

Control Of Air Pollution From Airplanes And Airplane Engines

Rule Link: <https://www.federalregister.gov/documents/2020/08/20/2020-16271/control-of-air-pollution-from-airplanes-and-airplane-engines-ghg-emission-standards-and-test>

EPA Proposed A Rule That Would Essentially Have No Impact On The Aviation Sector's Emissions

EPA Proposed Airplane And Airplane Engine Emission Standards Equivalent To The Airplane CO2 Standards Adopted By The International Civil Aviation Organization In 2017. “These proposed standards are equivalent to the airplane CO2 standards adopted by the International Civil Aviation Organization (ICAO) in 2017 and would apply to both new type design airplanes and in-production airplanes.” [Federal Register; Document Number 2020-16271, [8/20/20](#)]

EPA's Proposed GHG Emissions Standards Would Result In No GHG Reductions At All Compared To “Business-As-Usual.” “Section III explains how the Proposed Rule completely fails to satisfy this duty. While the Proposed Rule contains some necessary components for regulating aircraft GHG emissions,1 if adopted, it would do nothing to control GHG emissions. The substantive standards that EPA proposes to adopt—the 2016 GHG standards developed by the International Civil Aviation Organization (ICAO)—lag existing technology by more than 10 years and would result in no GHG reductions at all compared to business-as-usual.” [Comments Of California (By And Through The California Attorney General And California Air Resources Board), Connecticut, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, New York, Oregon, Vermont, Washington, And The District Of Columbia; EPA HQ-OAR-2018-0267, [10/19/20](#)]

GHG Emissions Are A Threat

Greenhouse Gases Cause Climate Change And Contribute To Respiratory Disease. “Greenhouse gases have far-ranging environmental and health effects. They cause climate change by trapping heat, and they also contribute to respiratory disease from smog and air pollution. Extreme weather, food supply disruptions, and increased wildfires are other effects of climate change caused by greenhouse gases.” [National Geographic, [5/13/19](#)]

Multiple Airline Special Interests Supported The EPA's GHG Standards Proposal

Aerospace Industries Association Commented In Support Of EPA's Proposed Rule On GHG Emissions For Aircraft. “US manufacturers build aircraft that will be used all over the world, using the same standard as that developed through ICAO is therefore vital for the competitiveness of the US aerospace industry, and the health of the global aviation system. We are therefore pleased that the EPA is proposing to adopt rules that are equivalent in scope, stringency and timing to the ICAO CO2 standard.” [Comment submitted by David Hyde, Director, Environmental Policy, Aerospace Industries Association, [9/23/20](#)]

Gulfstream Commented in Support Of EPA’s Proposed Rule On GHG Emissions For Aircraft. “Gulfstream welcomes the opportunity to respond to this Environmental Protection Agency (EPA) Notice of Proposed Rulemaking (NPRM) on Greenhouse Gas (GHG) emission standards and test procedures. Gulfstream applauds the Environmental Protection Agency (EPA) for demonstrating leadership with this NPRM that will enable U.S. manufacturers to lead the way in producing environmentally responsible aircraft. Gulfstream has worked closely with the Aerospace Industries Association (AIA) and supports the comments provided by them with the following points of emphasis.” [Comment submitted by Catherine M. Downen, Director, CAO Enterprise Management – TC, Gulfstream Aerospace Corporation, [9/23/20](#)]

Airbus Commented in Support Of EPA’s Proposed Rule On GHG Emissions For Aircraft. “As such, Airbus welcomes EPA’s proposed new rule that, if adopted, will implement the ICAO CO2 emissions standard domestically in the US.” [Comment submitted by Stephane Flori, Head of Regulations & Standards, Airbus S.A.S., [9/23/20](#)]

Boeing Left Comments Supportive Of The ICAO CO2 Efficiency Standard Which EPA Proposed Adoption Of. “Following six years of negotiations between governments, with industry and environmental group observers, the International Civil Aviation Organization (ICAO) has designed the world’s first CO2 efficiency standard for aircraft. New technology is one of the sector’s pillars of climate action (as well as sustainable aviation fuels, improved operations, efficient infrastructure and a global market-based measure). The CO2 Standard is a key step in formalising new technology efficiency measures.” [Comment submitted by Sheila M. Remes, Vice President, Environmental Sustainability, The Boeing Company, [10/21/20](#)]

