



April 24, 2024

Chairwoman Debbie Stabenow
731 Hart Senate Office Building
Washington, D.C. 20002

Chairman GT Thompson
400 Cannon House Office Building
Washington, D.C. 20515

Ranking Member John Boozman
555 Dirksen Senate Office Building
Washington, D.C. 20510

Ranking Member David Scott
468 Cannon House Office Building
Washington, D.C. 20515

Dear House and Senate Chair and Ranking Member,

As your committees consider the Farm Bill, we would like to highlight the important role played by and significant opportunity for America's farmers and the domestic agricultural sector in the development of sustainable aviation fuels (SAF).

SAF, which can be produced from renewable biomass and agriculture-based feedstocks, presents an opportunity to expand U.S. markets for agricultural goods, bolster our nation's rural economy and provide a renewable, low-emission domestic energy supply for the aviation sector. The U.S. aviation sector is committed to increasing the production and use of SAF with a goal of achieving 3 billion gallons of SAF in 2030 and working closely with U.S. stakeholders across the value chain to increase SAF production.

For these reasons, we ask for recognition of the integral role American farmers play in SAF development within U.S. Department of Agriculture (USDA) Farm Bill Energy Title programs, and in doing so, strengthening American agricultural economic viability.

Specifically, the Farm to Fly Act (HR 6271 and S. 3637) is bipartisan, bicameral legislation that would provide a critical pathway supporting U.S. farm production for SAF, as well as facilitate and foster the role of American agriculture in fueling aviation. In particular, the legislation would:

- Affirm eligibility for SAF within current USDA Bio-Energy Programs, expanding markets for American agricultural crops through aviation bioenergy;
- Facilitate greater collaboration on SAF among USDA mission areas and with private sector partners; and
- Affirm a common “GREET” definition of SAF for USDA purposes to ensure accurate measurements of emissions reductions from climate-smart farming practices and lifecycle emissions from SAF.

The legislation, whose jurisdiction remains solely within the House Agriculture and Senate Agriculture Committees, has the endorsement of a wide range of agriculture, biofuels and aviation industry stakeholders. It also enjoys strong bipartisan support among members of Congress both on and off the Committees of jurisdiction, specifically because the legislation recognizes the role that U.S. agriculture and rural economies play in efforts to fuel our nation through biofuels.

Due to wide bipartisan, bicameral support in Congress, as well as benefits to U.S. farmers, biofuel producers and the aviation industry, we ask that you include meaningful SAF provisions, such as the Farm to Fly Act, in the Farm Bill to strengthen American agriculture and help leverage this key resource.

Aerospace Industries Association
Airlines for America
Airbus
Alaska Airlines
American Airlines
American Soybean Association
Atlas Air Worldwide Holdings, Inc.
Boeing
Cargo Airline Association
Clean Fuels Alliance America
Delta Air Lines
FedEx Express
Fuels America
GE Aerospace, US
General Aviation Manufacturers Association
Gevo, Inc.
Growth Energy
Hawaiian Airlines

JetBlue Airways
Kansas Corn Growers Association
Kansas Grain Sorghum Association
Kansas Soybean Association
Marquis Sustainable Aviation Fuel
National Air Carrier Association
National Air Transportation Association
National Business Aviation Association
National Corn Growers Association
Novonosis
Ohio Corn & Wheat Growers Association
Ohio Soybean Association
POET, LLC
Renewable Fuels Association Southwest
Airlines
United Airlines
United Parcel Service
Vertical Aviation International