



SAE Aerospace Standards

Presentation to ANSI H2 Webinar, March 31st 2026

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AGENDA

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- SAE – Aerospace: Who and where we are; Pedigree: 121-years;
- Standards importance for Certification;
- SAE Council;
- Role of Standards Today;
- Hydrogen Standards:
 - The development process & participation classifications;
- SAE International Committee Landscape Chart: Feb 2026;
- How to get involved?
- Electrified Propulsion: Industry Priorities;
- Work in Progress (WIP)/Published Standards: an overview;
- Collaboration – SAE/EUROCAE which standards;
- What's next? SAE's H2 Standard Gaps Alternate Aviation Fuel SG;
- Conclusion – LH2 aviation is developing.

Global Footprint: 121 Years of Advancing Mobility

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SAEI 200,000+
members & volunteers

90 Countries
42 Sections
115 Student Chapters



SAE International Aerospace Standards – 7,800+ Active

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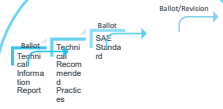
Engage
16,000+
SMEs



Reach Globally
59 Countries



Collaborate
640+
Committees



Build & Maintain
9,900+
Standards



Deliver
200,000+
Documents



SAE INTERNATIONAL StandardsWorks™



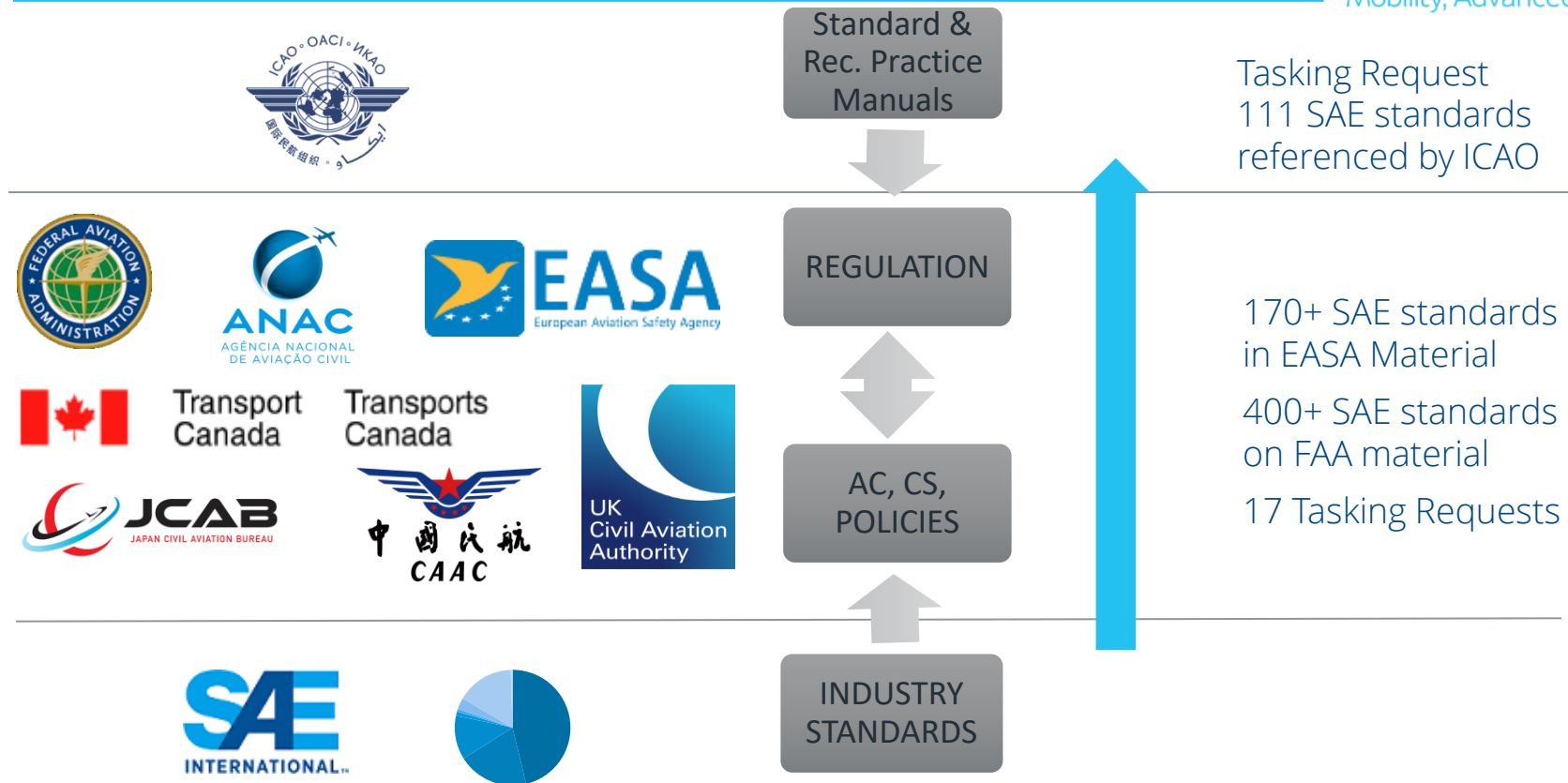
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SAE INTERNATIONAL SAE Mobilus®



