

FAA Reauthorization Vision-100

Emission Reduction Provisions for Airports



Office of Airports
Community and Environmental Needs
Division

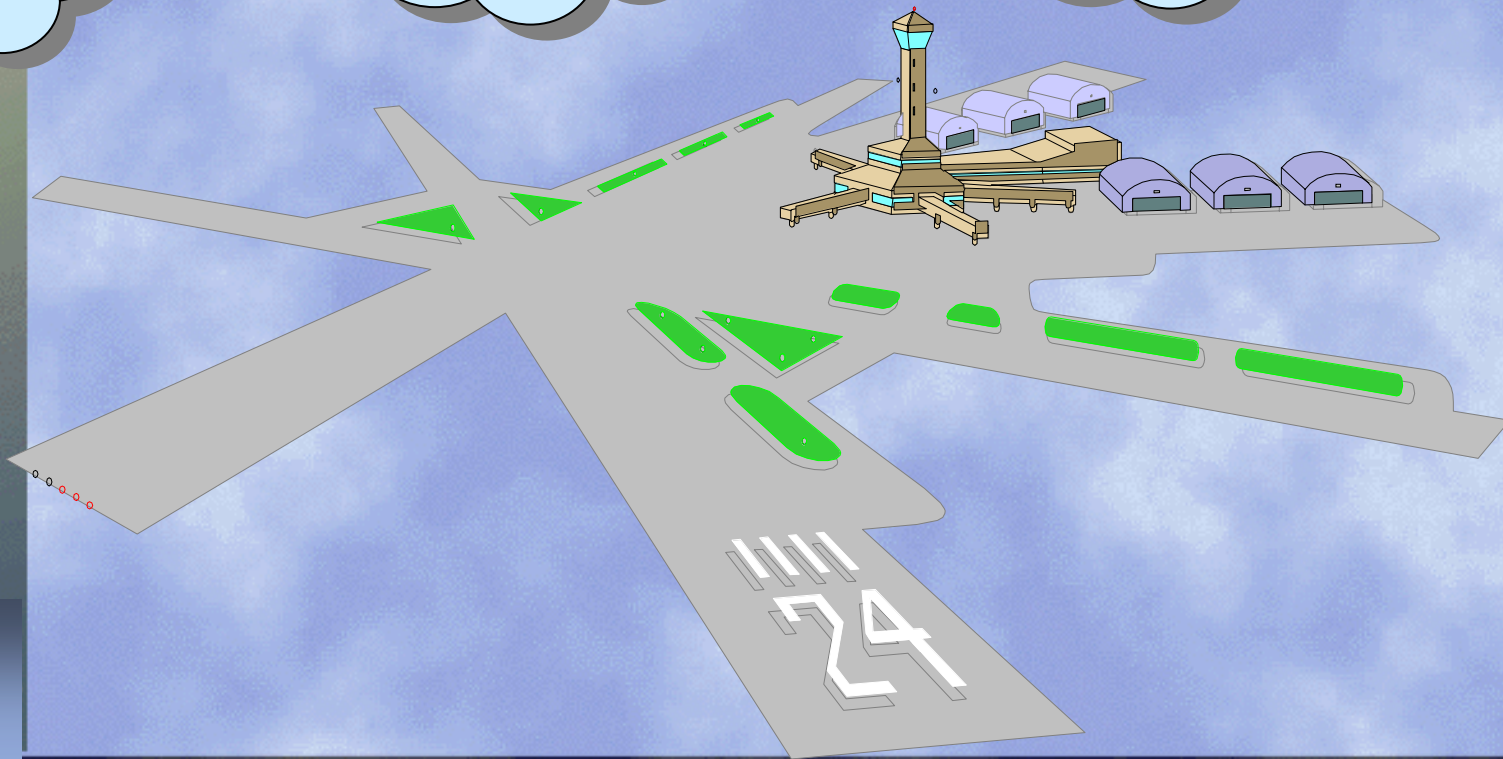
Voluntary Airport Low Emission Program

Meet CAA regulations with cleaner technology


Greater airport and project eligibility

More Federal \$ for air quality

Airport emission credits to spur early action



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Meet CAA
regulations with
cleaner technology

