



April 26, 2022

Chairman Patrick Leahy  
Senate Committee on Appropriations  
Room S-128, The Capitol  
Washington, D.C. 20510

Vice Chairman Richard Shelby  
Senate Committee on Appropriations  
304 Russell Senate Office Building  
Washington, DC 20510

Chair Rosa DeLauro  
House Committee on Appropriations  
H-307, The Capitol  
Washington, DC 20515

Ranking Member Kay Granger  
House Committee on Appropriations  
1026 Longworth House Office Building  
Washington, DC 20515

Dear Chairman Leahy, Vice Chairman Shelby, Chair DeLauro and Ranking Member Granger:

As a diverse set of stakeholders dedicated to building a cleaner, more resilient aviation industry, we write today to urge your committees to prioritize funding for federal programs that will help develop and scale up the sustainable aviation fuel (SAF) market in the United States. In particular, we urge you to support robust funding for the Department of Energy’s Bioenergy Technologies Office (BETO) at levels that meet or exceed the President’s budget request.

Aviation contributes about 2% of U.S. greenhouse gas emissions, a share that is expected to grow in the coming years, and is widely recognized as one of the hardest modes of transportation to decarbonize. The recent report from the Intergovernmental Panel on Climate Change (IPCC) underscored the important role that SAF—drop-in liquid fuels that can be used in today’s aircraft—will play in decarbonizing aviation.

The IPCC report stated: “Sustainable biofuels, low emissions hydrogen, and derivatives (including synthetic fuels) can support mitigation of CO<sub>2</sub> emissions from shipping, aviation, and heavy-duty land transport but require production process improvements and cost reductions.” This will only be achieved if the federal government accelerates investments in research, development, and demonstration (RD&D) of sustainable fuels through programs like BETO.

Housed within the Office of Energy Efficiency and Renewable Energy (EERE), BETO is one of the most important RD&D programs on bioenergy in the federal government. The work funded by this program has helped to make biofuels produced by a wide range of feedstocks more affordable and has helped achieve significant emissions reductions compared to traditional fuels.

Research conducted through the BETO program has also helped develop more efficient and lower-cost catalysts needed to process bio-based fuels into jet fuel-grade hydrocarbons. The work done on these catalysts has enabled the industry to pursue a greater variety of feedstocks to produce SAF, including agriculture residues, municipal solid waste, waste oils, and more—all of which can achieve significant emissions reductions compared to fossil jet fuel.

Looking ahead, it will be important to get feedstocks and biorefining processes for net-zero-emission fuels out of the lab and into demonstration if we are to meet our climate goals. These demo-scale facilities come with a much higher upfront cost, and federal funding will be critical. BETO should be encouraged to prioritize development and demonstration of fuels with the greatest potential to reduce emissions while avoiding unintended consequences on forests and other habitats and on food supply chains.

As you begin crafting the Fiscal Year 2023 appropriations bills, we urge you to prioritize funding for BETO and other federal programs that will help develop the SAF market in the United States. In addition to helping us decarbonize aviation, these programs will also help us reduce air pollution from aircraft, particularly for communities near airports, and will generate new economic opportunities in the clean fuels industry and in rural America where biomass feedstocks are grown. Thank you for your consideration of this request.

Sincerely,

Third Way  
Advanced Biofuels Association  
Alaska Airlines  
Alder Fuels  
Algae Biomass Organization  
American Airlines  
Biotechnology Innovation Organization  
The Boeing Company  
Boom Supersonic  
BPC Action  
Cargo Airline Association

Delta Air Lines  
DHL  
Fulcrum BioEnergy  
GE Aviation  
Gevo  
Growth Energy  
LanzaJet  
LanzaTech  
Low Carbon Fuels Coalition  
Marquis Sustainable Aviation Fuel  
National Air Transportation Association

National Association of State Aviation  
Officials  
National Business Aviation Association  
Port of Seattle/Seattle-Tacoma International  
Airport  
Renewable Fuels Association

San Francisco International Airport  
SkyNRG Americas  
Southwest Airlines  
United Airlines  
Velocys  
World Energy

CC: Senate Energy & Water Appropriations Subcommittee Chair Dianne Feinstein  
Senate Energy & Water Appropriations Subcommittee Ranking Member John Kennedy  
House Energy & Water Appropriations Subcommittee Chair Marcy Kaptur  
House Energy & Water Appropriations Subcommittee Ranking Member Mike Simpson  
Members of the Senate Committee on Appropriations  
Members of the House Committee on Appropriations