



American EcoFuels advances SAF development as patent portfolio expands

01 September 2026 | News

The company says it has completed laboratory proof of concept and is now shifting its focus toward engineering, commercialisation and potential offtake opportunities



American EcoFuels is moving its sustainable aviation fuel programme into the next stage of development, combining progress in laboratory production with an expanded intellectual-property portfolio as it prepares to pursue commercial opportunities in synthetic fuels.

The company, formerly known as Eco Innovation Group, has adopted the American EcoFuels name as part of a broader commercial strategy focused on synthetic fuel technologies. Its portfolio spans sustainable aviation fuel (SAF), synthetic paraffin kerosene (SPK), clean diesel and other engineered hydrocarbon products.

A key development is the consolidation of the company's intellectual property under American EcoFuels. Executive Chairman Brent Nelson said the company's existing patents and pending patent applications have now been transferred to the business, creating a more unified platform for its fuel technology programme.

The company also expects its intellectual-property portfolio to continue expanding as development work progresses.

On the technology front, American EcoFuels has successfully produced SAF under laboratory conditions. The milestone moves the programme beyond the initial technical validation phase and toward the more complex task of demonstrating that the technology can be engineered and deployed at commercial scale.

The company's process is designed to convert natural-gas-derived feedstocks into higher-value synthetic fuels. With the laboratory proof of concept established, its current priorities are shifting toward engineering development, commercial applications and identifying potential offtake partners.

That transition is important for SAF developers. Demonstrating that a fuel can be produced in a controlled laboratory environment is only the first step. Commercial deployment requires the technology to be engineered for larger-scale production, while regulatory approvals, economics, feedstock availability and customer commitments become increasingly important.

For American EcoFuels, the next phase will therefore be focused less on proving the underlying science and more on building a pathway toward market entry.

Nelson said the company has completed its scientific proof-of-concept stage and is now concentrating on commercialisation and regulatory milestones. These include preparations for a Form 10 filing as well as exploring a potential uplisting.

The company's strategy comes as the aviation industry continues to search for scalable alternatives to conventional jet fuel. SAF remains one of the principal pathways being explored to reduce aviation's carbon intensity, creating a potential market for technologies capable of producing qualifying fuels from alternative feedstocks.

American EcoFuels is positioning its synthetic-fuel platform within that wider market opportunity, while also maintaining a broader portfolio that could allow its technology to serve multiple fuel categories.

The immediate test will be whether the company can successfully translate its laboratory results into an economically viable commercial process. Engineering scale-up, fuel qualification, regulatory compliance and customer offtake agreements will all be critical to determining the pace at which the technology can advance.

The expansion of its patent portfolio provides the company with an additional strategic asset as it moves into this phase. Intellectual property can help establish differentiation in an increasingly competitive synthetic-fuels market, particularly when combined with demonstrated technical performance.

American EcoFuels' latest update consequently marks a change in emphasis for the business—from establishing that its technology works to determining how it can be commercialised.

With laboratory production achieved and its intellectual-property assets consolidated, the company is now turning its attention to the engineering, regulatory and commercial steps required to move its SAF technology closer to the market.