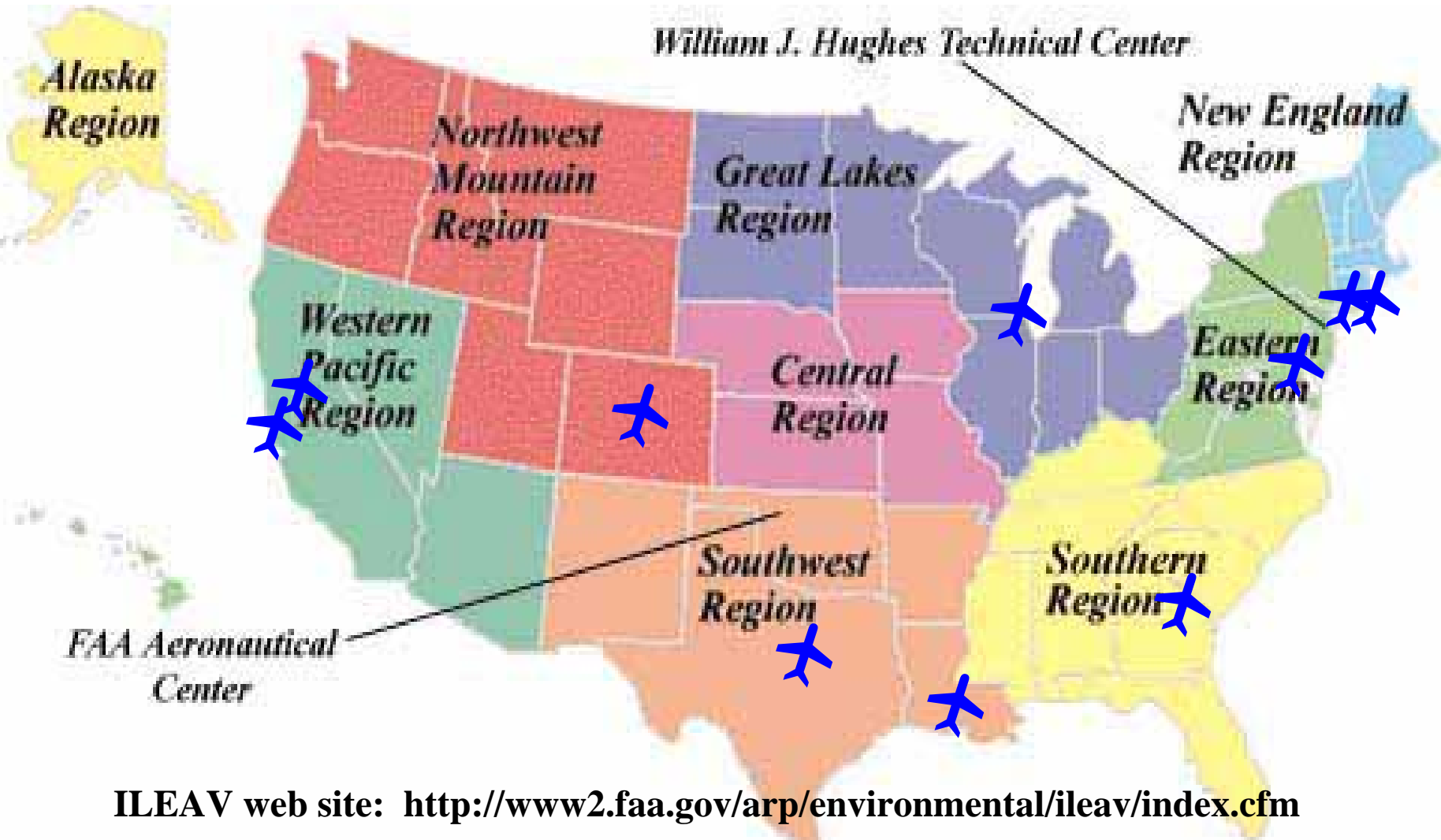
The Vision for “Vision 100”

