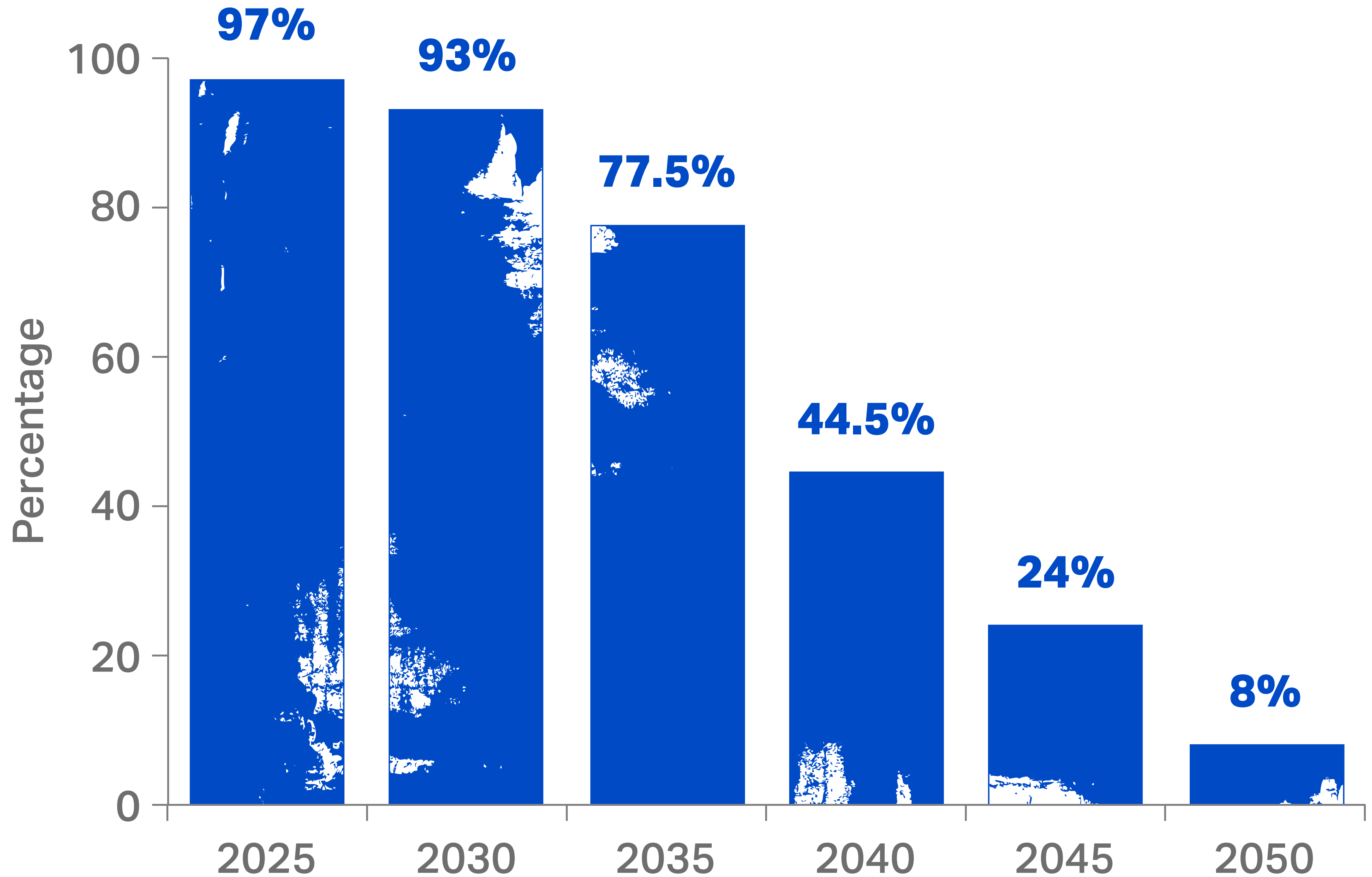
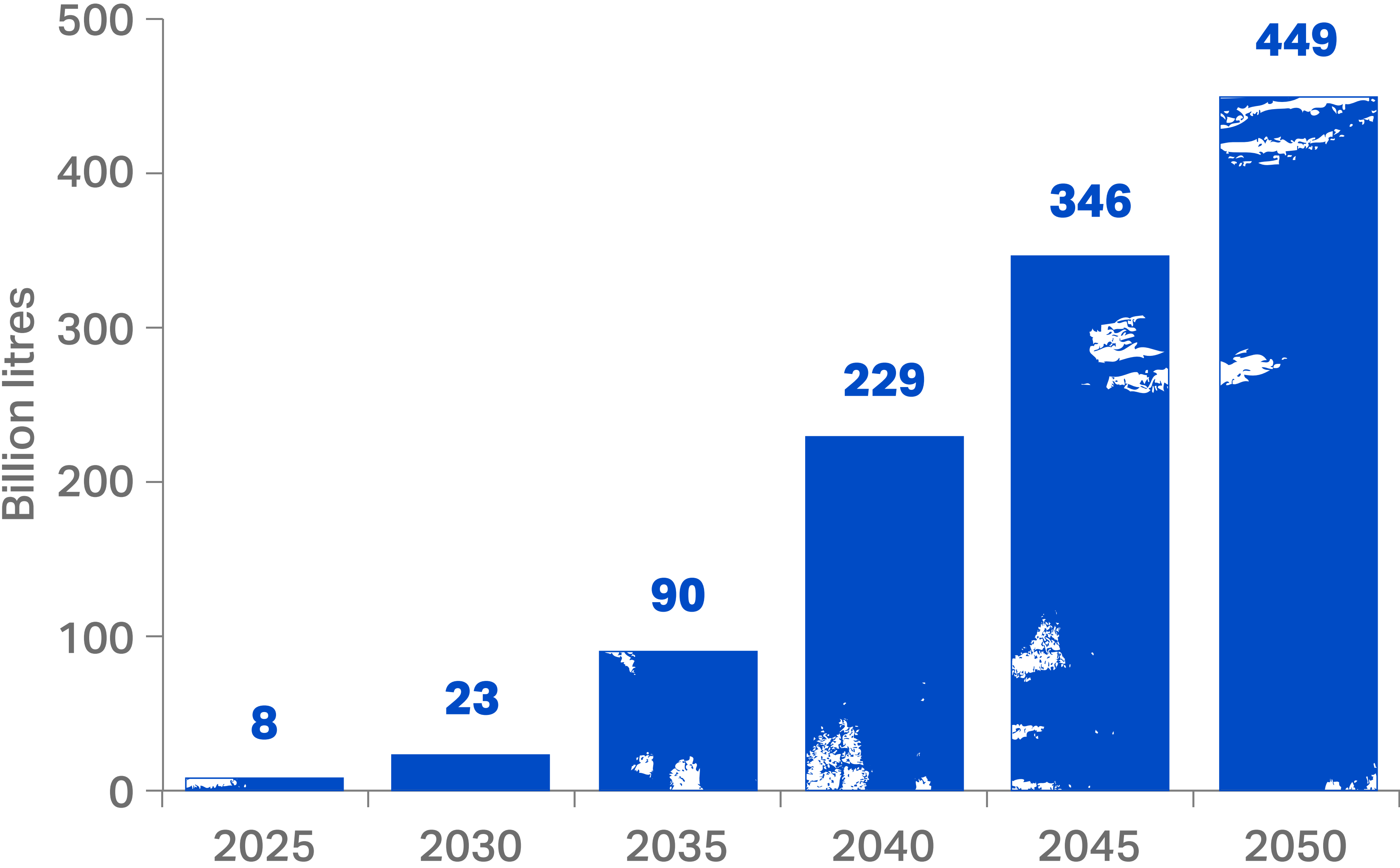


