



Skytanking
a PrimeFlight company

Skytanking | A PrimeFlight Company | APRIL 2024

FUEL SERVICES OVERVIEW AND SAF

SKYTANKING FACTS & FIGURES



110+ airports across **16** countries*



25 million cbm refuelled per year (in 2023)



2 million aircrafts refuelled per year



4 fuellings per minute



70+ management and operations of tank farm and **16** hydrant systems worldwide*



100+ into-plane operations **~600** into-plane refuelling vehicles *



2,100 employees worldwide



Associate member of **JIG, ACI** and an active member of **IATA Fuel Group**

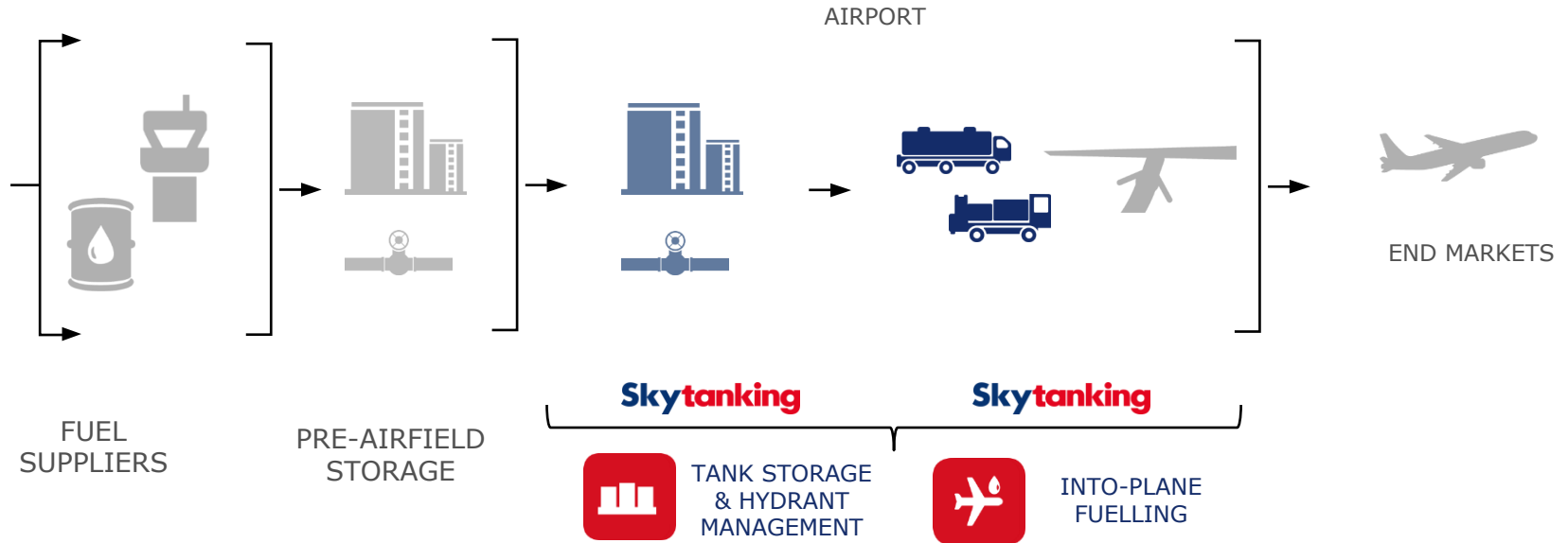


Founded **1998** in Hamburg

* includes PrimeFlight's 17 US locations

TRADITIONAL FUELING BUSINESS

Today jet fuel is typically managed via a pre-established logistics chain for each airport, where fuel suppliers manage the procurement, production and pre-airfield storage prior to the transportation and storage at the airport. Once in the airport storage facilities the airport fuel operators manage the delivery to the final customer on behalf of the fuel suppliers and or airlines.



SAF VALUE CHAIN

QUALITY CONTROL

1. Procurement of feedstocks / CO₂ / H₂ / etc
2. Production source (Hefa / AtJ / eFuels...plants)
3. Transport in primary logistic
4. Pre-Airfield storage (SAF blending)
5. Transport to Airport
6. Reception and airport storage
7. SAF Aircraft delivery
8. SAF data collection / reporting