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- **To help airports effectively meet their responsibilities under the Clean Air Act**
 - ✓ Using ‘best achievable’ EPA low emission standards
 - ✓ Relying on alternative domestic fuels
 - ✓ Deploying commercially viable technology
 - ✓ Coordinating with other Federal, State and local agencies

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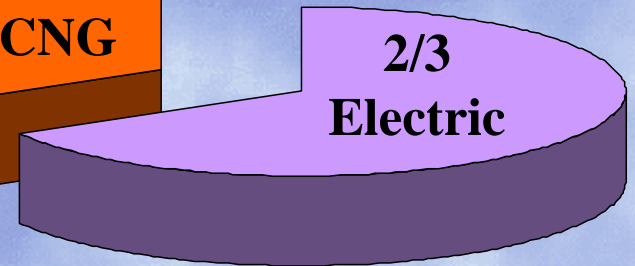
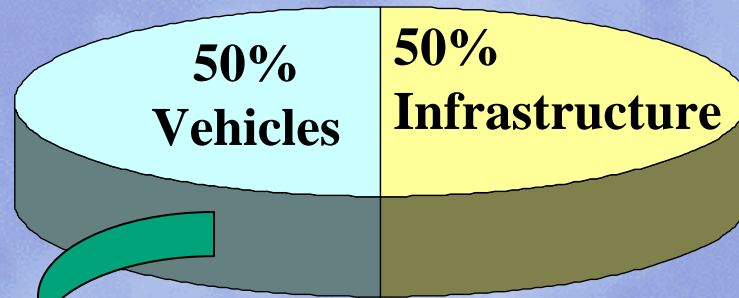
New Program is Based on the 10 Airport Inherently Low Emission Airport Vehicle (ILEAV) Pilot Program



ILEAV web site: <http://www2.faa.gov/arp/environmental/ileav/index.cfm>

ILEAV

1,600 Vehicles Planned



Areas of Expanded Project Eligibility from Pilot Program

➤ National scope

- ✓ Commercial service airports located in designated Nonattainment or Maintenance Areas for any of the six criteria pollutants.
(~140 airports, including 43 of the 50 busiest)

➤ More alternative fuels

- ✓ Also, hybrids that meet low emission standards

➤ Greater Federal share (75%-100%)

- ✓ Infrastructure and facilities
- ✓ Vehicles (incremental costs, no base costs)



New Provisions Eliminate Previous Barriers

Eligibility

Previous AIP provisions (Order 5100.38B)

- Mobile sources were harder to fund

The project may include “...any construction, reconstruction, repair, improvement, or purchase of capital equipment for the airport.”

- Early action was harder due to required documentation and no emission credits

Air quality projects must be an airport “sponsor compliance responsibility under the Clean Air Act of 1970... State implementation plans or other documentation shall be obtained to justify the project.”