SAE Standards and Certification

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SAE Aerospace Council

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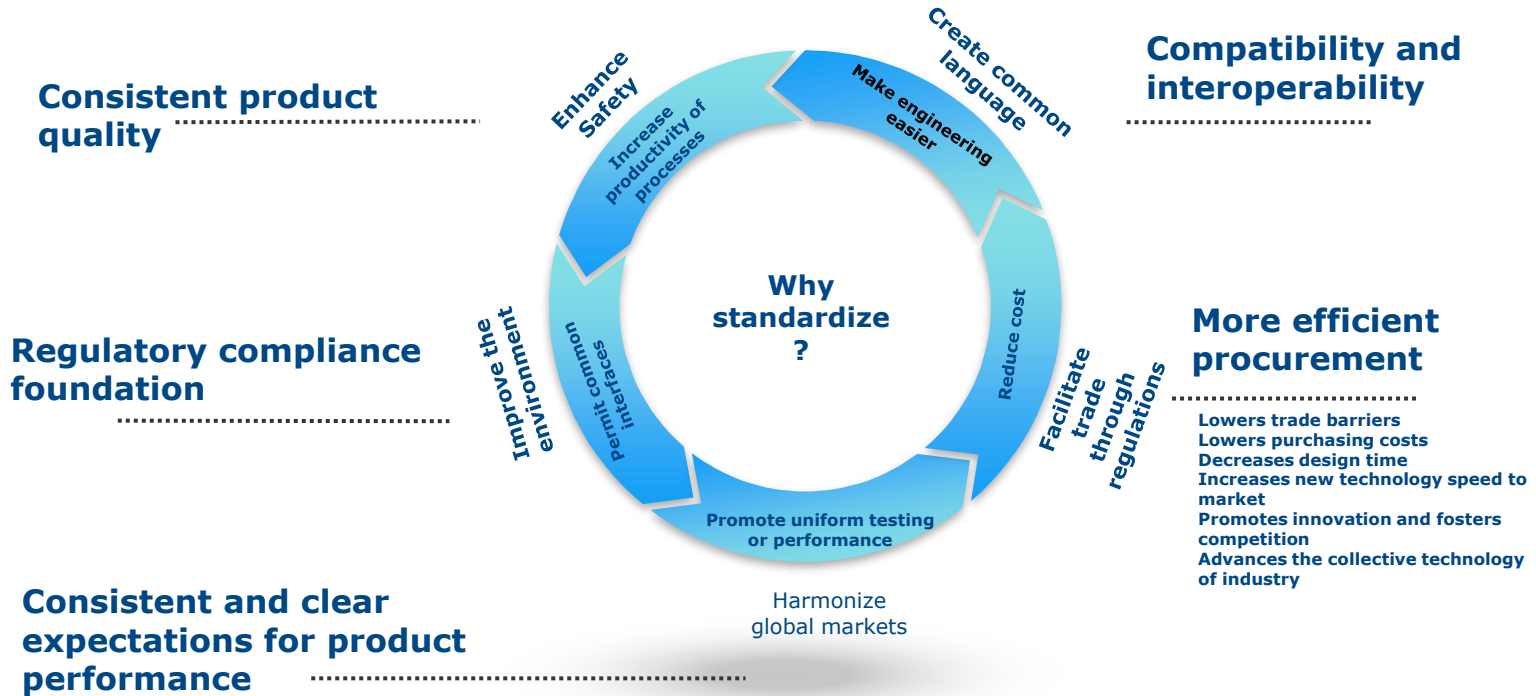
Purpose of the SAE Aerospace Council