Airlines For America Testified In Support Of The EPA’s Proposed Rule On GHG Emissions For Aircraft, While Urging OMB To Disapprove Of The Included Recordkeeping Requirements. “The U.S. airlines acknowledge and embrace our responsibility to address climate change and, accordingly, we were pleased to testify at the Agency’s recent public hearing in strong support of the Agency’s proposal to adopt GHG emissions standards for certain aircraft engines that are equivalent to the CO2 Certification Standards for aircraft adopted by the International Civil Aviation Organization (“ICAO”) in 2017, and will file written comments with EPA reiterating and reinforcing that support. We do, however, have significant concerns about the ICR and the Reporting and Recordkeeping requirements EPA proposes to codify as 40 CFR §§ 1030.90, 1030.95 and 1030.983 and which EPA is asking OMB to approve. For the reasons detailed below, we respectfully urge OMB to disapprove these requirements.” [Comment submitted by Tim A. Pohle, Senior Managing Director, Environmental Affairs, Airlines for America (A4A), [9/23/20](#)]

- **A4A Members Included American Airlines, Delta, Fedex, Southwest, UPS And JetBlue.** “A4A members are Alaska Airlines, Inc.; American Airlines Group; Atlas Air, Inc.; Delta Air Lines; Federal Express Corp.; Hawaiian Airlines; JetBlue Airways Corp.; Southwest Airlines Co.; United Continental Holdings, Inc.; and United Parcel Service Co. Air Canada is an associate member.” [Comment submitted by Tim A. Pohle, Senior Managing Director, Environmental Affairs, Airlines for America (A4A), [9/23/20](#)]

Multiple A4A Members Received Billions In Bailouts From And Signed Federal Contracts Worth Hundreds Of Millions With The Trump Administration

Delta Air Lines Inc. Took Over \$5.4 Billion In Bailouts After Signing Nearly \$187 Million In Federal Contracts Since The Start Of The Trump Administration.

Delta Air Lines Inc. Agreed To A \$5,436,331,186 Payroll Support Payment On April 20, 2020. [["Payroll Support Program Payments,"](#) U.S. Treasury Department, accessed 06/08/20]

Delta Air Lines Inc. Has Signed \$186,859,448 In Federal Contracts Since The Beginning Of The Trump Administration. [[Search for Delta Air Lines,](#) USASpending.gov, accessed 06/09/20]

\$20,602,484 Had Been Awarded In 2020. [[Search for Delta Air Lines,](#) USASpending.gov, accessed 06/09/20]

Southwest Airlines Co. Took Over \$3.2 Billion In Bailouts After Signing Over \$45.7 Million In Federal Contracts Since The Start Of The Trump Administration.

Southwest Airlines Co. Agreed To A \$3,259,181,720 Payroll Support Payment On April 21, 2020. [["Payroll Support Program Payments,"](#) U.S. Treasury Department, accessed 06/08/20]

Southwest Airlines Co. Has Signed \$45,747,177 In Federal Contracts Since The Beginning Of The Trump Administration. [[Search for Southwest Airlines,](#) USASpending.gov, accessed 06/09/20]

\$300,763 Of These Contracts Had Been Awarded In 2020. [[Search for Southwest Airlines,](#) USASpending.gov, accessed 06/09/20]

United Airlines Inc. Took Nearly \$5 Billion In Bailouts After Signing Over \$28 Million In Federal Contracts Since The Start Of The Trump Administration.

United Airlines Inc. Agreed To A \$4,958,498,096 Payroll Support Payment On April 21, 2020. [["Payroll Support Program Payments,"](#) U.S. Treasury Department, accessed 06/08/20]

United Airlines Inc. Has Signed \$28,233,277 In Federal Contracts Since The Beginning Of The Trump Administration. [[Search for United Airlines,](#) USASpending.gov, accessed 06/09/20]

\$890,416.40 Of These Contracts Had Been Awarded In 2020. [[Search for United Airlines,](#) USASpending.gov, accessed 06/09/20]

American Airlines Took A \$5.8 Billion Bailout After Signing Over \$16 Million In Federal Contracts Since The Start Of The Trump Administration.

American Airlines Inc Agreed To A \$5,814,516,440 Payroll Support Payment On April 21, 2020. [["Payroll Support Program Payments,"](#) U.S. Treasury Department, accessed 06/11/20]

American Airlines Inc. Has Signed \$16,187,797 In Federal Contracts Since The Beginning Of The Trump Administration. [[Search for American Airlines,](#) USASpending.gov, accessed 06/09/20]

Hawaiian Airlines Inc. Took Over \$292 Million In Bailouts After Signing Nearly \$3.4 Million In Federal Contracts Since The Start Of The Trump Administration.