Eligible Vehicles

- Aircraft ground support equipment (GSE)
- Airport-dedicated on-road vehicles

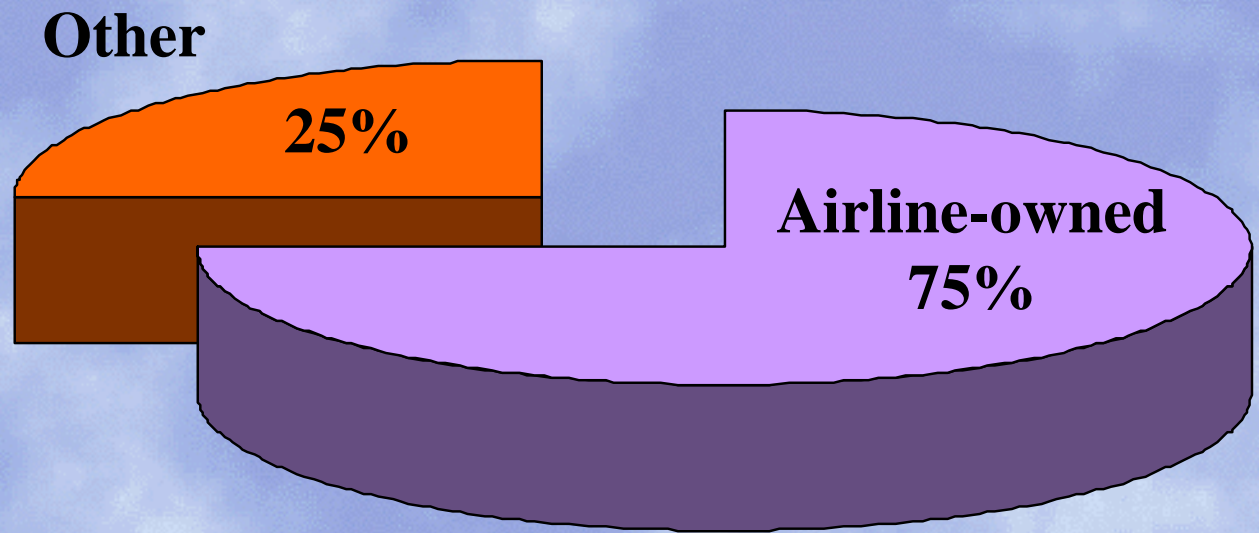
YES

- GSE
- Service/security vehicles
- Parking lot shuttles and buses

NO

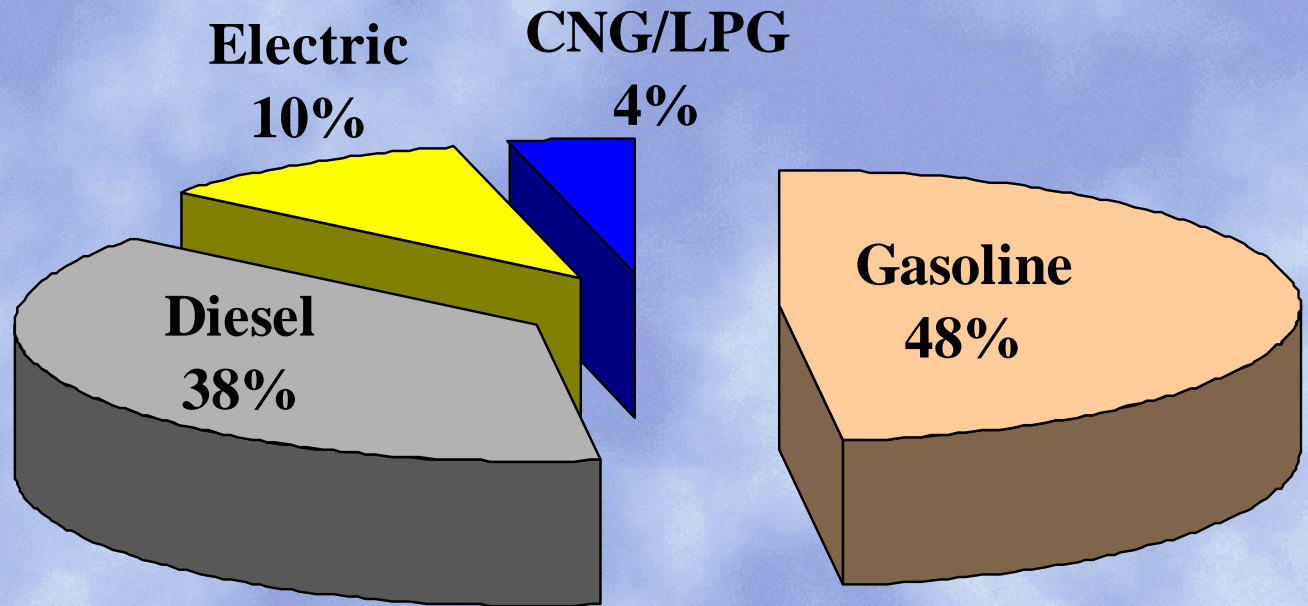
- Private cars
- Super shuttles
- Taxis
- Limousines

