

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0533**

Administrator Gina McCarthy  
Environmental Protection Agency  
1200 Pennsylvania Avenue NW  
Washington, DC 20460

October 7, 2015

Dear Administrator McCarthy,

We commend the Environmental Protection Agency (EPA) for initiating this rulemaking to limit carbon pollution from airplanes. Airplanes are a significant contributor to global climate change and ocean acidification—grave environmental problems that threaten the health and welfare of current and future generations of Americans. If the global aviation industry were a country, it would have been the *seventh* largest emitter of CO<sub>2</sub> emissions in 2011, just after Germany and well ahead of Korea. Worse, global aircraft emissions are expected to *triple* by 2050. Since airlines are a significant contributor to climate-disrupting pollution, it is critical that EPA move forward with bold action to rein in these dangerous emissions.

EPA should propose standards that are sufficiently stringent to deliver on President Obama's pledge to stabilize U.S. aircraft emissions at 2005 levels by 2020, and to reduce economy-wide emissions by 26 to 28 percent from 2005 levels by 2025. Delivering on these commitments will require the United States to go far beyond the options currently being considered by the International Civil Aviation Organization (ICAO). We would welcome meaningful international standards, and encourage EPA to continue pushing ICAO towards greater stringency. But given that ICAO has already decided to adopt a "technology following" standard and has ruled out the possibility of regulating in-use aircraft, it is clear that the United States cannot achieve the emission reductions we need by simply rubberstamping the ICAO standards. EPA can and must do more.

Fortunately, the Clean Air Act provides EPA with ample authority to curb this dangerous pollution. As EPA recognized in 2008, the Act authorizes a fleet-wide averaging system that applies to new and in-use aircraft. Drawing upon this authority, EPA should propose a fleet-wide averaging system that is sufficiently stringent to stabilize and then reduce U.S. aviation emissions, consistent with the United States' international commitments and EPA's duty to protect the American public from dangerous air pollution.

We look forward to working with EPA to implement the bold action that is needed to protect our nation's health and welfare.

Sincerely,



Ted W. Lieu  
Member of Congress



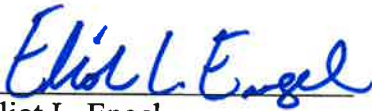
Eleanor Holmes Norton  
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Donald S. Beyer Jr.  
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Eliot L. Engel  
Member of Congress



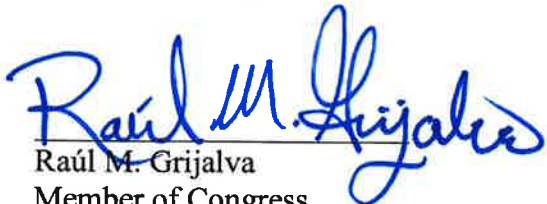
Alan Grayson  
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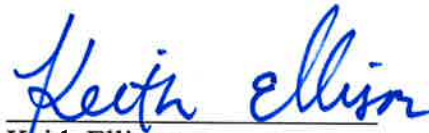
Sam Farr  
Member of Congress



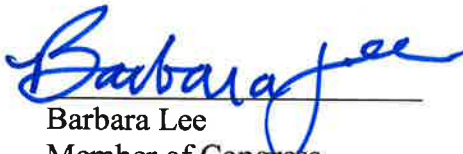
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Karen Bass  
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Judy Chu  
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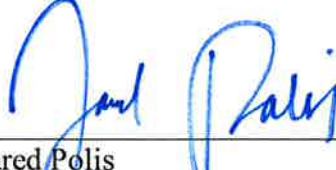
  
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