Dear Speaker Pelosi, Majority Leader Schumer, Chairman Neal, and Chairman Wyden:

As a broad coalition of aviation industry stakeholders— including passenger and cargo carriers, clean fuel producers, engine and aircraft manufacturers, labor unions, airports, business and general aviation, airline passengers, trade associations, and think tanks— committed to decarbonizing aviation, we write to express our strong support for a new, long-term, technology- and feedstock-neutral tax incentive for sustainable aviation fuel (SAF). We believe the most important action Congress can take to support the decarbonization of the aviation sector is to enact a blender’s tax credit specifically aimed at incentivizing the production and use of SAF.

SAF is a low-carbon, drop-in replacement for conventional jet fuel derived from biomass or other sustainable feedstocks, including wastes and residues, cellulosic feedstocks, waste gases, and captured CO₂. SAF can reduce lifecycle greenhouse gas (GHG) emissions by 80 percent or more compared to fossil jet fuel, while also significantly reducing conventional emissions like particulate matter and improving air quality and public health.

SAF is widely considered to be the most critical driver of aviation decarbonization, as electrification and other advanced propulsion technologies are currently infeasible for the medium- and long-haul flights that account for the vast majority of aviation’s GHG emissions. With aviation’s reliance on liquid fuels continuing for the coming decades, the Administration’s Aviation Climate Action Plan and SAF Grand Challenge appropriately recognize the need to rapidly scale the SAF industry this decade. Doing so will enable the Administration’s goal of 3 billion gallons of SAF by 2030 and 100% SAF by 2050, representing an estimated 35 billion gallons.¹ As outlined in the Grand Challenge, a SAF tax credit is the foundation of the Administration’s whole-of-government approach to building a domestic SAF industry and leading the energy transition for the global aviation industry. Indeed, last week President Biden stressed the importance of SAF and reiterated his support for a SAF tax credit to enable a zero-carbon aviation sector in 2050.²

Our organizations share the Administration’s goal of rapidly scaling the SAF industry to enable aviation decarbonization. The SAF-specific blender’s tax credit of $1.50 to $2.00 per gallon that was introduced in the Sustainable Skies Act (H.R. 3440/S. 2263) would promote and accelerate investment in the nascent domestic SAF industry while upholding rigorous environmental standards and ensuring that fuels that achieve the greatest reduction in emissions are eligible for the greatest tax incentive.

We believe Congress should address several principles as it considers a SAF tax credit. First, the value of the credit should be sufficiently robust to both eliminate significant existing SAF production disincentives as well as encourage rapid investment in the sector. Second, so as not to unintentionally create new disincentives for SAF, the same lifecycle GHG emissions models should be used for all fuels to determine environmental benefits. Finally, Congress should apply equivalent environmental criteria, including minimum lifecycle GHG emissions thresholds, to all transportation fuels.

² https://www.whitehouse.gov/briefing-room/speeches-remarks/2022/04/12/remarks-by-president-biden-on-lowering-energy-costs-for-working-families/
SAF is of critical importance to the aviation sector, and the SAF blender’s tax credit is an important foundational policy to establish a new domestic SAF industry and create tens of thousands of jobs. It is imperative that we act today to ensure that our energy sources are cleaner, more sustainable, and more secure. Our organizations stand ready to work with Congress to ensure we meet our shared goal of a net-zero aviation industry by 2050. Thank you for your leadership and consideration.

Sincerely,

Aerospace Industries Association
Airbus
Air Company
Aircraft Owners and Pilots Association
Airline Passenger Experience Association
Air Line Pilots Association
Airlines for America
Airports Council International – North America
Air Transport Services Group
Alaska Airlines
Alder Fuels
Algae Biomass Organization
American Airlines
American Association of Airport Executives
American Express Global Business Travel
Association of Flight Attendants - CWA
Atlas Air Worldwide
Avfuel
Biotechnology Innovation Organization
The Boeing Company
Bombardier
Boom
Business Aviation Coalition for Sustainable Aviation Fuel
Carbon Engineering
Cargo Airline Association
Cincinnati/Northern Kentucky International Airport
Delta
DHL
Embraer
FedEx Express
Fulcrum BioEnergy
GE Aviation
General Aviation Manufacturers Association
Gevo
Global Business Travel Association
Green Plains
Growth Energy
Gulfstream
Hawaiian Airlines
Helicopter Association International
Honeywell
Infinium
International Air Transport Association
International Flight Services Association
JetBlue
LanzaJet
LanzaTech
Marquis Sustainable Aviation Fuel
National Air Carrier Association
National Air Transportation Association
National Association of State Aviation Officials
National Business Aviation Association
Neste
NetJets
NetJets Association of Shared Aircraft Pilots
Port of Portland
Port of Seattle/Seattle-Tacoma International Airport
Pratt & Whitney
Red Rock Biofuels
Regional Airline Association
Renewable Fuels Association
Rolls Royce
San Francisco International Airport
Shell Aviation
Signature Aviation
SkyNRG Americas
Southwest Airlines
Southwest Airlines Pilots Association
Third Way
Travelers United
United Airlines
United Parcel Service
U.S. Travel Association
Velocys
VeriJet
World Energy
World Fuel Services