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- **Oversight and management** of the SAE International Aerospace Standards program;
- **Purpose: Defines the structure and direction of this program**, ensuring technical committees, **create relevant, consensus-based standards for aviation, safety and manufacturing**:
 - Aerospace **Standard** (AS);
 - Aerospace **Material Spec** (AMS); &
 - Aerospace **Recommended Practice** (ARP),
 - Aerospace **Information Report** (AIR) for aviation, safety, and manufacturing;
- **Three primary roles** in managing the Aerospace Standards work:
 - Dealing with **standardization impacts of strategic issues** confronting the aerospace industry
 - Responding appropriately to **needs for Technical Standards** e.g. regulation, in acquisition, in safety, and many other areas.
 - Reports to the Executive Standards Committee (ESC).

Role of Standards Today

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<https://www.sae.org/>

Standards Development Process Timeline

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Need Established
Industry/Authority



Technical Development
Committee Expertise
Ballot 28/14 Days



Governance
Council Oversight
Ballot 28 Days



Detail of the SAE Standards Development Process

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- **Initiation:** A need for a new standard is identified, and a project is approved by technical committees, which often include over 700 groups.
- **Drafting:** A workgroup or task force of subject matter experts is assigned to draft the document, developing the technical content through collaborative meetings.
- **Balloting and Consensus:** The draft is submitted for voting by technical peers to ensure technical accuracy and industry-wide consensus.
- **Resolution and Review:** Comments and revisions from the ballot are addressed by the workgroup and sponsor before final approval.
- **Publication and Maintenance:** The standard is formally published by SAE International and becomes a "living document," updated periodically to reflect new technologies and industry practices

Technical Committee Participant Classifications

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Voting Member

Access to all Work Area files and drafts

Responsibility to participate in meetings and balloting process



Liaison

Liaisons coordinate with parallel activities occurring in the government, other associations, and related SAE International technical committees



Mailing List Recipient

Mailing List Recipients receive information on technical committee meetings.

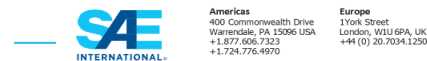
They do not receive information related to technical reports or ballots.



Consultant

Consultants are under contract to SAE International and serve in an advisory capacity on specific projects.

SAE Aerospace Committee Chart – to date Feb 2026



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sae.org/standards/development/aerospace