National GSE Fleet is Approximately 72,000



Airline GSE by Fuel Type

(~55,000 units with average age of 9.4 years)



Eligible Infrastructure (tentative)

- Gate electrification (reduced APU and GSE usage)
- Refueling and recharging stations
- Fuel hydrant systems (reduced trucking and evaporative emissions)
- Conversions of airport powerplants, generators, and other combustion sources to cleaner fuels
- Reduction of fugitive dust from non-combustion sources



Two Major Federal Funding Programs for Airports

Funding

Airport Improvement Program (AIP) ~\$3 Billion/Year

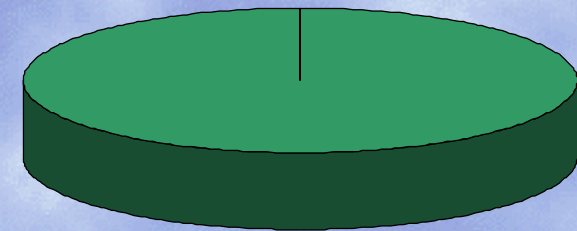
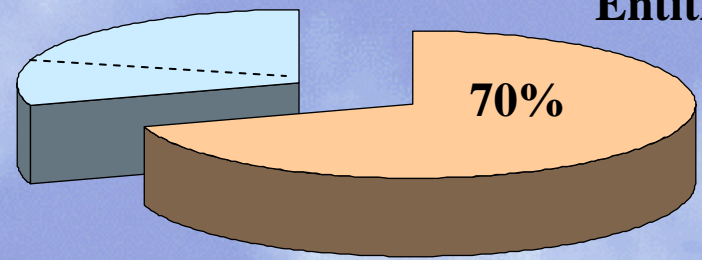
Discretionary (30%)
1/3 is noise and air
quality set-aside

Entitlements

70%

Passenger Facility
Charges (PFC)
~\$2 Billion/Year

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Eligibility by Funding Source



AIP

- New vehicles
- Airport-owned
- Alternative fuels



PFC

- New and retrofit vehicles
- Airport and non-airport owned
- Alternative and cleaner conventional fuels

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AIP

GSE Retrofit Pilot Program

- **10 commercial service airports in NA/MA**
 - ✓ Each grant up to \$500,000
- **For GSE retrofits powered by conventional fuels**
- **Selection criteria:**
 - ✓ Cost effectiveness based on the remaining life of the vehicle
 - ✓ Only emission control technologies certified or verified by EPA
 - ✓ Priority for airport owned GSE
 - ✓ EPA/State assurance of emission credits



