



## FARM to FLY - Working Together Resolution

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*WHEREAS*, the U.S. Department of Agriculture (USDA) is charged to provide leadership on food, agriculture, natural resources, rural development, and related issues for the US Government and; furthermore, is committed to accelerating the commercial and sustainable establishment of a biofuels industry – including a strong focus on “drop-in” biofuel for aviation – and has lead agency responsibility for feedstock development, feedstock production systems, deployment of commercial facilities, best practices and technical assistance; and is co-lead for sustainability, and co-lead for the President’s Biofuels Interagency Working Group...

*WHEREAS*, the Air Transport Association of America, Inc. (ATA), an airline association representing the nation’s leading airlines and The Boeing Company (Boeing), the nation’s leading manufacturer of aircraft, are individually and jointly committed to the vision of sustainable alternative fuels for use in jet aircraft; have already taken action to form coalitions, evaluate technical solutions, encourage commercial developments, promote sound public policy, and advance the science of “drop-in” sustainable biofuel for use in commercial and military aircraft...

*WE*, the undersigned jointly signify our intent to work together to accelerate the availability of a commercially viable sustainable aviation biofuel industry in the United States, increase domestic energy security, establish regional supply chains and support rural development.

*WE AGREE* to the following actions in furtherance of our mutual goals:

- (1) USDA, ATA and Boeing shall each designate personnel for a “FARM to FLY” Working Team. The FARM to FLY Working Team shall consider and pursue actions that:
  - a. can be taken within the existing statutory authority of USDA to promote the commercial-scale production of sustainable feedstocks and the development of aviation biofuel production and distribution facilities; and
  - b. may require rulemaking, statutory changes or funding that could be recommended for upcoming budget or reauthorization consideration.
- (2) USDA, consistent with its authorities, will commit to work on feedstocks that may show particular promise for biojet fuel (for example, but not limited to, algae, camelina, castor, forest biomass, jatropha and salicornia) through its USDA bioenergy and biomass programs.
- (3) USDA, ATA and Boeing shall work together to use regional opportunities and pilot programs, as appropriate and authorized, to assess and evaluate means for meeting our mutual goals. Two near term opportunities have been identified. A)

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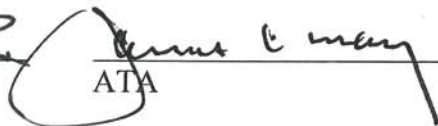
Participation in a comprehensive regional assessment in the Pacific Northwest initiated by Alaska Airlines, The Boeing Company, the Port of Seattle, Port of Portland, Spokane International Airport, and Washington State University; and B) Participation in a regional program in State of Hawaii, where the Defense Energy Support Center (DESC) has recently issued a request for information to determine industry interest, capacity and desired terms for delivery of bio-derived fuel for use by Pacific Command military forces in support of the "Green Initiative for Fuels Transition Pacific" (GIFTPAC) effort. Other promising opportunities include West Texas, the Upper Midwest, the Southeast and elsewhere. Based on that and other experiences, the FARM to FLY working team will recommend options for strategic public-private partnerships, regional pilot programs, implementation enhancement, and fast-track approvals.

- (4) The FARM to FLY Working Team shall also issue a preliminary report on its work in first quarter 2011, with a final report expected in mid-2011.

This resolution shall constitute a strong statement of mutually shared goals and intentions. It shall not, however, constitute a legally binding agreement.

SIGNED:

  
USDA

  
ATA

  
Boeing