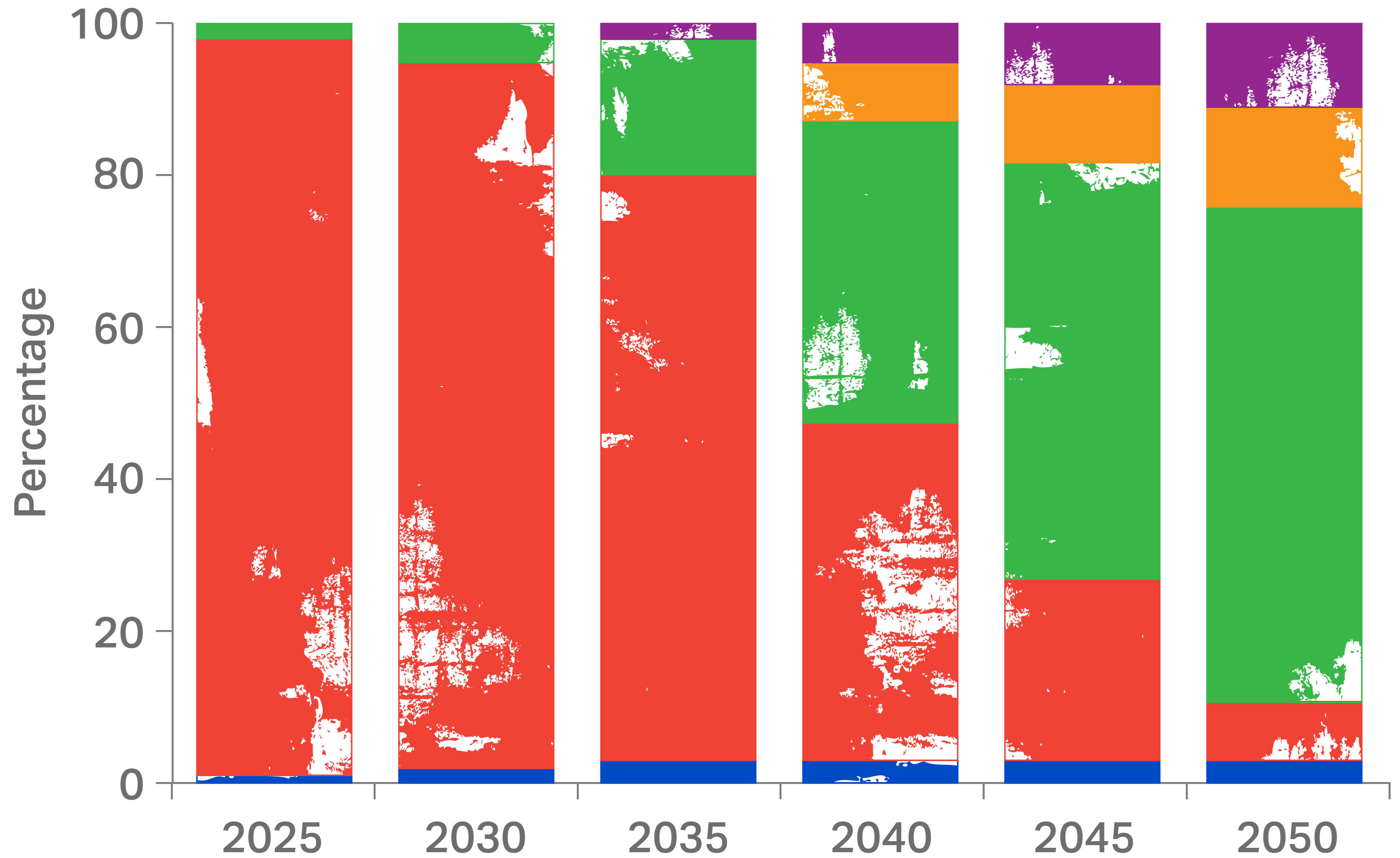
## Estimated percentage reliance on offsets for industry CO<sub>2</sub> reduction