Funding Only With EPA/State Credit Guarantee

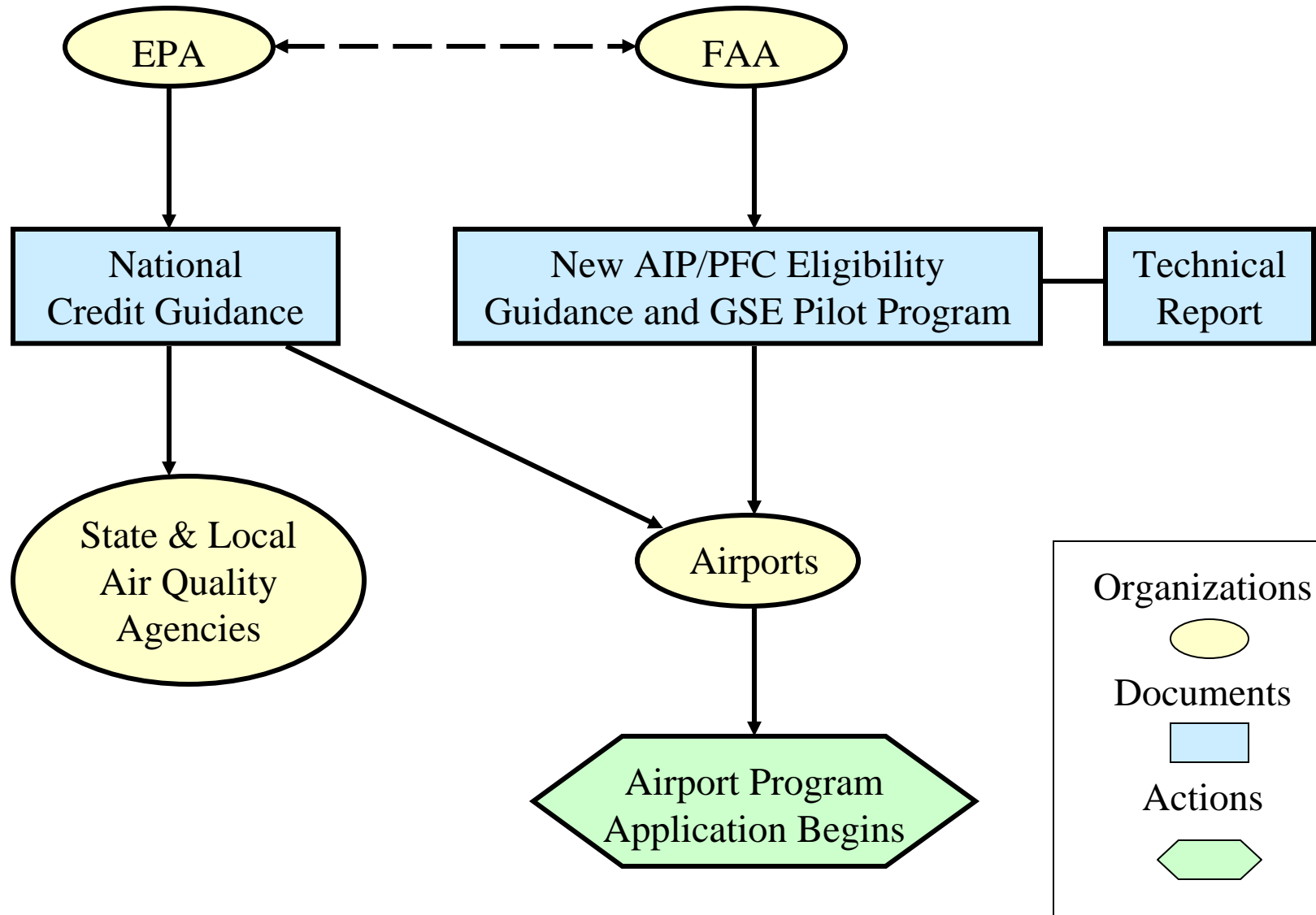


Emission credits

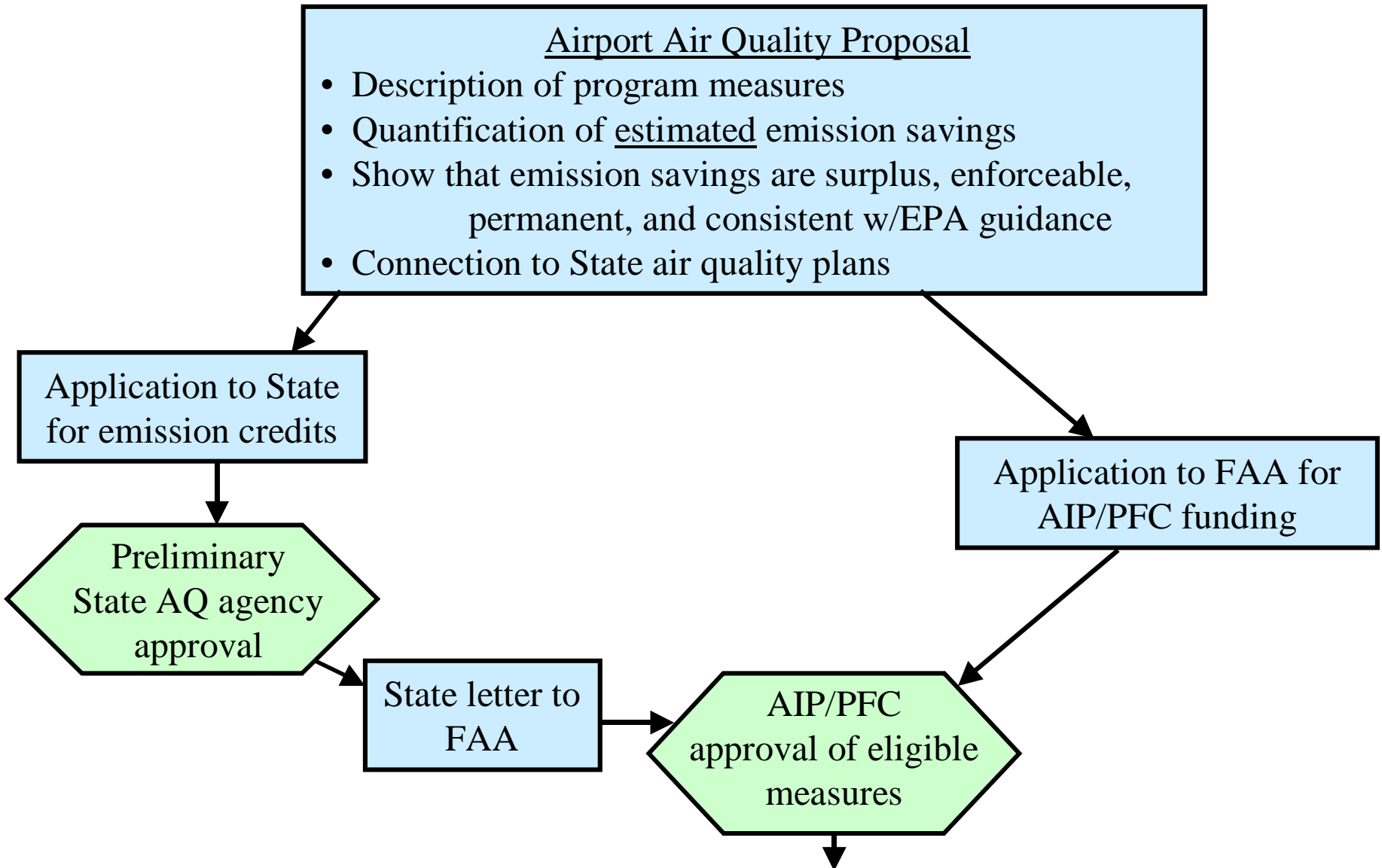
- **Emission credits to airports can be applied to future regulatory requirements**
 - ✓ General conformity
 - ✓ New source review

- **Credit requirements**
 - ✓ Nationally consistent approach
 - ✓ Provided on a timely basis
 - ✓ Based on existing CAA criteria: quantifiable, surplus, permanent, enforceable, SIP consistent
 - ✓ ILEAV projects credited retroactively