Hawaiian Airlines Inc. Agreed To A \$292,459,908 Payroll Support Payment On April 22, 2020. [["Payroll Support Program Payments,"](#) U.S. Treasury Department, accessed 06/08/20]

Hawaiian Airlines, Inc. Has Signed \$3,387,928 In Federal Contracts Since The Beginning Of The Trump Administration. [[Search for Hawaiian Airlines,](#) USASpending.gov, accessed 06/09/20]

\$125,246 Of These Contracts Were Awarded In 2020. [[Search for Hawaiian Airlines,](#) USASpending.gov, accessed 06/09/20]

Atlas Air, Inc. Took A Nearly \$407 Million Bailout After Signing Over \$22.6 Million In Federal Contracts Since The Beginning Of The Trump Administration, \$1.5 Million Of Which Were In 2020.

Atlas Air Inc. Agreed To A \$406,842,820 Payroll Support Payment On June 1, 2020. [["Payroll Support Program Payments,"](#) U.S. Treasury Department, accessed 06/11/20]

Atlas Air Inc. Has Been Awarded \$22,689,138 In Federal Contracts Since The Beginning Of The Trump Administration, As Of June 11, 2020. [[Search for Atlas Air, USASpending.gov,](#) accessed 06/11/20]

\$1,557,003 Of These Contracts Were Awarded In 2020, As Of June 11, 2020. [[Search for Atlas Air, USASpending.gov,](#) accessed 06/11/20]

JetBlue Airways Corporation Took Over \$935.7 Million In Bailouts After Signing Nearly \$185,000 In Federal Contracts Since The Start of The Trump Administration.

JetBlue Airways Corporation Agreed To A \$935,754,826 Payroll Support Payment On April 23, 2020. [["Payroll Support Program Payments,"](#) U.S. Treasury Department, accessed 06/08/20]

JetBlue Airways Corporation Has Signed \$184,797 In Federal Contracts Since The Beginning Of The Trump Administration. [[Search for Jetblue Airways Corporation](#), USASpending.gov, accessed 06/09/20]

Alaska Airlines Inc. Took Over \$990 Million In Bailouts After Signing Over \$171,500 In Federal Contracts Since The Start Of The Trump Administration.

Alaska Airlines Inc. Agreed To A \$992,189,880 Payroll Support Payment On April 23, 2020. [["Payroll Support Program Payments"](#), U.S. Treasury Department, accessed 06/08/20]

Alaska Airlines, Inc. Has Signed \$171,597 In Federal Contracts Since The Beginning Of The Trump Administration. [[Search for Alaska Airlines](#), USASpending.gov, accessed 06/09/20]

\$9,000 Of These Contracts Had Been Awarded In 2020. [[Search for Alaska Airlines](#), USASpending.gov, accessed 06/09/20]

The Airline Industry Contributed Heavily To Trump's 2016 And 2020 Associated Campaign Committees

The Airline Industry Has Donated Over \$623,000 In Political Contributions To Donald Trump.

The Airline Industry Donated \$271,044 To Donald Trump And His Associated Campaign Committees During The 2016 Election Cycle. [["Airline Industry Top 20 Recipients 2016 Election Cycle"](#), OpenSecrets.org, accessed 06/11/20]

The Airline Industry Has Donated \$352,339 To Donald Trump And His Associated Campaign Committees During The 2020 Election Cycle So Far. [["Airline Industry Top 20 Recipients 2020 Election Cycle"](#), OpenSecrets.org, accessed 06/11/20]

Paul Elliott Singer, Who Is Tied To Delta, Gave \$1,000,000 To Trump's Inauguration.

Paul Elliott Singer, Of Elliott Management, Gave \$1,000,000 To Donald Trump's Inauguration. [[Trump 2017 Inauguration Contributions](#), OpenSecrets, accessed 03/10/20]

- Elliott Associates, "Managed By Activist Investor Paul Singer," Is The "Second-Largest Shareholder" In Travelport, Which Provides "Hospitality," "Hosting Services To Airlines As Well As Hosting Reservations," And Runs Other Systems For Delta Airlines. "Wall Street analysts said last week that Elliott Associates' investment in Travelport – a nearly 12% stake, making it the second-largest shareholder -- stemmed from a view that the company is undervalued. [...] Elliott Associates is managed by activist investor Paul Singer, who is known for shaking up companies. [...] Travelport's Travel Commerce Platform consists of two parts: Air and Beyond Air. The latter includes hospitality, payment solutions, digital services and advertising. [...] Travelport said

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Technology Services encompasses hosting services to airlines as well as hosting reservations, inventory management and other systems for Delta.” [Jamie Biesiada, “[Analysts say Elliott bought into Travelport because it's undervalued](#),” *Travel Weekly*, 04/01/18]

Lobbying

A4A Spent \$25.14 Million On Federal Lobbying Between 2017 And 2020. [Opensecrets; Airlines For America, Accessed [11/23/20](#)]