# Expected SAF required for Net Zero 2050



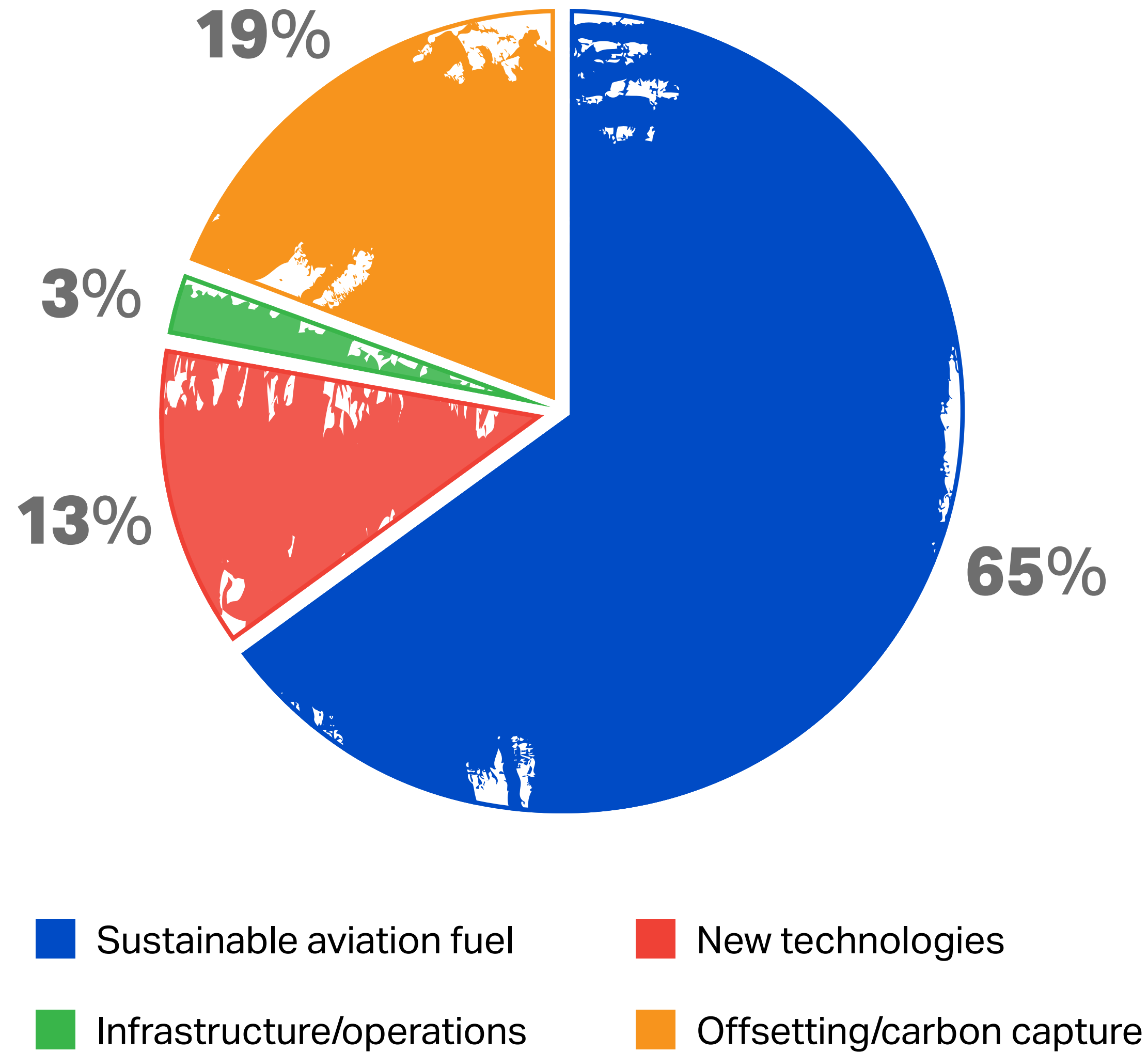
# Estimated percentage CO<sub>2</sub> abatement by solution and milestone