Aerospace General Projects Systems Group		Aircraft Systems Group		Aerospace Materials Systems Group		Aerospace Mechanical & Fluid Systems Group		Aerospace Electronics & Electrical Systems Group		Aerospace Propulsion Systems Group		Aerospace Avionic Systems Group																																																																																																																																																																								
G-10 Aerospace Behavioral Engineering Technology	G-10A Aeronautical Information System	G-10D Color Display	G-10E Enhanced Vision/Synthetic Vision Systems	G-10EAB Executive Advisory Group	G-10G Realistic Training	G-10H Human Factors Consider Cert of Flight Deck-Cockpit Equip	G-10HD Head Worm Display	G-10I Charting	G-10MDF Multifunction Displays	G-10OL Operational Lasers	G-10P Perspective Flight Guidance	G-10T Laser Safety Hazards	G-10TD Touch Interactive Display Systems	G-10TDS Systems	G-10U Unmanned Aerospace Vehicle	G-10V Vertical Flight	G-10W Weather Information Systems	G-10WW Wake Vortex	G-18 Radio Frequency Identification (RFID) Aerospace Applications	G-20 Avionics/Electronics Corrosion CS - Commercial Space	G-21 Space Environment Safety	G-25 Helicopter Seats	G-26 Lithium Battery Packaging Performance	G-27 Simulators for Impact and Ingestion Testing	G-28 Unmanned Aircraft Systems Operator Qualifications	G-31 Electronic Transactions for Aerospace	G-32 Cyber Physical Systems Security	G-34 Artificial Intelligence in Aviation	G-35 Modeling, Simulation, Training for Emerging Aviation Technologies	G-36 Sustainable Waste Management	G-37 Process Intensive Materials Certification Guidance	G-38 Automation of Aircraft Exterior Inspection	A-4 Aircraft Instruments	A-4ADWG Air Data	A-4ED Electronics Display	A-4EFS Electronic Flight Instrument System Display	A-4FLW Fuel Flowmeters	A-4HUD Head-up Display	A-4HUD Underwater Locator Device	A-5 Aerospace Landing Gear Systems	A-5A Wheels, Brakes & Skid Controls	A-5B Gears, Struts & Couplings	A-5C Aircraft Tires	A-10 Aircraft Oxygen Equipment	A-20 Aircraft Lighting Steering Group	A-20A Crew Station Lighting	A-20B Exterior Lighting	A-20C Interior Lighting	A-21 Aircraft Noise Measure and Noise/Airway Emission Modeling	A-22 Fire Protection & Flammability Testing	AC-9 Aircraft Environmental Systems	AC-9C Aircraft Icing Technology	ACM-9M Flight Deck Measurement	S-7 Flight Deck Handling Qualities	CS-1 Cabin Air System	S-9 Cabin Safety Provisions	S-9A Safety Equipment & Survival Systems	S-9B Cabin Interiors & Furnishings	Aircraft SEAT	ACBG Airframe Control Beings	ACBGPB Plain Bearing	ACBGREB Rolling Element	AMS ADV Aerospace Materials Advisory Group	Additive Manufacturing	AMS AM Additive Manufacturing	AMS AM-M Additive Manufacturing Metals	AMS AM-P Additive Manufacturing Non-Metallic	AMS AM-R Additive Manufacturing Resin	Metals & Related Processes	AMS B Finishes, Processes & Fluids	AMS D Nonferrous Alloys	AMS E Carbon & Low Alloy Steels & Specialty Steels & Alloys	AMS F Corrosion & Heat Resistant Alloys	AMS G Titanium, Beryllium, and Refractory Materials	AMEC Aerospace Metals	ASEC Aerospace Surface Enhancement	Non-Metals & Related Processes	AMS CE Elastomers	AMS P Polymeric Materials	AMS P-17 Polymer Matrix Composites	AMS CACRC ATA/IATA/SAE Commercial Aircraft Composite Repair	AMS GB Organic Coatings	AMS GS Aerospace Sealing	AMS J Aircraft Maint Chemicals & Materials	AMS M Aerospace Greases	Non-Destructive Evaluation	AMS K Non-destructive Methods & Processes: Magnetic Particle & Penetrant Methods TF	AE-2 Lighting	AE-4 Electromagnetic Compatibility (EMC) Committee	AE-7 Aerospace Electrical Power & Equipment	AE-7A Generators/Controls/Magnetic Devices	AE-7B Power Management, Distribution & Storage	AE-7C Systems	AE-7D Energy Storage and Charging	AE-7E Hydrogen and Fuel Cells	AE-7F Aerospace Model Based Engineering	AE-7P Protective and Control Devices	AE-8 Aerospace Electrical/Electronic Distribution Systems Steering Group	AE-8A Electrical Wiring & Fiber Optic Interconnect Systems Installation	AE-8B Connectors	AE-8C Terminating Devices & Tooling	AE-8D Wire & Cable	AE-9 Electrical Materials	HVIC High Voltage Coordinating Committee	AE-10 High Voltage	AE-11 Aging Models for Electrical Insulation in High-Energy Systems	E-25 General Strds for Aerospace and Propulsion Systems	E-30 Propulsion Ignition Systems	E-31 Aircraft Engine Gas & Particulate Emissions Measurement	E-31B Bleed Air	E-31G Gaseous	E-31P Particulate Matter	E-33 In-Flight Propulsion Measurement	E-33A Aeroengine Hazard Zone	E-34 Propulsion Lubricants	E-36 Electronic Engine Controls	E-38 Aviation Piston Engine Fuels and Lubricants	E-39 Unmanned Aircraft Propulsion	E-40 Electrical Propulsion	E-41 Engine Corrosion – Runway Deicing Products	EG-1 Aerospace Propulsion Sys Support Equip	EG-1A Balancing	EG-1B Hand Tools	EG-1B1 Power Tools - Productivity, Ergonomics and Safety	EG-1E Gas Turbine Engine Test Facilities and Equipment	S-12 Powered Lift Propulsion	S-15 Gas Turbine Performance Simulation Nomenclature and Interfaces	S-16 Turbine Engine Inlet Flow Distortion	AS-1 Aircraft Systems & Systems Integration	AS-1A Avionics Networks	AS-1B Aircraft-Store Integration	AS-1C Avionic Subsystems	AS-2 Embedded Computing Systems	AS-2C Architecture Analysis and Design	AS-2D Time Triggered Systems	AS-2D1 Time-Triggered Fieldbus	AS-2D2 Deterministic Ethernet and Unified	AS-3 Fiber Optics and Applied	AS-4 Unmanned Systems Steering Committee	AS-4JALS Joint Architecture for Unmanned Systems	AS-4LCS Unmanned Systems Control Segment Architecture	Systems Development & Safety, Component Process And Management Systems Group	S-18 Aircraft & Systems Development and Safety Assessment	S-18A Autonomy Committee	S-18C Ongoing Safety Assessment Committee	S-18H Human Considerations for Safety Assessment Committee	S-19 Digital Engineering Committee	G-14 Americas Aerospace Quality Standards	G-19 Counterfeit Electronic Parts	G-19A Test Laboratory Standards Development	G-21 Counterfeit Material	G-21B Counterfeit and Substandard Battery Risk Mitigation	G-21R Counterfeit Refrigerants	G-22 Aerospace Engine Supplier Quality (AESQ)	G-23 Manufacturing Management	APAC APAC APAC Process Management	CE-11 Component Parts	CE-12 Solid State Devices	G-24 Pb-free Risk Management Committee for ADHP	G-11M Maintainability Supportability & Logistics	G-11PMUQ Probabilistic Methods and Uncertainty Quantification Methods	AISC5HM Aerospace Industry Steering Committee on Structural Health Monitoring	E-32 Aerospace Propulsion Systems Health Management	HM-1 Integrated Vehicle Health Management (IVHM)	HM-1R Rotocraft Integrated Vehicle Health Management	AGE-2 Air Cargo	AGE-3 Aircraft Ground Support Equipment	G-12 Aircraft Ground Deicing Steering Group	G-12ADF Aircraft Deicing Fluids	G-12AWG Aerodynamics Working Group	G-12CWG Coatings Working Group	G-12DF Deicing Facilities	G-12DE Deicing	G-12GF Future Deicing	G-12HOT Holdover Time	G-12M Methods	G-12RDP Runway Deicing Product	G-12RWG Rotocraft Ground Deicing Operation Working Group	G-12T Training & Quality Program	G-15 Airport Snow & Ice Control Equipment

