Growth Energy™

Sustainable Aviation Fuel: Ethanol is Key to Meeting Goals

Ethanol can play a major role in supplying the fledgling sustainable aviation fuel (SAF) industry, which reduces aviation carbon emissions. But, in order to meet this challenge, we must ensure that the life cycle assessment we use has the most up-to-date science available.

ASK Include a broad swath of commercially available on-farm and at-the-plant technologies and practices to maximize the true carbon reduction potential of ATJ SAF.

ASK Ensure DOE finalizes its changes to the 40B GREET model as soon as possible, as the original March 1 deadline has already passed.

Committed to the Goal

Growth Energy's members have contributed to producing more than 600 million gallons of SAF, **meeting more than 20 percent of President Biden's 2030 goal** of producing 3 billion gallons of SAF under his Sustainable Aviation Fuel Grand Challenge.

LIFE CYCLE ASSESSMENT MODELING — THE MODEL MATTERS

In order to address climate change, SAF producers must offer a renewable fuel that significantly reduces carbon emissions compared to petroleum-based jet fuel.

However, the prevailing modeling used to assess the carbon intensity of aviation fuels is from the International Civil Aviation Organization (ICAO), a United Nations agency, and is highly problematic because it is so outdated. The data inputs haven't been updated for over a decade and ICAO actually rates petroleum-based jet fuel better than U.S. corn-grain ethanol, which is patently untrue.

The U.S. Department of Energy's Argonne GREET Model is already incorporates up-to-date science which more accurately scores carbon intensity for ethanol and other renewable fuels.

U.S.-based SAF incentives should be using a U.S.-based lifecycle emissions model. Without utilizing the robust peer-reviewed science behind GREET, U.S biofuel producers will not be able to participate in the SAF market, and rural communities will be locked out from contributing to a cleaner climate, and our ability to decarbonize the airline fleet will suffer.

CARBON INTENSITY (CI) MODELING: GREET vs CORSIA