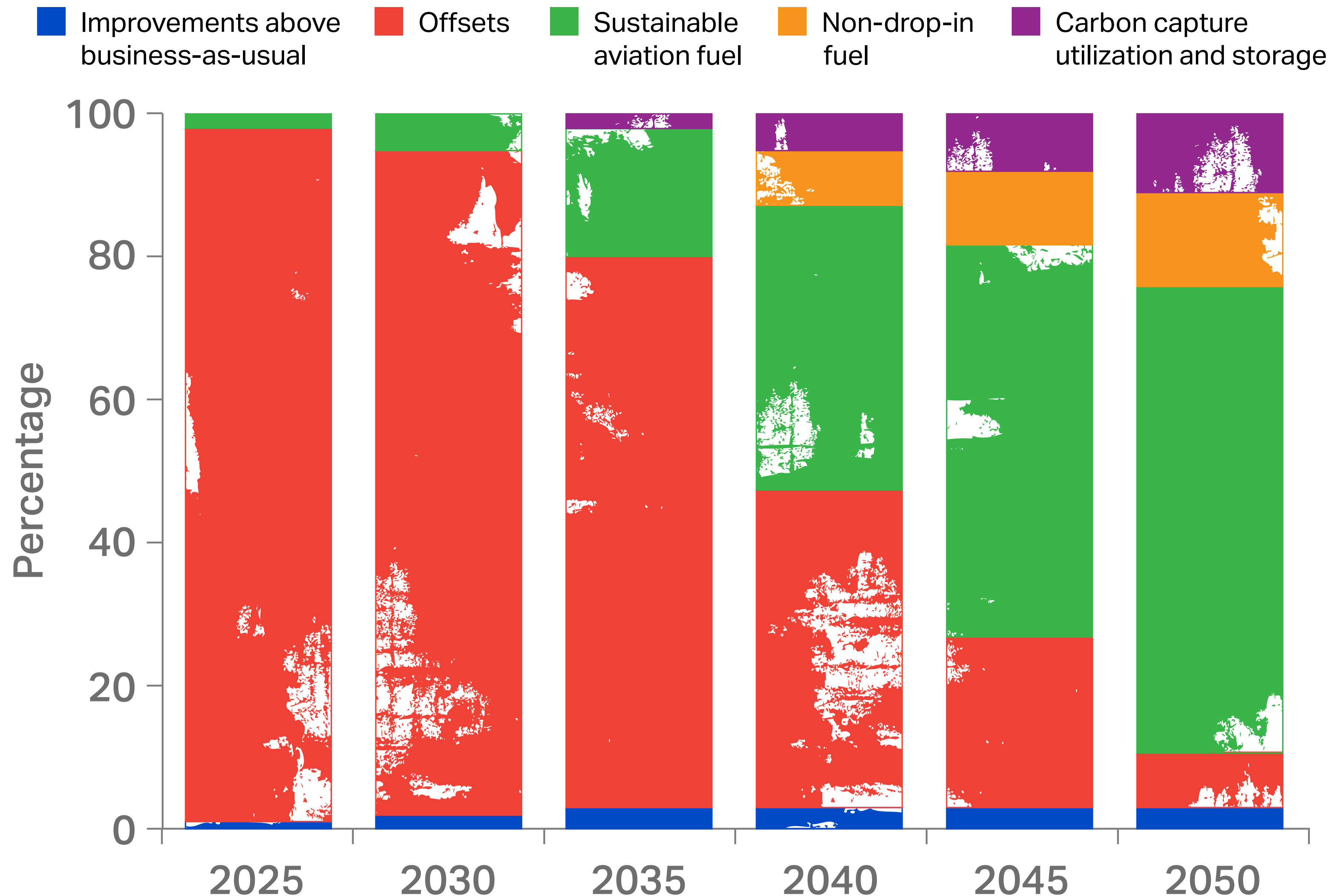
	2025	2030	2035	2040	2045	2050
<div></div> Improvements above business-as-usual	1%	2%	3%	3%	3%	3%
<div></div> Offsets	97%	93%	77.5%	44.5%	24%	8%
<div></div> Sustainable aviation fuel	2%	5%	17.5%	40%	55%	65%
<div></div> Non-drop-in fuel	0%	0%	0%	7.5%	10%	13%
<div></div> Carbon capture utilization and storage	0%	0%	2%	5%	8%	11%
	100%	100%	100%	100%	100%	100%



