

**Testimony of Kathy Kinsey  
Northeast States for Coordinated Air Use Management  
on U.S. Environmental Protection Agency's Proposed Finding That Greenhouse Gas  
Emissions From Aircraft Cause or Contribute to Air Pollution That May Reasonably Be  
Anticipated To Endanger Public Health and Welfare  
and Advance Notice of Proposed Rulemaking  
(80 FR 37758-37806)  
August 11, 2015  
Washington, DC**

Hello, my name is Kathy Kinsey. I am Senior Policy Advisor with the Northeast States for Coordinated Air Use Management (NESCAUM). NESCAUM is an association of eight state air quality agencies in the Northeast, which includes the six New England States, New Jersey, and New York. My testimony today reflects the majority views of NESCAUM as a state membership organization, and may not necessarily reflect the views of individual NESCAUM member states.

NESCAUM supports an endangerment finding under Clean Air Act Section 231(a) that aircraft greenhouse gas emissions endanger public health and welfare. Our support of EPA's proposed finding remains consistent with our previous comments to EPA in 2009 for mobile sources pursuant to Clean Air Act Section 202(a). The climate science that supported EPA's previous greenhouse gas endangerment finding for mobile sources has only grown stronger since that rulemaking. As summarized in 2014 by the Intergovernmental Panel on Climate Change, the latest science reveals that the onset of climate change-related threats is already affecting our member states, this nation, and the world.

In addition to EPA's proposed endangerment finding, NESCAUM also supports EPA's determination that emissions from certain classes of aircraft engines contribute to the mix of six greenhouse gases subject to this rulemaking.

NESCAUM further supports development and adoption of greenhouse gas standards for U.S. aircraft to address the sector's contribution to climate change. To this end, NESCAUM supports a "whole aircraft" approach that does not exclusively focus on aircraft engines in recognition that emissions are influenced by aerodynamics, weight, and engine-specific fuel consumption.

NESCAUM also urges EPA to adopt greenhouse gas standards for new aircraft types and in-production aircraft that will begin to materially reduce CO<sub>2</sub> emissions from the aviation sector over the next 5 to 10 years beyond expected "business as usual" absent CO<sub>2</sub> emission standards. In furtherance of this goal, it is imperative that the reference scenario from which future aircraft greenhouse gas reductions are compared must realistically reflect current aircraft performance. If the reference scenario is based on outdated aircraft performance, it will result in erroneously inflated estimates of future greenhouse gas reductions relative to current emissions.

In light of on-going ozone nonattainment problems in our region and elsewhere, NESCAUM also recommends that EPA take the opportunity with this rulemaking to revisit its current NO<sub>x</sub> requirements for aircraft engines. EPA should establish a production cut-off date after which Tier 8 requirements will apply to newly manufactured aircraft engines in place of Tier 6.

The International Civil Aviation Organization is not likely to adopt new NOx requirements (if at all) prior to 2022 under its current process. While EPA and the Federal Aviation Administration should push for more stringent NOx requirements in the international arena, EPA should act now to establish a production cut-off date of December 31, 2018 for the U.S. after which newly manufactured aircraft engines must meet Tier 8 NOx requirements rather than Tier 6.

In summary, NESCAUM supports a positive finding that greenhouse gas emissions from aircraft endanger the public health and welfare, and emissions from certain aircraft engine classes cause or contribute to that endangerment. In adopting greenhouse gas regulations for aircraft, NESCAUM supports a “whole aircraft” approach that does not exclusively focus on aircraft engines. Finally, NESCAUM requests that EPA revisit NOx requirements for aircraft engines and establish a Tier 6 production cutoff date after which only cleaner engines meeting Tier 8 limits may be manufactured.

NESCAUM will be submitting more detailed written comments into the docket, and we thank you for your attention to our oral testimony today.