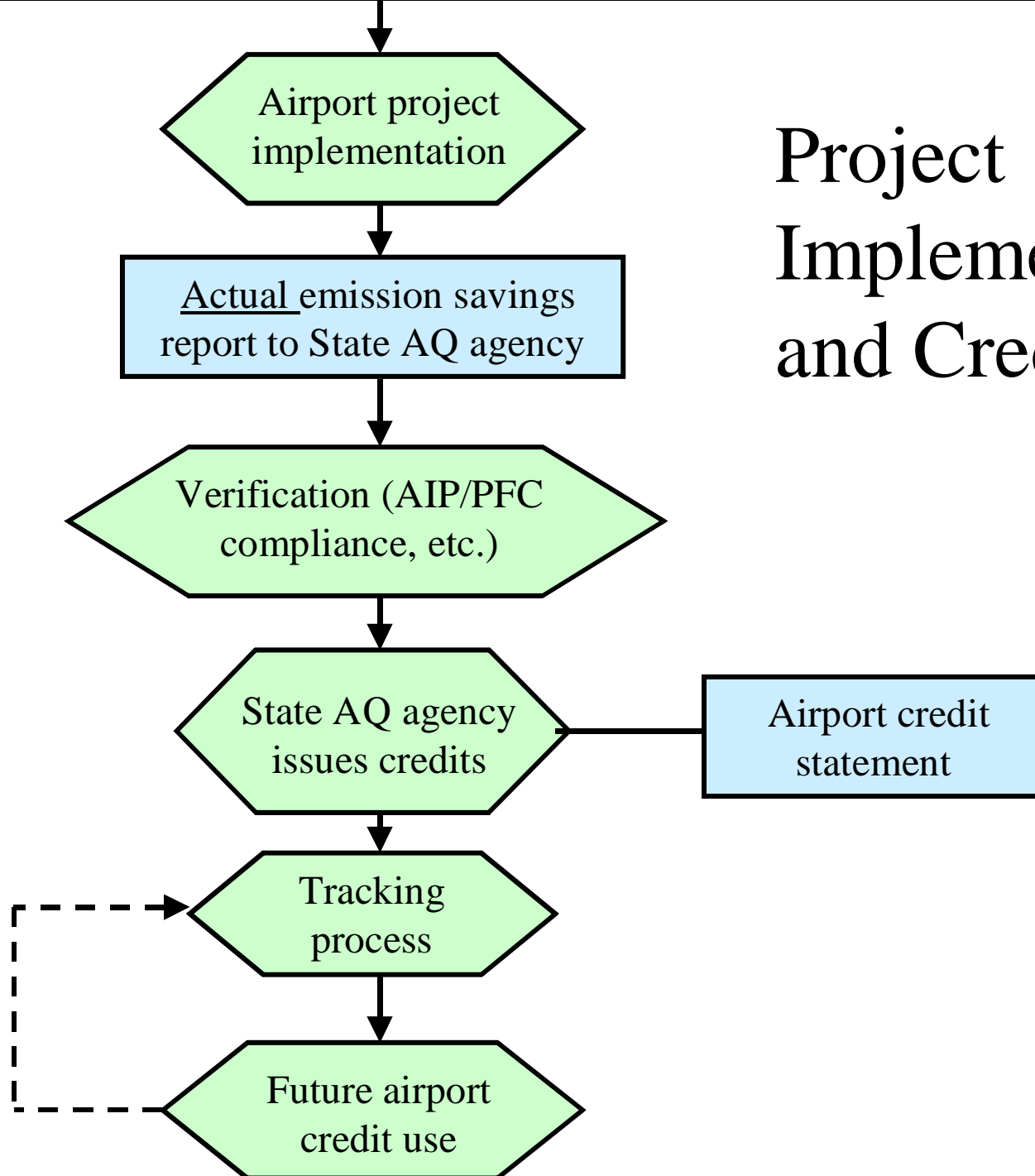
Program Guidance Development



Airport Program Application



Project Implementation and Crediting



Looking Ahead to What's Next

- **Coordinate with Federal & State agencies**
- **Select best EPA low emission standards**
- **Issue eligibility guidance**
 - ✓ Among issues are:
 - R&D and 'leading edge' technologies
 - Public access to refueling stations
- **Develop GSE retrofit pilot program**
- **Issue emission credits guidance**
- **Make EDMS enhancements**
- **Consider evolving air quality standards**
 - ✓ New EPA standards for ozone (O₃) and particulates (PM_{2.5})