

JP-1 - Jet Biofuels

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Jet Biofuels

The air transport industry is responsible for 2 percent of man-made carbon dioxide emitted. Boeing estimates that biofuels could reduce flight-related greenhouse-gas emissions by 60 to 80 percent. One possible solution which has received more media coverage than others would be blending synthetic fuel derived from algae with existing jet fuel:

Green Flight International became the first airline to fly jet aircraft on 100% biofuel. The flight from Stead airport in Stead, Nevada was in an Aero L-29 Delfin piloted by Carol Sugars and Douglas Rodante.

- Boeing and Air New Zealand are collaborating with Tecbio Aquaflow Bionomic and other jet biofuel developers

around the world.

- Virgin Atlantic Airways successfully tested a biofuel blend consisting of 20% babassu nuts and coconut and 80% conventional jet fuel, which was fed to a single engine on a 747 flight from London to Amsterdam.
- A consortium consisting of Boeing, NASA's Glenn Research Center, MTU Aero Engines (Germany), and the U.S. Air Force Research Laboratory is working on development of jet fuel blends containing a substantial percentage of biofuel.
- British Airways and Solena Group are establishing a sustainable jet fuel plant in East London, UK as BA plans to use the biofuel to power part of its fleet from 2014.
- 24 commercial and military biofuel flights have taken place using Honeywell "Green Jet Fuel," including a Navy F/A-18 Hornet.

Oil prices increased about fivefold from 2003 to 2008, raising fears that world petroleum production is becoming unable to keep up with demand. The fact that there are few alternatives to petroleum for aviation fuel adds urgency to the search for alternatives. Twenty-five airlines were bankrupted or stopped operations in the first six months of 2008, largely due to fuel costs.

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