



October 27, 2023

The Honorable Brian Schatz
Chair, Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
Senate Committee on Appropriations
Washington, D.C. 20510

The Honorable Tom Cole
Chair, Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
House Committee on Appropriations
Washington, DC 20515

The Honorable Cindy Hyde-Smith
Ranking Member, Subcommittee on
Transportation, Housing and Urban
Development, and Related Agencies
Senate Committee on Appropriations
Washington, DC 20510

The Honorable Mike Quigley
Ranking Member, Subcommittee on
Transportation, Housing and Urban
Development, and Related Agencies
House Committee on Appropriations
Washington, DC 20515

Dear Chair Schatz, Chair Cole, Ranking Member Hyde-Smith, and Ranking Member Quigley:

The undersigned organizations, representing a diverse coalition of stakeholders dedicated to building a cleaner and more resilient aviation industry, write to urge you to support robust funding in fiscal year 2024 (FY24) for key Federal Aviation Administration (FAA) R&D programs that are working to develop next generation aviation technologies to reduce aviation noise, make aviation more efficient, and accelerate the deployment of sustainable aviation fuels (SAF) in the United States.

Ensuring U.S. aviation retains global leadership is critical to the broader U.S. economy, energy supply resiliency, and our national security interests. A vital part of maintaining and enhancing U.S. competitiveness globally is the capacity of aviation to effectively address its noise, environmental, and energy footprint.

Specifically, we are concerned that the House-reported FY24 Transportation, Housing and Urban Development, and Related Agencies (THUD) bill would eliminate funding for two accounts

working to provide technical, engineering, and management support for these technologies, including funding for longstanding public-private partnerships and world-class research that helps inform international decision making on civil aviation matters. These accounts include:

FAA NextGen Environmental Research, Aircraft Technologies & Fuels Account

FAA's NextGen Environmental Research programs are essential to developing, scaling up, and deploying SAF and other aircraft technologies that will reduce aviation emissions and noise. This account includes the CLEEN Program, which enables FAA to enter into cost-sharing agreements with companies to demonstrate SAFs and emissions and noise-reduction aircraft technologies such as innovative aircraft and engine designs. CLEEN's work to date is estimated to save more than 36 billion gallons of fuel by 2050, saving airlines and consumers nearly \$73 billion in fuel costs and reducing CO2 emissions by 424 million metric tons. This account also includes ASCENT, a center for excellence whose analytical work has helped the aviation sector tackle various obstacles to scaling SAF production and assess the impacts of different solutions to grow this emerging industry.

FAA Environment and Energy Account

The Office of Environment and Energy leads our federal government's efforts to mitigate aviation noise and emissions. This office provides foundational research and analysis to guide domestic and international civil aviation policy development, including standard setting and certifications developed by the International Civil Aviation Organization (ICAO). In alliance with research institutions and industry stakeholders, this office's work will accelerate the maturation of aircraft, engine, and airframe technologies to reduce aviation noise, fuel use and emissions, as well as develop alternative fuels.

As the House and Senate move to conference their FY24 appropriations bills in the coming months, continued funding for aviation R&D at levels that meet or exceed FY23 funding levels will be critical to promote continued innovation, create domestic jobs, and help ensure the U.S. aviation industry will thrive in an increasingly competitive international marketplace.

Thank you for your consideration of this request.

Sincerely,

Advanced Biofuels Association
Aerospace Industries Association
Airbus
Algae Biomass Organization
American Express Global Business Travel
Avfuel Corporation
The Boeing Company
Boom Supersonic
BPC Action
Clean Air Task Force
Delta Air Lines
GE Aerospace
General Aviation Manufacturers Association

Gevo
Growth Energy
Infinium
LanzaJet
LanzaTech
Low Carbon Fuels Coalition
National Air Carrier Association
National Association of State Aviation Officials
Nuseed
Port of Portland
Port of Seattle/Seattle-Tacoma International Airport
RMI
SkyNRG
Third Way
Velocys

CC: Rep. Kay Granger, Chair, House Committee on Appropriations
Sen. Patty Murray, Chair, Senate Committee on Appropriations
Rep. Rosa DeLauro, Ranking Member, House Committee on Appropriations
Sen. Susan Collins, Vice Chair, Senate Committee on Appropriations
Members of the Senate Committee on Appropriations
Members of the House Committee on Appropriations