



Submitted electronically at:  
<https://ww2.arb.ca.gov/applications/public-comments>

August 27, 2024

Clerks' Office  
California Air Resources Board  
1001 I Street  
Sacramento, California 95814

**Re: Support for California Air Resources Board Proposal to Retain Jet Fuel Exemption in Low Carbon Fuel Standard Program**

Dear Chair Randolph,

In response to the revised Proposed Low Carbon Fuel Standard Amendments posted August 12<sup>th</sup>, 2024, I am writing in support of the recent California Air Resources Board (CARB) proposal to retain the jet fuel exemption under its Low Carb Fuel Standard (LCFS) Program. Alaska Airlines supports the withdrawal of the proposal to eliminate the jet fuel exemption and retain the existing opt-in approach for SAF under the CARB LCFS Program.

Alaska Airlines is committed to reducing its climate impact and achieving net zero carbon emissions, and transitioning to SAF is core to this commitment. We have long recognized that scaling up the supply of SAF and achieving net-zero carbon emissions can only happen by working collaboratively with governments and other stakeholders across sectors. Achieving this ambition for SAF will require new and additional policy incentives, streamlined permitting processes, and close collaboration among governments, the aviation industry, the fuels industry, environmental organizations and others.

Aviation accounts for 2.6% of the U.S. greenhouse gas emissions but 5% of U.S. Gross Domestic Product (GDP) and 4.1% of California's GDP, thus exerting outsized economic impact relative to its share of emissions. U.S. civil aviation firms employ more than 380,000 California-based employees, with an overall economic impact of \$194 billion.<sup>1</sup> Aviation is critical to driving California's economy and its rank as the 5th largest economy

---

<sup>1</sup> [The Economic Impact of Civil Aviation on the U.S. Economy, State Supplement, US Department of Transportation, November 2020](#)



in the world, enabling \$114 billion in annual trade flows and underpinning many of California's other significant economic drivers such as agriculture, tourism, manufacturing, banking, technology and small business.

California has established itself as an early leader in attracting investment, production, and use of SAF through the existing LCFS Program, which provides an opt-in credit for SAF that helps reduce the price difference between SAF and conventional jet fuel. Ensuring a healthy and vibrant aviation industry is essential to California's future, and leveraging CARB's early leadership on SAF can enable California leadership in the emerging SAF production industry, creating new jobs and economic development opportunities.

In its April 10<sup>th</sup>, 2024 workshop, CARB reiterated that a principal objective of its regulatory proposal is to "Increase the use of alternative jet fuel in the State." We share that objective, as reflected in our company commitment to achieve net zero carbon emissions by 2040 (primarily through the purchase and use of SAF) as well as the US airline industry's goal of achieving net zero carbon emissions by 2050 and support for the US government SAF Grand Challenge. Alaska Airlines and other U.S. airlines have clearly demonstrated a strong, enduring market signal for affordable SAF. The challenge remains the supply of affordable SAF, not the absence of a market signal by airlines. We strongly believe that maintaining the existing exemption for jet fuel along with the opt-in model for SAF provides a strong foundation to achieve our mutual objectives.

The primary impediment to increased SAF production and availability in California remains the higher cost of SAF for producers and buyers relative to conventional jet fuel and renewable diesel. Whether or not jet fuel becomes a deficit generating fuel has no direct impact on whether SAF is produced or used. Eliminating the exemption on jet fuel would have no material impact on the availability or use of alternative jet fuel in California.

Our mutual interest is to increase SAF production, availability, and use, and the most effective way to accomplish this is to continue the positive, collaborative approach represented by the existing "opt-in" mechanism developed by CARB and the aviation community. We support CARB's decision to withdraw the proposal to remove the exemption for jet fuel for intrastate flights, preserve the existing opt-in approach for SAF. We look forward to the opportunity to work with CARB and other stakeholders across the SAF ecosystem to explore solutions which build on the existing opt-in model of the LCFS



Program. We recommend that CARB establish a joint CARB-industry working group with stakeholders across the emerging SAF ecosystem to explore alternative policy and voluntary proposals to rapidly increase SAF production, availability and use in California. We look forward to working with CARB on such measures to accelerate SAF deployment.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Kennedy", with a stylized flourish at the end.

Scott Kennedy  
Senior Manager, State and Local Government Affairs  
Alaska Airlines