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February 2026
P262.295.300

SAE: Community & Collaboration

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*Early SAE annual meeting circa
1910 in New York*

Meet

Connect

Learn

Influence

Advance



**SAE S-9 Committee, Venue at
Gulfstream*

How do I get involved with an SAE Standards Committee

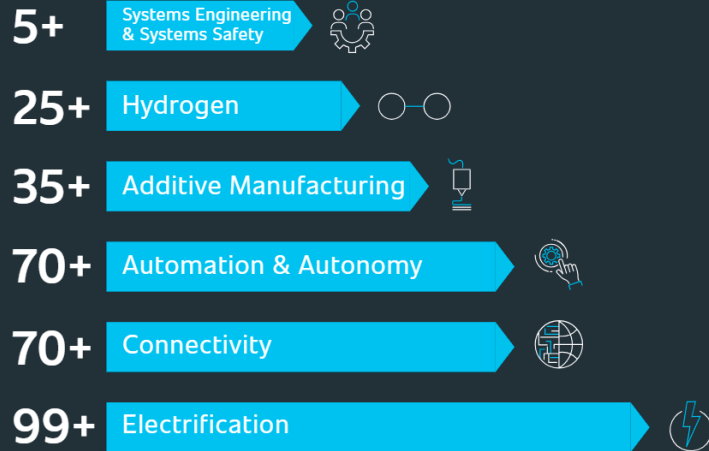
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- The only thing more important than using standards is helping to create them;
- If you are a mobility engineering professional and possess technical expertise in the areas noted on the website below, we invite you to volunteer on an SAE standards development committee.
- Participation can personally benefit you, through networking and professional skill development.
- It also benefits your organization, as you play an active role influencing the direction of industry through standardization.
- The catalyst: here's the link:
- [Sae.org/standards/development/aerospace/call-experts](https://www.sae.org/standards/development/aerospace/call-experts)

Baseline for Innovation

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Number of Standards* in Key Areas



*The term "standards" refers to published documents that include technical information reports, recommended practices, and standards.

