From: Charmley, William
Sent: Tuesday, February 16, 2016 8:35 AM
To: OAR-OTAQ-ASD <OAROTAQASD@epa.gov>
Cc: Grundler, Christopher <grundler.christopher@epa.gov>
Subject: ASD takes Montreal by storm!

Dear all,

Last week in Montreal, Canada something amazing happened, and I want all of you to know about it.

The International Civil Aviation Organization (ICAO)'s Committee on Aviation Environmental Protection (CAEP) agreed to the first ever international CO2 standards for aircraft. Leading the way for the world was the United States, who was represented by EPA and the Federal Aviation Administration. Our very own Mike Samulski and Bryan Manning represented EPA.

This decision by CAEP to establish CO2 standards is a significant accomplishment, and the work by the dedicated ASD staff was central to the final agreement. Over the past 6 years ASD made important contributions to the underlying science and decision making process used by this United Nations sanctioned organization. At CAEP nearly every nation is represented by their transportation and/or aircraft industry. Environmental protection is not a priority for most of these nations – growing their airline industry and domestic manufacturing industry is the priority.

I would like to thank all of the members of our aircraft team for their hard work and dedication to this project:

Mike Samulski

Bryan Manning

Cullen Leggett

David Yen

John Mueller

Bob Giannelli

Michael Aldridge

Lucie Audette

Bruce Maeroff

Matt Spears (Matt spend 2010/2011 helping to get this project started)

The ASD aircraft team developed a strategy of embedding themselves into each of the 3 major working groups assigned to develop these standards. They became expert in all of the major analytical tools and modeling systems which allowed them to argue the points based on the merits of the data. And, for the first time in the 30+ year history of CAEP, US EPA developed unique data and analysis which had to be considered by CAEP. In the past, all data on technology performance and costs had only come from the industry. This was just one of many firsts that became a reality because of the EPA teams involvement – including the first ever standards by CAEP that will apply to the future production of existing designs of aircraft, not just newly designed aircraft.

Below is an opinion from the Editorial Board of the New York Times which summarizes the decision by CAEP and puts it into perspective. This is a huge first step, which we will be building on over the next 2 years as we work to adopt new CO2 standards for aircraft under our authority in the Clean Air Act through a notice-and-comment pubic rulemaking.

I will not be in the office this week to talk to them in person – but for those of you who are

please take a minute to congratulate our colleagues on this important accomplishment.

Thanks

Bill

http://www.nytimes.com/2016/02/14/opinion/jets-will-no-longer-get-a-free-ride-on-carbon-emissions.html?smprod=nytcore-iphone&smid=nytcore-iphone-share

Editorial

Jets Will No Longer Get a Free Ride on Carbon Emissions

By THE EDITORIAL BOARD

FEB. 13, 2016

It has been almost 50 years since the federal government began setting standards for automobile emissions. It is also about a half-century since the introduction of wide-body jets set off a runaway expansion of the aviation industry. About 3.8 billion people are expected to fly this year, 50 times as many as 50 years ago — making planes the fastest-growing source of carbon dioxide emissions, although they have faced none of the limits set on cars or trucks. That is, until last week, when the International Civil Aviation Organization, a United Nations agency, finally proposed the first binding limits on aircraft emissions.

This is a welcome development, even if it has left many environmental groups disappointed. They have argued, not unreasonably, that the agency set the bar far too low. Existing planes wouldn't have to improve their efficiency, and aircraft under development would need do no more than meet the emissions goals set by manufacturers. Automakers in the United States, by contrast, must nearly double their fuel economy by 2025.

But planes are not cars; they take far longer to develop and are less adaptable to the sorts of

electric or hybrid power sources that are reshaping the auto industry. That's not to say it can't happen — the budget carrier easyJet announced plans this month to test the use of a hybrid system when an aircraft is taxiing.

For now, however, what is important is that an industry that accounts for almost 2 percent of global carbon dioxide emissions — about the same as Germany — and that is projected to double the number of passengers and flights by 2030 will finally join other major sources of greenhouse gas pollution that are subject to international emissions controls.

The proposed standards will at the least prevent airlines from backsliding on emissions as tens of thousands of large new aircraft enter service. The standards would require a 4 percent reduction in fuel consumption from 2015 levels for planes delivered in 2028 and beyond. And there are limits based on the size of the aircraft for planes already in production that are to be delivered after 2023.

The history of pollution controls has shown that the first step, however modest, is often the most important in raising confidence and creating momentum toward greater change. In this case, the timing is important, since the clock is running out on the Obama administration.

The United States accounts for half of all carbon dioxide emissions from planes, and limiting aviation emissions has been high on President Obama's environmental agenda. But the international agreement took more than six years to negotiate, and it still needs approval from the group's larger council and then its full assembly, followed by laws or regulations in each of the 36 member states. Mr. Obama has the authority to set the standards. That is about all he can hope to achieve on this front in his remaining months, and if it happens, it will be no mean feat.