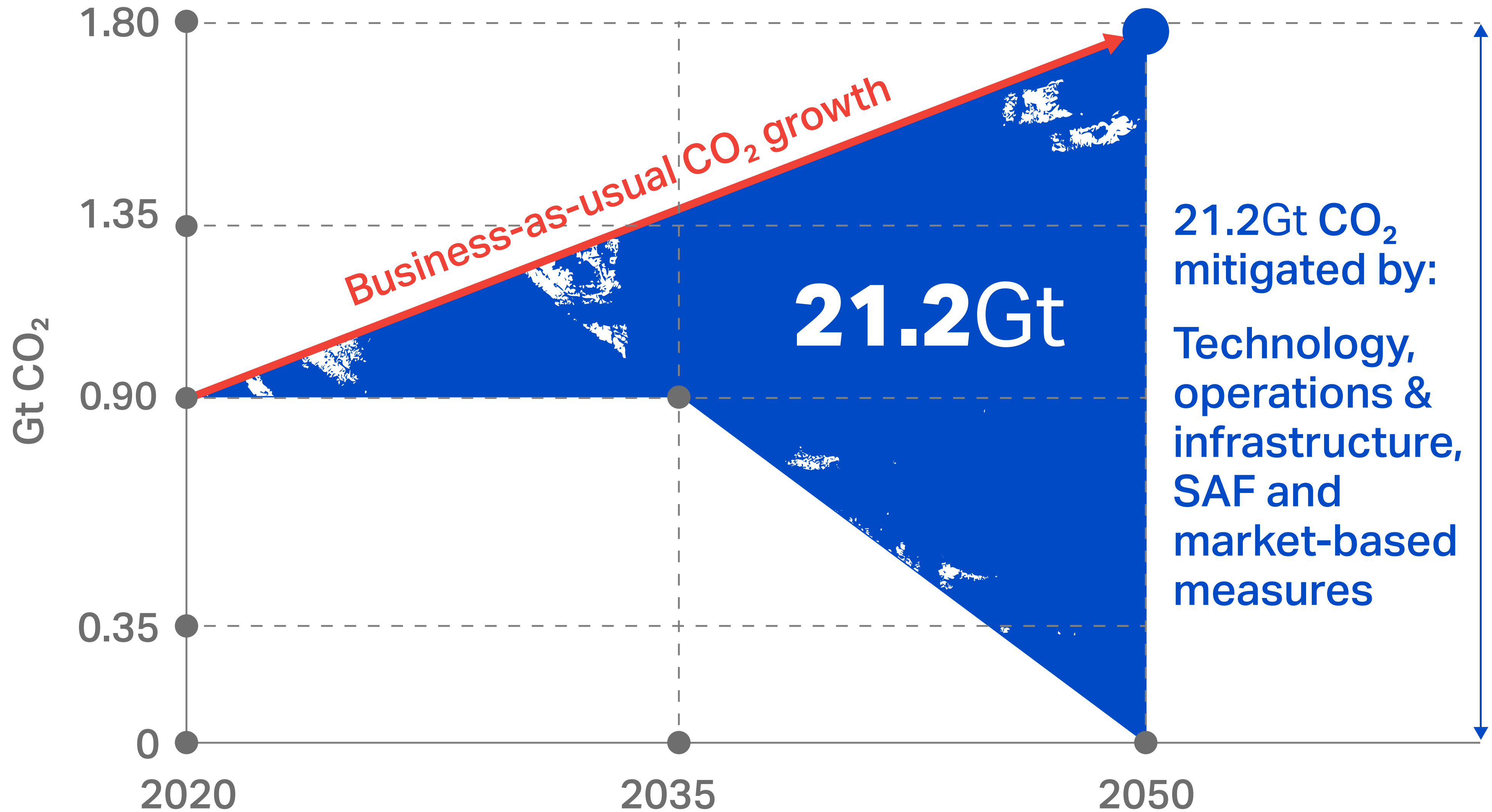
## Contribution to achieving Net Zero Carbon in 2050