Key areas

- AAM & eVTOL
- Automation, Autonomy & Human Factors
- Electrified Propulsion
- Alternate Fuels – SAF & H2
- Digital Engineering, Modeling & Simulation

H2 and High Voltage Standards

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- Note. I am including High Voltage Standards to this presentation for obvious reasons LTPEM and HTPEM Output DC Voltages: 800v nominal; 1000v max;
 - e.g. Four Balance of plant modules to power one 600kw motor and propellor would need a max of 200kw each.
- The key SAE Hydrogen Working Groups:
 - AE-5 Aerospace Fuel, Inerting & Lubrication Systems Steering Gp;
 - AE-7 Aerospace Electrical Power & Equipment (Often in collaboration with EUROCAE WG80)
 - AE-10 HVCC High Voltage
 - E-30

An Update on Works In Progress (WIP) (Pt 1)

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SAE Document	Title / Description	Committee
AIR8999	High Flow Liquid Hydrogen Fueling Process and Couplings for Aerospace & Heavy Transport Applications	AE-5CH
AIR8833	Gaseous Hydrogen High Flow Fueling for Aircraft and Airport Vehicle Guideline	AE-5H
AIR8547	Liquid Hydrogen Aircraft Fueling Performance & Safety Guideline	AE-5H
AS7141	Hydrogen Fuel Cells for Propulsion (Development of standards for H2 PEM fuel cells for propulsion and primary electrical power)	AE-7AFC / WG-80 EUROCAE

An Update on Works In Progress (WIP) (Pt 2)

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SAE Document	Title / Description	Committee
AIR6679	Functional and Installation Recommendations for Aircraft Liquid Hydrogen Storage and Distribution Systems	AE-7F
AIR6669	Industry View on Future Regulatory and Compliance Approach for Hydrogen Fuel-Based Aircraft	AE-7F
AS7373	Gaseous Hydrogen Storage for General Aviation	AE-7F

Recently Published Hydrogen Aerospace Guidelines:

SAE AIR8466 / EUROCAE ER-034 (Nov 2024): Hydrogen Fueling Stations for Airports, in Both Gaseous and Liquid Form. This is the first worldwide guidelines document defining performance targets and safety limits for airport hydrogen infrastructure.

Key Working Groups:

SAE AE-5CH/AE-5H (Hydrogen Airport Committee): Focuses on airport fueling, transport, production, and storage infrastructure.

SAE AE-7F / EUROCAE WG-80: Focuses on aircraft-level hydrogen and fuel cell systems

Guidelines: Key Points:

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Recently Published Hydrogen Aerospace Guidelines:

SAE AIR8466 / EUROCAE ER-034 (Nov 2024): Hydrogen Fueling Stations for Airports, in Both Gaseous and Liquid Form. **This is the first worldwide guidelines** document defining performance targets and safety limits for airport hydrogen infrastructure:

- **Dual-Fuel Scope:** Covers both gaseous hydrogen (*GH2*) and liquid hydrogen (*LH2*) storage and dispensing to meet varied aircraft requirements.
- **Fueling Protocols:** Defines process parameters such as fuel temperature, maximum flow rates, and pressures for safe hydrogen transfer.
- **Safety & Standardization:** Establishes key hydrogen safety definitions, harmonizing with **existing SAE, EUROCAE, and National Fire Protection Association code**.
- **Aircraft Type Focus:** Provides guidelines for different aircraft types (**eCTOL, eRotor, eVTOL**).
- **Airport Infrastructure:** Addresses **both stationary and mobile hydrogen storage and transfer stations**.
- **Infrastructure Planning:** Categorizes fueling speeds (kg/min) based on airline turnaround times, defining coupling size categories.

Key Working Group:

SAE AE-5CH/AE-5H (Hydrogen Airport Committee): Focuses on airport fueling, transport, production, and storage infrastructure has the following Five WIP documents in progress:

AE-5C:

- **ARP5818B:** Aircraft Refueling Vehicle Design and Performance Requirements;
- **AS6848:** Adapter, Closed-Circuit Fuel Servicing;

AE-5H:

- **AIR8833:** Gaseous Hydrogen High Flow Fueling for Aircraft and Airport Vehicle Guideline;
- **AIR8547:** Liquid Hydrogen Aircraft Fueling Performance & Safety Guideline];
- **AIR8999:** High Flow Liquid Hydrogen Fueling Process and Couplings for Aerospace & Heavy Transport Application;

Working Group: SAE AE-7F/EUROCAE WG-80 WIP: (Pt 2)

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SAE AE-7F / EUROCAE WG-80: Focuses on aircraft-level hydrogen and fuel cell systems:

