

Vision-100

FAA Reauthorization

(P.L. 108-176)

Emission Reduction Provisions for Airports



**Office of Airports
Community and Environmental Needs
Division**

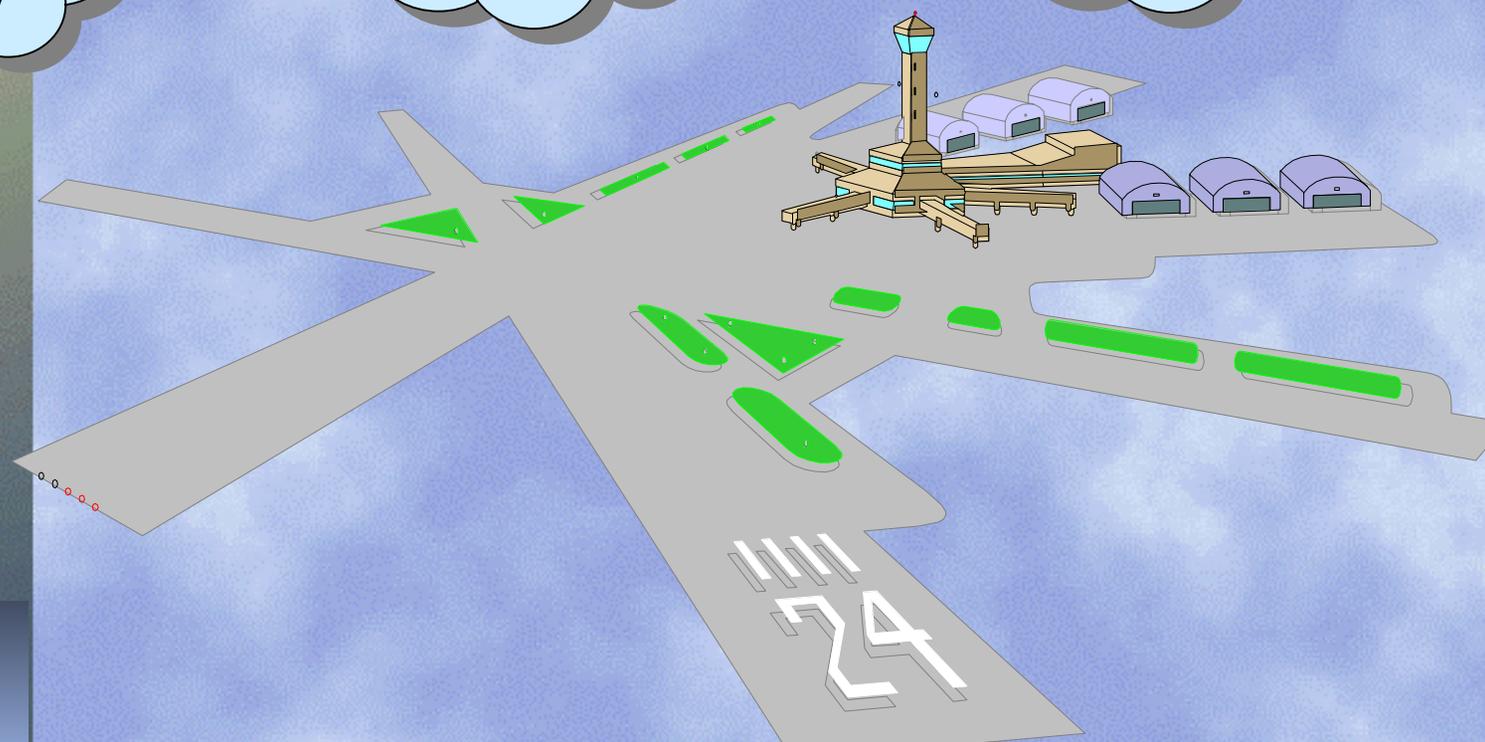
Voluntary Airport Low Emission Program

Meet CAA regulations with clean technology

Greater airport and project eligibility

More Federal \$ for air quality

Airport emission credits to spur early action



The Vision-100 Approach

Meet CAA
regulations with
clean technology

- Use 'best achievable' EPA low emission standards
- Rely mainly on alternative domestic fuels
- Emphasize deployment of commercially viable technology
- Coordinate with Federal, State and local agencies