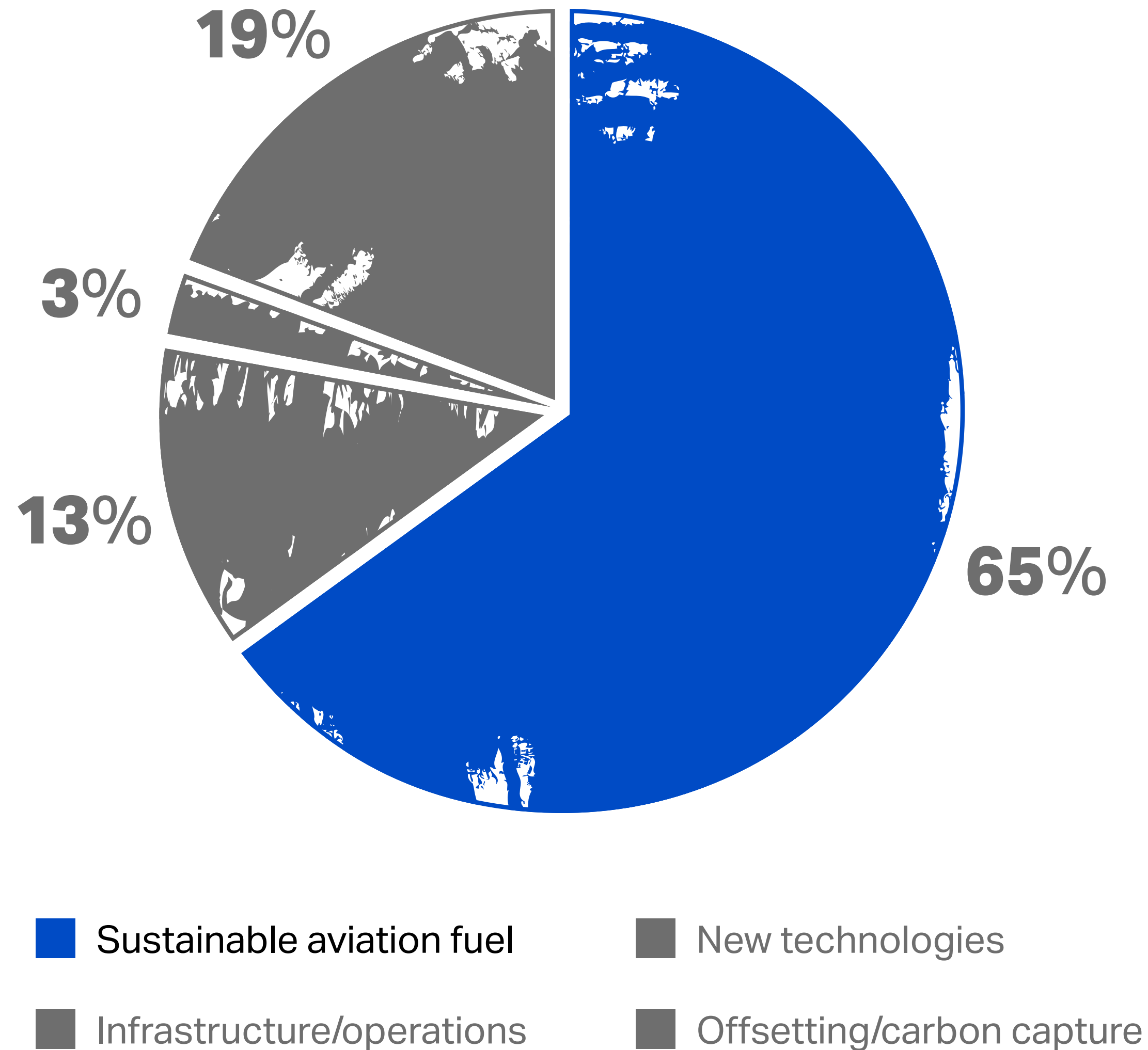
# Estimated percentage CO<sub>2</sub> abatement by solution and milestone



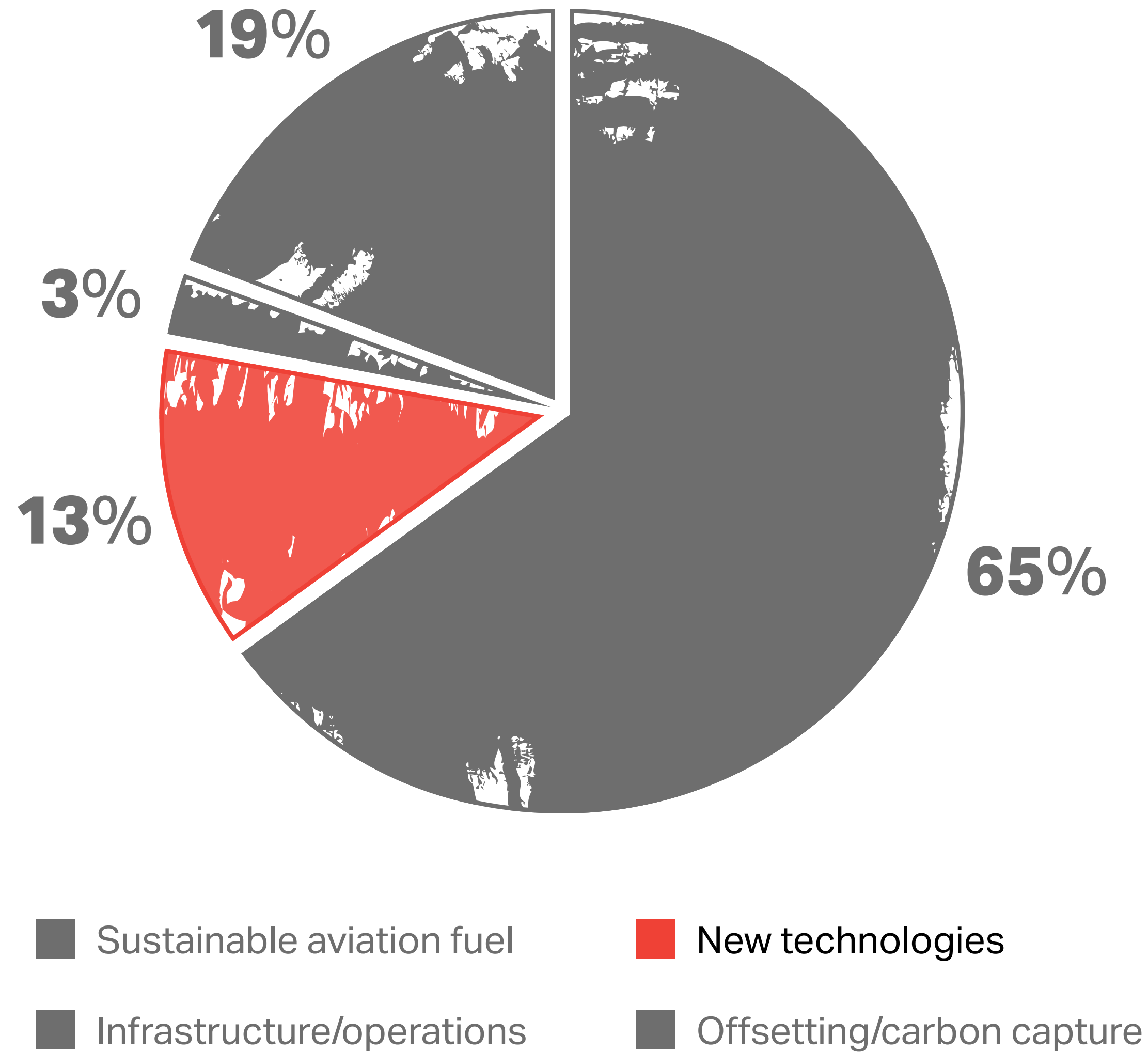
## Net Zero: Aviation carbon emissions to be abated by 2050