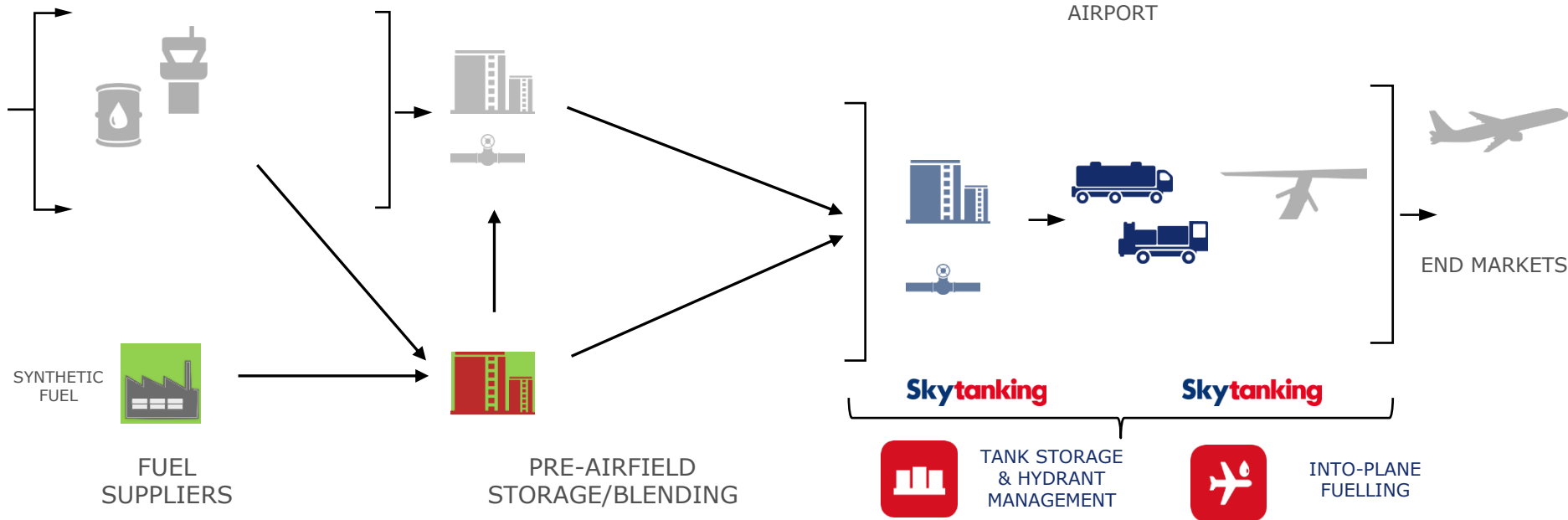


WHAT CHANGES DO WE SEE IN FUEL AND AIRPORT LOGISTICS?

- New fuels production sites or storage terminals which involves the entry of fuels from additional origins into the airport.
- New SAF production plants are smaller than conventional refineries (particularly for efuels), multiplying distribution chains.
- Quality control embedded in SAF supply accordingly, to comply with aviation fuels standards.
- Inclusion in the quality control chain, **sustainability certificates** referring to the origin of feedstock or supplies, technological path, CO₂ emission savings etc.
- Generation of new SAF-related information for all stakeholders (% blending, quantity, , emission savings, etc.) for accounting, regulatory, operational, compliance etc.
- NO CHANGES TO AIRPORT INFRASTRUCTURE IS REQUIRED.

WITH THE INTRODUCTION OF SAF

With the introduction of SAF, with the current standards, there is no need for duplication of airport infrastructure, but there exists the option for new intermediate storage points where blending may or may not, take place but this opens up an operational challenge to efficient reception and batch blending.



- **Monitor and Quality Assurance:** Monitor and ensure the quality of the fuel within the airport facility in accordance with the new quality certifications (e.g. ASTM D7566, D1655 or DEF STAN 9191). Different combinations of sources may create challenges to control the quality and traceability.
- **Management and Reception:** Increases in intermediate storage and blending facilities will create a potentially greater operational load linked to the reception of product from new origins, in addition to existing ones. New production plants may imply the existence of new intermediate storage points where the mixture is taken directly to the airport.
- **Increased demand for information:** Finally, and perhaps the most important change, is related to the management of the new demand for **information**. Storage and on-board supply managers connect information from fuel suppliers and airlines, and we are aware that much of this information, such as the % SAF mixture or quantity of SAF supplied, the type of SAF and perhaps other parameters, flows through our processes.
- **Adaptation of management systems,** fuel handling software to be able to bring together all this information and provide it in an effective and immediate way, both to suppliers and airlines, so that they can serve their customers. Reporting requirements demanded by the new regulatory framework (e.g. ReFuel).

SAF: OUR ROLE / NEXT STEPS

- Anticipating all future regulatory and operational changes.
- Our position enables us to promote a smooth change towards excellence and to be a reference for the whole industry in airport SAF handling.
- Be an active part of consortiums, partnerships, projects or working groups, both public and private, to provide support and solutions for the SAF into plane delivery.
- Deployment of human and technical resources for the development of data platforms systems and to secure all new operational, accounting and regulatory SAF information required by all stakeholders (SAF suppliers, aircraft operators, airport agents etc).
- Help develop all the mechanisms and solutions required to ensure and monitor the SAF quality throughout the distribution chain by promoting coordination with all producers, suppliers and distributors.

THE JOURNEY



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