- **AS7141: Hydrogen Fuel Cells for Propulsion** – A new standard focusing on fuel cells used for propulsion systems and critical aircraft electrical systems (e.g., flight controls).
- **AIR6669: Industry View on Future Regulatory and Compliance Approach for Hydrogen Fuel-Based Aircraft** – A document outlining the regulatory roadmap for hydrogen aircraft.
- **AIR6679: Functional and Installation Recommendations for Aircraft Liquid Hydrogen Storage and Distribution Systems** – Recommendations for integrating liquid hydrogen systems.
- **Maximum Allowable Service Pressure (MASPS) for Liquid Hydrogen (LH2) Storage and Distribution** – Minimum Aviation System Performance Standards for LH2 storage and distribution.
- **MASPS for Gaseous Hydrogen Storage for Small Aircraft** – Standards for gaseous hydrogen storage

Key Working Groups:

SAE AE-7F / EUROCAE WG-80: Focuses on aircraft-level hydrogen and fuel cell systems:

- Key Subgroups and Focused Activities
 - WG-80 SG-1: Dedicated subgroup for Hydrogen Fueling Stations for Airports.
 - Fuel Cell Technology Maturity: Current standards focus heavily on Proton Exchange Membrane (PEM) systems, though future updates plan to cover other fuel cell technologies.
 - Joint Goal: The groups aim to develop guidelines and best practices for the qualification and certification of Hydrogen Fuel Cell Systems in aerospace vehicles

SAE H2 electric: 33 Published Aerospace Standards: examples

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SAE Document	Title / Description	Committee
AE-7F Hydrogen and Fuel Cells	AIR6464	EUROCAE/SAE WG80/AE-7AFC Hydrogen Fuel Cells Aircraft Fuel Cell Safety Guidelines
AE-7F Hydrogen and Fuel Cells	AIR6679	Functional and Installation Recommendations for Aircraft Liquid Hydrogen Storage and Distribution Systems
AE-7F Hydrogen and Fuel Cells	AIR7765	Considerations for Hydrogen Fuel Cells in Airborne Applications

Published Standards: more examples

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SAE Document	Title / Description	Committee
AE-5C Aviation Ground Fueling Systems Committee	AIR8466	Hydrogen Fueling Stations for Airports, in Both Gaseous and Liquid Form
AE-7A Generators and Controls Motors and Magnetic Devices	AIR857A	Speed Variation of D-C Motors
AE-5H Hydrogen Airport Committee	AIR8999	High-Flow Liquid Hydrogen Fueling Couplings for Aerospace and Heavy Transport Applications

SAE International Steering Group Strategy:

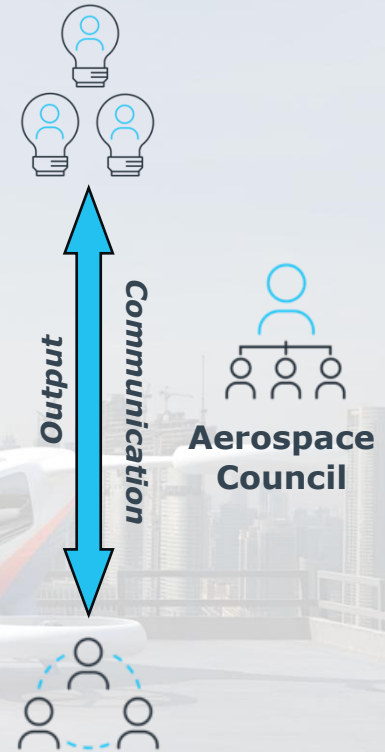
Motivation and Scope

The Aerospace Council established six Steering Groups
They are:

- Advanced Air Mobility Steering Group
- Air Traffic Management (ATM) Steering Group
- Alternative Aviation Fuel Steering Group
- Digital and Data Steering Group
- Integrated Vehicle Health Management (IVHM) Steering Group
- Supersonic Aircraft Steering Group

Deliverables

- Roadmap for defining each one against regulatory risks and safety concerns;
- A “matrix” (or equivalent tool) that tracks coordination, alignment, and identified gaps
- Recommendations for either expansion of existing standards and WIP, or new ones, as necessary In this case; to advance Alternative Aviation Fuels development. The report has been shared with current SAE Technical Standards Committees for discussion and action where required.