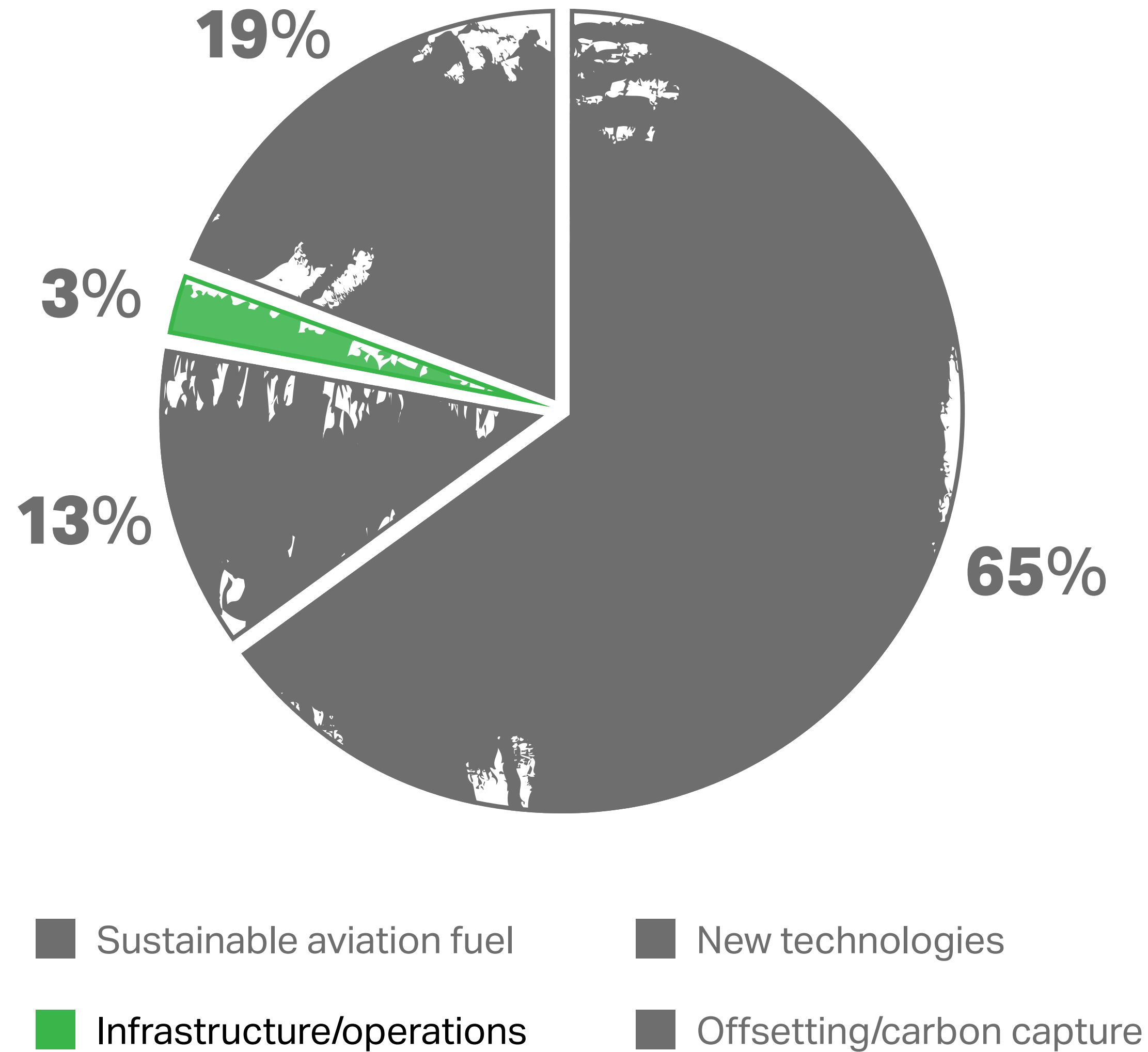
## Contribution to achieving Net Zero Carbon in 2050



