

118TH CONGRESS  
1ST SESSION

# H. R. 4862

To identify the standards required to meet the definition of sustainable aviation fuel at the Federal Aviation Administration.

---

## IN THE HOUSE OF REPRESENTATIVES

JULY 25, 2023

Mr. FLOOD (for himself and Ms. BUDZINSKI) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

---

## A BILL

To identify the standards required to meet the definition of sustainable aviation fuel at the Federal Aviation Administration.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Sustainable Aviation  
5 Fuels Accuracy Act of 2023”.

6 **SEC. 2. STANDARD, UNIFORM DEFINITION OF SUSTAIN-**  
7 **ABLE AVIATION FUEL.**

8 (a) IN GENERAL.—Not later than 60 days after the  
9 date of enactment of this section, the Administrator of the  
10 Federal Aviation Administration shall issue or revise regu-

1 lations as necessary to provide that the definition of sus-  
2 tainable aviation fuel specified in subsection (b) applies  
3 to—

4 (1) all aircraft flown to, from, or within the  
5 United States; and

6 (2) all programs established, administered, or  
7 overseen by the Federal Aviation Administration.

8 (b) SUSTAINABLE AVIATION FUEL DEFINED.—

9 (1) IN GENERAL.—For purposes of subsection  
10 (a), the term “sustainable aviation fuel” means liq-  
11 uid fuel, the portion of which is not kerosene,  
12 which—

13 (A) meets the requirements of—

14 (i) ASTM International Standard  
15 D7566; or

16 (ii) the Fischer Tropsch provisions of  
17 ASTM International Standard D1655,  
18 Annex A1;

19 (B) is not derived from coprocessing an  
20 applicable material (or materials derived from  
21 an applicable material) with a feedstock which  
22 is not biomass;

23 (C) is not derived from palm fatty acid dis-  
24 tillates or petroleum; and

1 (D) has been certified in accordance with  
2 paragraph (2)(C) as having a lifecycle green-  
3 house gas emissions reduction percentage of at  
4 least 50 percent.

5 (2) OTHER DEFINITIONS.—For purposes of  
6 paragraph (1):

7 (A) APPLICABLE MATERIAL.—The term  
8 “applicable material” means—

9 (i) monoglycerides, diglycerides, and  
10 triglycerides,

11 (ii) free fatty acids, and

12 (iii) fatty acid esters.

13 (B) BIOMASS.—The term “biomass” has  
14 the meaning given such term in section  
15 45K(c)(3) of the Internal Revenue Code of  
16 1986.

17 (C) LIFECYCLE GREENHOUSE GAS EMIS-  
18 SIONS REDUCTION PERCENTAGE.—The term  
19 “lifecycle greenhouse gas emissions reduction  
20 percentage” means, with respect to any sustain-  
21 able aviation fuel, the percentage reduction in  
22 lifecycle greenhouse gas emissions achieved by  
23 such fuel as compared with petroleum-based jet  
24 fuel, as defined in accordance with—

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

7 (ii) the most recent determinations  
8 under the Greenhouse gases, Regulated  
9 Emissions, and Energy use in Transpor-  
10 tation (GREET) model developed by Ar-  
11 gonne National Laboratory or any suc-  
12 cessor model developed by Argonne Na-  
13 tional Laboratory.

○