Alternative Aviation Fuels Steering Group: Update

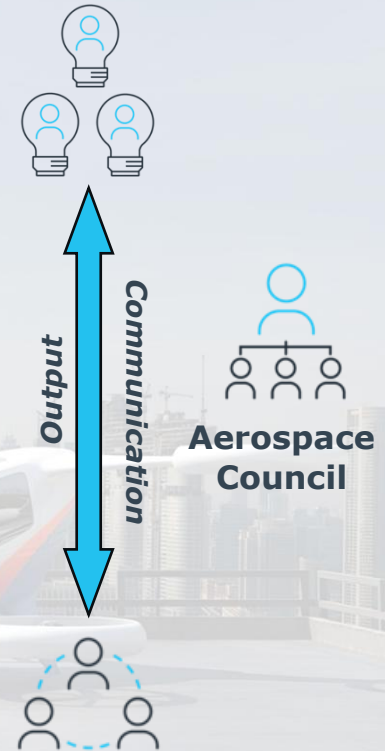
Motivation and Scope

The Alternative Aviation Fuels Steering Group will strategically identify, landscape, and coordinate the various standardization activities necessary to support Sustainable Alternative Fuels and end-users, covering production, storage, supply, and related infrastructure for airport and aircraft compatibility, design, operations and maintenance.

Synthetic Aviation Fuels (SAF) and **Hydrogen** are the alternative fuels considered within the scope of the Alternative Aviation Fuels Steering Group.

Deliverables

- A final report with a Roadmap for defining Alternative Aviation Fuels standards both H2 & Synthetic and a way forward; (delivered Dec 20th, 2025)
- A “matrix” (or equivalent tool) that tracks coordination, alignment, and identified gaps;
- Recommendations for standards as necessary – gap filler or new Standard, to advance Sustainable Alternative Fuels development to be shared with SAE Technical Standards Committees.



SAF & H2 – AAFSG Standards Report Gap Analysis (snapshot)

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A-22 Fire Protection & Flammability Testing	AITG	9.2.1	Hydrogen ignition/fire characterization
	TTG	9.6.3	Ground Engine/Component Testing - Hydrogen fuel – Design/Methods of Test - Fire Protection and Flammability. Design of fire protection testing with hydrogen fuel.
AE-5 Aerospace Fuel, Inerting and Lubrication Systems Public Forum	ASTG	9.3.1	Common hydrogen terminology. <u>Consolidation with AE-5A, AE-5H, AE-7F</u>
AE-5A Aerospace Fuel, Inerting and Lubrication Systems Committee	ASTG	9.3.1	Common hydrogen terminology. To develop a common set of hydrogen terminology for aircraft system and design guideline standpoints. To be addressed jointly with AE-5, AE-5H and AE-7F
		9.3.3	Aviation Hydrogen Fuel Cell systems guidelines. Support the development of fuel cell systems for aviation utilizing stored hydrogen (in GH2 or LH2) form. To be addressed jointly with AE-7F
		9.3.5	Hydrogen Venting / Plume Precaution Management Design Guidelines. Aircraft system and design guideline standpoints To be addressed jointly with AE-5H and AE-7F
	PTG	9.4.5	Fuels - Synthetic Fuels and Fuel Systems. Synthetic Jet Fuels from Non-Petroleum Feed Stocks Report, AIR6148 need to be updated, or a similar report issued, for aircraft when non-drop in SATF or hydrogen is applied as fuel. In addition, changes may also need to be made to Fuel System Components (ARP8615 and ARP1482B)

SAE AeroTech 2026

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- West Palm Beach, Florida, June 2-4 2026
- Includes IPLC (International Powered Lift Conference) – SAE, AIAA, VFS, RAeS collaboration
- Technology application & integration focus
- Industry and government



Conclusion/Summary:

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- SAE International continues to create significant Standards for Alternate Aviation fuels both H2 and Synthetic Aviation fuels;
- Our approach includes regular engagement with FAA, UK CAA & EASA, cognizant of their respective H2 roadmaps; this includes their highlighted risks. Regulators have presence across the majority of our standards committee program;
- Emphasis on Standards for the H2 aerospace ecosystem, PEM tech both LTPEM & HTPEM, including, with a system of systems approach also include cutting edge aircraft Gas and Liquid H2 balance of plant, and tank arrangement technology.
- Standards are seen as the major path for proving the Means of Compliance and help reduce the requirement for new regulation.

LH2 LTPEM Aviation development is making progress – Photo courtesy CEO ZA.

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Washington, DC

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Asia

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