



1 (D) by inserting after paragraph (2) (as  
2 redesignated by subparagraph (B)), the fol-  
3 lowing:

4 “(3) the capacity of the project to scale to help  
5 meet national long-term sustainable aviation fuel  
6 production goals established under the Sustainable  
7 Aviation Fuel Grand Challenge Memorandum;”;

8 (2) in subsection (c)—

9 (A) by striking “shall be 75 percent” and  
10 inserting “shall not exceed 75 percent”;

11 (B) by striking “shall increase to 90 per-  
12 cent” and inserting “may be increased to 90  
13 percent”; and

14 (C) by inserting “, and requests an in-  
15 crease in the Federal share” before the period;

16 (3) by striking subsection (d) and inserting the  
17 following:

18 “(d) LIFECYCLE GREENHOUSE GAS EMISSIONS RE-  
19 Duction Percentage.—For purposes of subsection  
20 (e)(6)(C), the term “‘lifecycle greenhouse gas emissions  
21 reduction percentage’” means, with respect to any sus-  
22 tainable aviation fuel, the percentage reduction in lifecycle  
23 greenhouse gas emissions achieved by such fuel as com-  
24 pared with petroleum-based jet fuel, as defined in accord-  
25 ance with any one or more of the following:

1           “(1) The most recent Carbon Offsetting and  
2           Reduction Scheme for International Aviation which  
3           has been adopted by the International Civil Aviation  
4           Organization with the agreement of the United  
5           States.

6           “(2) The most recent version of the Argonne  
7           National Laboratory Greenhouse gases, Regulated  
8           Emissions, and Energy use in Technologies  
9           (GREET) model, as determined by the Secretary of  
10          Energy.

11          “(3) Any similar methodology which satisfies  
12          the criteria under section 211(o)(1)(H) of the Clean  
13          Air Act (42 U.S.C. 7545(o)(1)(H)), as in effect on  
14          the date of enactment of this section, including the  
15          methodology established by the Environmental Pro-  
16          tection Agency under subpart M of part 80 of title  
17          40, Code of Federal Regulations.”;

18          (4) in subsection (e)—

19                 (A) by striking paragraphs (3) and (4),  
20                 and inserting the following;

21          “(3) LIFECYCLE GREENHOUSE GAS EMIS-  
22          SIONS.—Subject to subsection (d), the term ‘lifecycle  
23          greenhouse gas emissions’ means the aggregate  
24          quantity of greenhouse gas emissions (including di-  
25          rect emissions and significant indirect emissions

1 such as significant emissions from land use changes)  
2 related to the full fuel lifecycle, including all stages  
3 of fuel and feedstock production and distribution,  
4 from feedstock generation or extraction through the  
5 distribution and delivery and use of the finished fuel  
6 to the ultimate consumer, where the mass values for  
7 all greenhouse gases are adjusted to account for  
8 their relative global warming potential.”;

9 (B) by redesignating paragraphs (5) and  
10 (6) as paragraphs (4) and (5), respectively;

11 (C) in paragraph (4)(B) (as redesignated  
12 by subparagraph (B)), by striking “increase  
13 utilization” and inserting “develop, dem-  
14 onstrate, apply, or produce sustainable aviation  
15 fuel that is likely to result in the increased utili-  
16 zation”; and

17 (D) by striking paragraph (7) and insert-  
18 ing the following:

19 “(6) SUSTAINABLE AVIATION FUEL.—The term  
20 “‘sustainable aviation fuel’” means liquid fuel, the  
21 portion of which is not kerosene, which—

22 “(A) meets the requirements of—

23 “(i) ASTM International Standard  
24 D7566; or

1 “(ii) the co-processing provisions of  
2 ASTM International Standard D1655,  
3 Annex A1 (or such successor standard);

4 “(B) is not derived from palm fatty acid  
5 distillates or petroleum; and

6 “(C) in accordance with subsection (d),  
7 achieves a lifecycle greenhouse gas emissions re-  
8 duction percentage of at least 50 percent.

9 “(7) SUSTAINABLE AVIATION FUEL GRAND  
10 CHALLENGE MEMORANDUM.—The term ‘Sustainable  
11 Aviation Fuel Grand Challenge Memorandum’  
12 means the Memorandum of Understanding among  
13 the Department of Energy, the Department of  
14 Transportation, and the Department of Agriculture  
15 (relating to launching a government-wide Sustain-  
16 able Aviation Fuel Grand Challenge (the Grand  
17 Challenge) to reduce the cost, enhance the sustain-  
18 ability, and expand the production and use of Sus-  
19 tainable Aviation Fuel (SAF) that achieves a min-  
20 imum of a 50 percent reduction in lifecycle green-  
21 house gas (GHG) emissions compared to conven-  
22 tional fuel to meet a goal of supplying sufficient  
23 SAF to meet 100 percent of aviation fuel demand by  
24 2050), signed on September 8, 2021.”; and

25 (5) by adding at the end the following:

1       “(f) **ADDITIONAL FUNDING.**—In addition to the  
2 amounts appropriated under subsection (a), there is au-  
3 thorized to be appropriated to the Secretary for fiscal year  
4 2024, to remain available until expended—

5               “(1) \$75,000,000 for projects described in sub-  
6 section (a)(1);

7               “(2) \$47,235,000 for projects described in sub-  
8 section (a)(2); and

9               “(3) \$2,765,000 to carry out subsection  
10 (a)(3).”.

11       (b) **RETROACTIVE EFFECTIVE DATE.**—The amend-  
12 ments made by subsection (a) shall take effect as if in-  
13 cluded in the enactment of section 40007 of Public Law  
14 117–169.