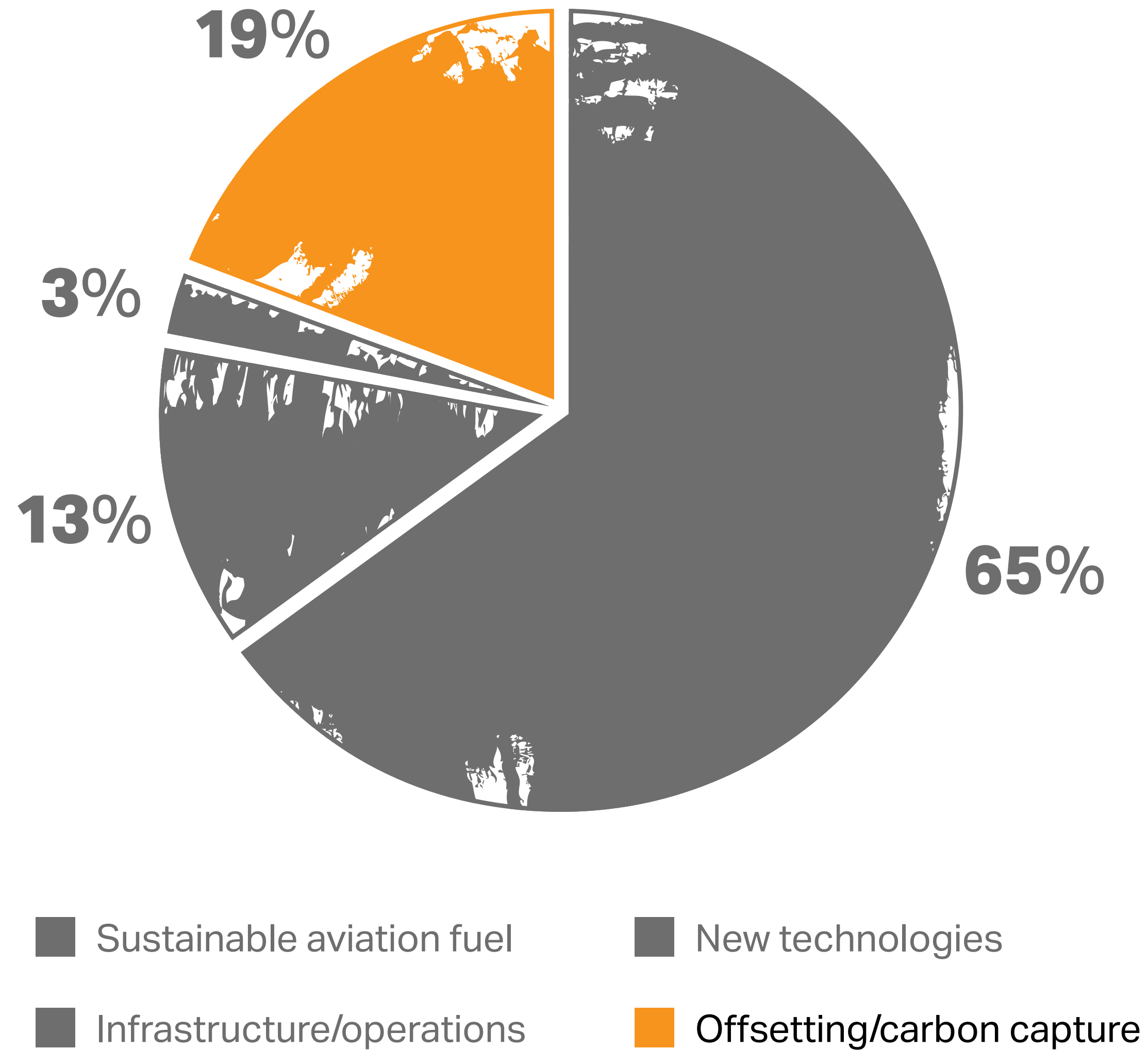
## Contribution to achieving Net Zero Carbon in 2050



## Contribution to achieving Net Zero Carbon in 2050



## Contribution to achieving Net Zero Carbon in 2050



## The state of sustainable aviation fuel (SAF) in 2021

**360,000  
flights**

2016: 500 flights  
2025: 1 million flights

**100 million  
litres per  
annum**

2016: 8 million litres  
2025: ~5 billion litres

**36 countries  
with SAF  
policies**

2016: 2 countries  
2025: global agreement?

**7 technical  
pathways**

2016: 4 pathways  
2025: 11 pathways

**70% average  
CO<sub>2</sub> reduction**

2016: ~60% reduction  
2025: ~80% reduction

**\$13 billion  
in forward  
purchase**

2016: \$2.5 billion  
2025: >\$30 billion

Source: IATA 2025 estimates