

Jet Zero Council (JZC) Terms of Reference

1. Purpose

The Jet Zero Council will provide advice on the Government's ambitions for clean aviation. A dynamic Government and Industry partnership, the Council will focus on developing UK capabilities to deliver **net zero emission commercial flight** by:

- Developing and industrialising zero emission **aviation and aerospace technologies**;
- Establishing UK production facilities for **sustainable aviation fuels (SAF)** and commercialising the industry by driving down production costs;
- Developing a coordinated approach to the **policy and regulatory framework** needed to deliver net zero aviation by 2050.

2. Objectives

- a) To provide **Ministerial and senior industry leadership** on efforts to deliver UK capabilities for net zero aviation.
- b) To identify and optimise the **strategic, economic, and international benefits** of developing these industries in the UK and overcome the barriers and constraints industry face in achieving these goals.
- c) To accelerate the **designing, manufacturing, testing, certification, infrastructure and commercial operation of zero emission aircraft and aviation systems in the UK** through sustained investment in applied R&D and fostering greater collaboration across sectors.
- d) To accelerate the **delivery of SAF** by supporting the investment in first-of-a-kind SAF plants, supporting research and development of new pathways and driving down production costs through upscaling and innovation.
- e) To support **grassroots innovation** in these areas and make the **UK the best place in the world** to develop new aviation technology. Challenge existing approaches by involving **disruptors and innovators** in the dialogue.

3. Scope

The Council will advise on efforts to deliver net zero commercial aviation through UK production of zero emission aircraft and SAF, recognising the role of all current and future forms of commercial aviation in the technology pathway. Wider decarbonisation levers will be considered in DfT's Net Zero Aviation consultation.

The Council will establish sub-committees to accelerate progress on the objectives above, utilising existing structures where possible. The Council will work with other relevant bodies, including the Net Zero Transport Board, the Hydrogen Advisory Council, and the Carbon Capture, Utilisation and Storage Council.

The primary focus will be on reducing carbon dioxide emissions, while taking into account wider sustainability issues, including non-CO₂ effects.



Glossary of Terms

Net zero [carbon dioxide] emission flight - can be achieved by deploying zero emission technologies or by reducing emissions and balancing out any remaining carbon dioxide emissions produced by the aircraft by an equal share of negative emissions elsewhere. This could be achieved through zero emission aircraft, or through low emission aircraft in combination with sustainable aviation fuels with at least 100% lifecycle emission savings or offsetting against greenhouse gas removals (GGRs).¹

Commercial flight - All current and future forms of air services *carrying people or goods for financial reward. This includes scheduled and unscheduled, manned and unmanned aviation services.*

Zero Emission aircraft - do not emit any tailpipe carbon emissions. This could be achieved through a range of electric- or hydrogen-based propulsion technologies. This definition does not account for carbon emissions during manufacturing or aircraft maintenance.

Sustainable Aviation Fuels (SAF) - a wide range of sustainable alternatives to conventional fossil-derived kerosene. This includes all alternative fuels which have the potential to reduce carbon emissions.

Net Zero Aviation consultation - The Government consultation, led by DfT, on the policies and mechanisms to achieving net zero aviation by 2050. This will be launched later in 2020.

Non-CO₂ effects - Aviation produces a small amount of non-CO₂ emissions which have climate impacts. This includes very small amounts of methane and N₂O, both of which are regulated under the Climate Change Act, and aerosol particles and water vapour (which are not covered by either UK or international climate change policy). These emissions affect aerosols, clouds and atmospheric composition and can have both a positive and negative warming effect on climate change.

¹ The Terms of Reference sets out the areas of focus for the Jet Zero Council.