

**SHT – SAF**  
**DIRECTIVE ON SUSTAINABLE AVIATION FUEL (SHT-SAF)**

**CHAPTER ONE**

Purpose, Scope, Legal Basis, Definitions and Abbreviations

**Purpose**

Article 1 – (1) The purpose of this Directive is to determine the principles regarding the standards to which Sustainable Aviation Fuels (SAF), used for the reduction of greenhouse gas emissions originating from international aviation activities, shall conform, as well as their mandatory use and promotion.

**Scope**

Article 2 – (1) This Directive covers:

1. All national and international air operators performing international flights, airport operators, facilities classified as non-sanitary establishments, and persons licensed by the Energy Market Regulatory Authority (EMRA) for related activities,
2. Flights departing from Türkiye to countries listed in the “CORSIA States for Chapter 3 Country Pairs” document within the ICAO CORSIA reporting period,
3. Operations conducted with aircraft having a maximum take-off weight (MTOW) greater than 5,700 kilograms.

(2) Flights conducted for humanitarian aid, medical, or firefighting purposes, as well as flights performed by State aircraft, are excluded from the scope of this Directive.

**Legal Basis**

Article 3 – (1) This Directive is issued based on:

1. The Law No. 4749 dated 5 June 1945 approving the Convention on International Civil Aviation signed in Chicago on 7 December 1944 and its Annexes, in particular Volume IV of Annex 16,
2. Article 437, paragraphs (b) and (c), of Presidential Decree No. 4 published in the Official Gazette No. 30479 dated 15 July 2018,
3. The Regulation on Monitoring of Greenhouse Gas Emissions from Aviation Activities (SHY-16.4) published in the Official Gazette No. 31789 dated 25 March 2022,

4. The Regulation on Licenses for Establishment and Operation of Non-Sanitary Enterprises Located at Civil Airports (SHY-33A) published in the Official Gazette No. 26838 dated 5 April 2008.

### **Definitions and Abbreviations**

Article 4 – (1) For the purposes of this Directive:

1. Fuel supplier: Enterprises holding a bunkering delivery license issued by EMRA, authorized to supply, sell and deliver fuel for aircraft at airports,
2. Emission: Carbon dioxide (CO<sub>2</sub>) released into the atmosphere as a result of combustion of fuel and similar materials,
3. Non-sanitary establishment: Facilities licensed by the Directorate General of Civil Aviation (DGCA) for sale, storage, and refueling of aviation fuel to aircraft, within the scope of Regulation SHY-33A,
4. Directorate General: Refers to the Directorate General of Civil Aviation (DGCA),
5. Air operator: Any airline operator specified in the ICAO CORSIA States Attributed Airlines document,
6. Jet fuel: Jet fuel as defined by the Energy Market Regulatory Authority (EMRA),
7. Sustainable Aviation Fuel (SAF): Non-fossil fuel that can be blended with conventional jet fuel and used in aircraft without modification, meeting national or international standards and sustainability criteria set by the relevant authorities.

(2) The abbreviations used herein mean:

1. CO<sub>2</sub>: Carbon dioxide
2. CORSIA: Carbon Offsetting and Reduction Scheme for International Aviation
3. EMRA: Energy Market Regulatory Authority
4. ICAO: International Civil Aviation Organization
5. SAF: Sustainable Aviation Fuel

## **CHAPTER TWO**

### **General Principles, Incentives and Sanctions**

#### **Mandatory Use of Sustainable Aviation Fuels**

Article 5 – (1) The Directorate General shall announce, on its official website before the end of the third quarter of each calendar year, the minimum annual emission reduction

per liter to be achieved through SAF use for the period from 1 January to 31 December. Fuel suppliers are obliged to supply SAF-blended fuel that meets at least the emission reduction value published by the Directorate General, in an amount not less than that supplied to the sector in the previous year. Air operators shall consume at least the specified quantity during the relevant calendar year.

(2) Information and documents regarding the use of SAF required to meet ICAO's 5% emission reduction target by 2030 shall be published on the Directorate General's official website.

(3) Air operators are required to load at least 90% of the total jet fuel needed for flights departing from airports in Türkiye.

### **Sustainable Aviation Fuel Standards**

Article 6 – (1) SAF to be used in aircraft under this Directive must comply with the latest ICAO CORSIA sustainability standards and requirements for SAF.

(2) The use of SAF is also recommended for operators performing flights outside the scope of CORSIA.

## **CHAPTER THREE**

### **Inspection Procedures and Sanctions**

#### **Inspection and Sanction**

Article 7 – (1) Natural and legal persons within the scope of this Directive shall be inspected by the Directorate General, with or without prior notice, in accordance with the relevant legislation. Those who act contrary to the provisions of this Directive shall be subject to enforcement in accordance with the Turkish Civil Aviation Law No. 2920 and other relevant legislation.

## **CHAPTER FOUR**

### **Miscellaneous and Final Provisions**

#### **Force Majeure, Postponement and Suspension**

Article 8 – (1) Situations that may be considered as force majeure include states of emergency, earthquakes, fires, floods, strikes, lockouts, pandemics, embargoes, restrictions by foreign countries, terrorist acts, wars, blockades, mobilization, and similar circumstances.

(2) In the occurrence of situations referred to in the first paragraph, implementation of Articles 5 and 6 of this Directive may be postponed or suspended.

#### **Enforcement**

Article 9 – (1) This Directive shall enter into force on the date of its publication.

**Execution**

Article 10 – (1) The provisions of this Directive shall be executed by the Director General of Civil Aviation.