introduces the SAF Mandate which is the UK's key policy to decarbonise jet fuel. It does this by securing demand for SAF by obligating the supply of an increasing amount of SAF in the overall UK aviation fuel mix.

We have designed a scheme that is both ambitious and pragmatic to the realities of the SAF industry. The Department estimates it could deliver up to 6.3 megatonnes of carbon savings per year by 2040.

Furthermore, DfT is supporting 13 first-of-a-kind SAF projects across the UK through the £135 million Advanced Fuels Fund. The Autumn 2024 Budget extended this fund for a further year to ensure support for SAF producers. Following the King's Speech in July, the Government will be laying legislation to introduce a revenue certainty mechanism that will further support SAF production in the UK. We will continue working with industry to consider the best way to support the aviation industry to decarbonise.

To clarify, the Aviation Safety (Amendment) Regulations 2024 do not provide legal authority to use SAF. They instead permit fuel planning to be both of fuel and alternative energy sources when those energy sources are in use in the UK.

Thank you once again for your contribution. If you have any further questions on this matter, please feel free to get in touch.

I am copying this letter to all Noble Lords who contributed to this debate and will place a copy of this letter in the Libraries of both Houses.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Peter Hendy', with a long horizontal flourish extending to the right.

**Peter, Lord Hendy of Richmond Hill**

**MINISTER OF STATE FOR RAIL**