FAA



Funding Only With EPA/State Credit Guarantee

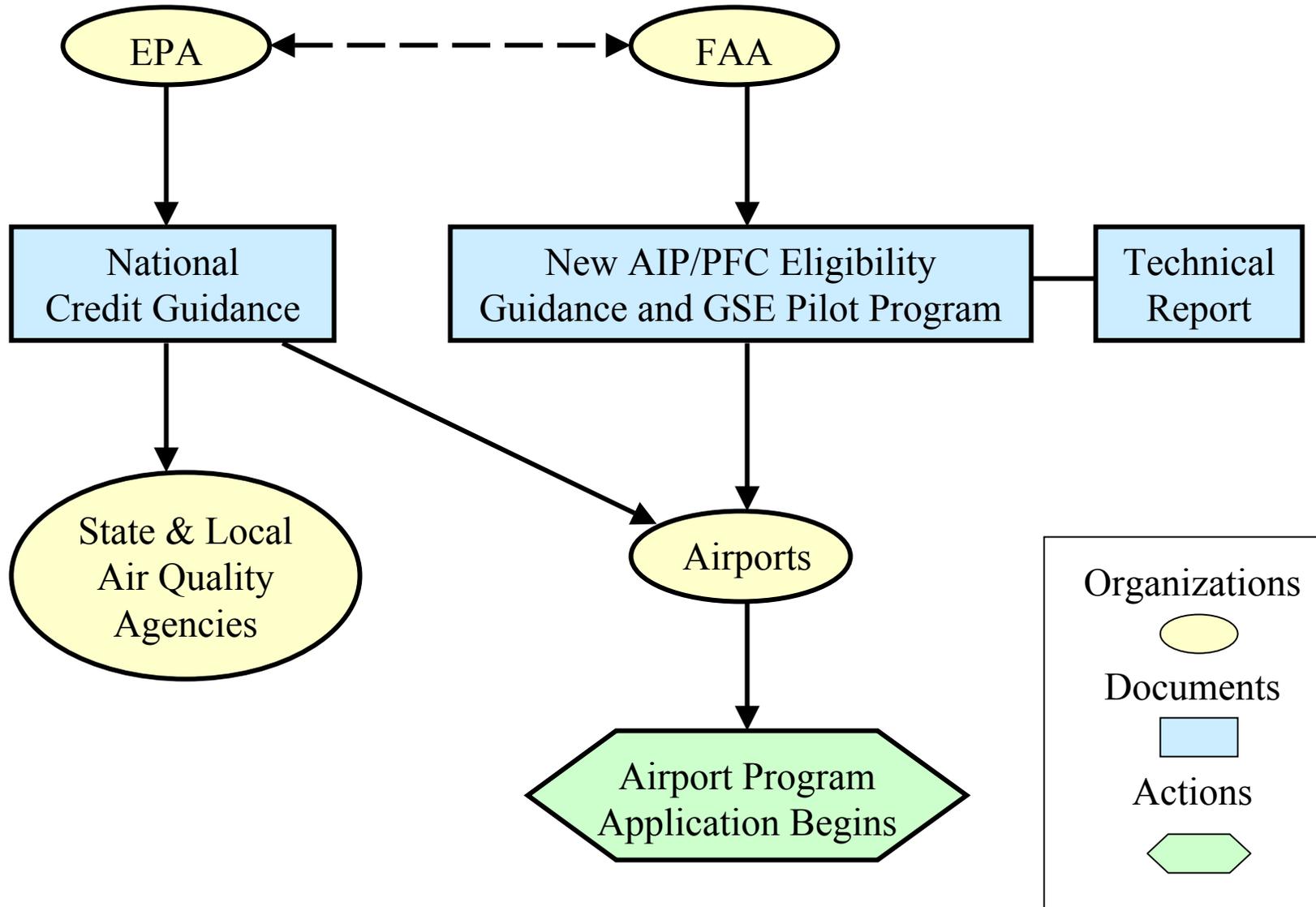


Emission credits

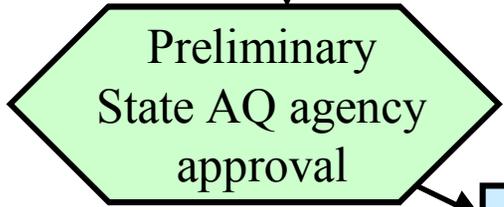
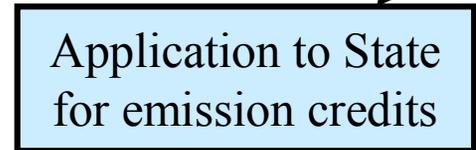
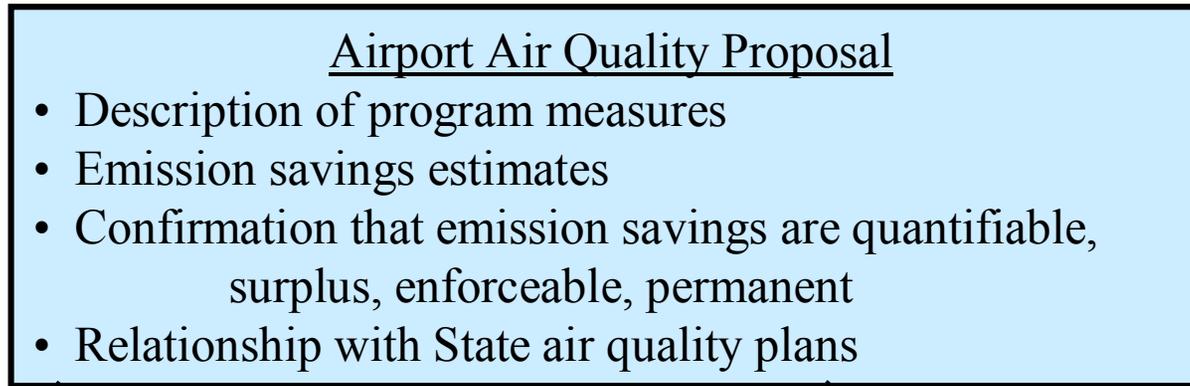
- **Emission credits to airports can be used to meet future requirements**
 - ✓ General Conformity
 - ✓ New Source Review

