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KLM, Finnair, Lufthansa fly with biofuel

Following the ASTM International Committee on Petroleum Products and Lubricants' approval of bio-derived jet fuel for commercial use, there were a number of biofuel developments that indicated the airline industry is keenly interested in alternative fuel. KLM on June 29 operated the first-ever scheduled commercial flight partially powered by biofuel when it flew a 737-800 from Amsterdam to Paris Charles de Gaulle that performed "exactly the same—as expected—as flights on traditional kerosene," the airline told *ATW*.

Both of the 737NG's CFM56 engines were powered by a 50-50 blend of traditional kerosene and biofuel derived from used cooking oil. The flight came after a number of biofuel test flights conducted by carriers around the world and ahead of the carrier's plan to operate some 200 AMS-CDG commercial flights powered in part by biokerosene starting in September. The biofuel was supplied by Dynamic Fuels and distributed to the carrier via Amsterdam-based SkyNRG, the consortium co-founded by KLM in 2009 with North Sea Group and Spring Associates.

Finnair in late July planned to operate a scheduled flight partially powered by biofuel between AMS and Helsinki and said it will ultimately operate at least three biofuel flights on the route. The carrier said it will use a 50/50 blend of fuel with half derived from "recycled vegetable oil" and half derived from traditional aviation fuel. Meanwhile, Lufthansa started its scheduled biofuel flights on July 15, launching a six-month trial in which an IAE V2500-powered Airbus A321 will operate on the Frankfurt-Hamburg route. The A321, which will use a 50-50 mix of biofuel and traditional kerosene in one of its engines, is slated to operate eight daily legs between FRA and HAM. LH estimates it will save around 1,500 tons of carbon dioxide emissions over the six months.

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