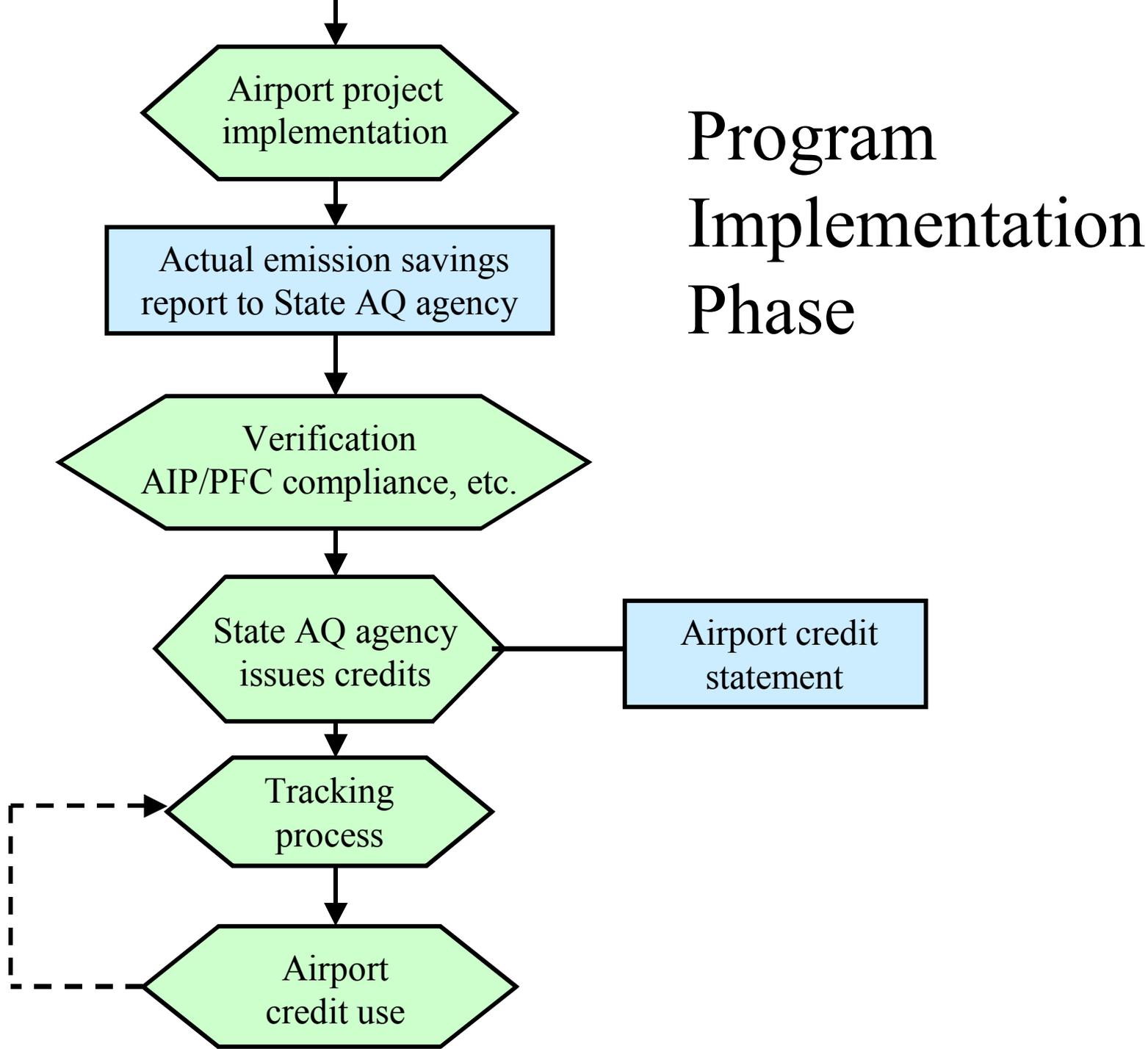
- **Credit requirements**
 - ✓ Nationally consistent approach
 - ✓ Provided on a timely basis
 - ✓ Based on existing CAA criteria: quantifiable, surplus, permanent, enforceable, SIP consistent
 - ✓ ILEAV projects credited retroactively

Program Guidance

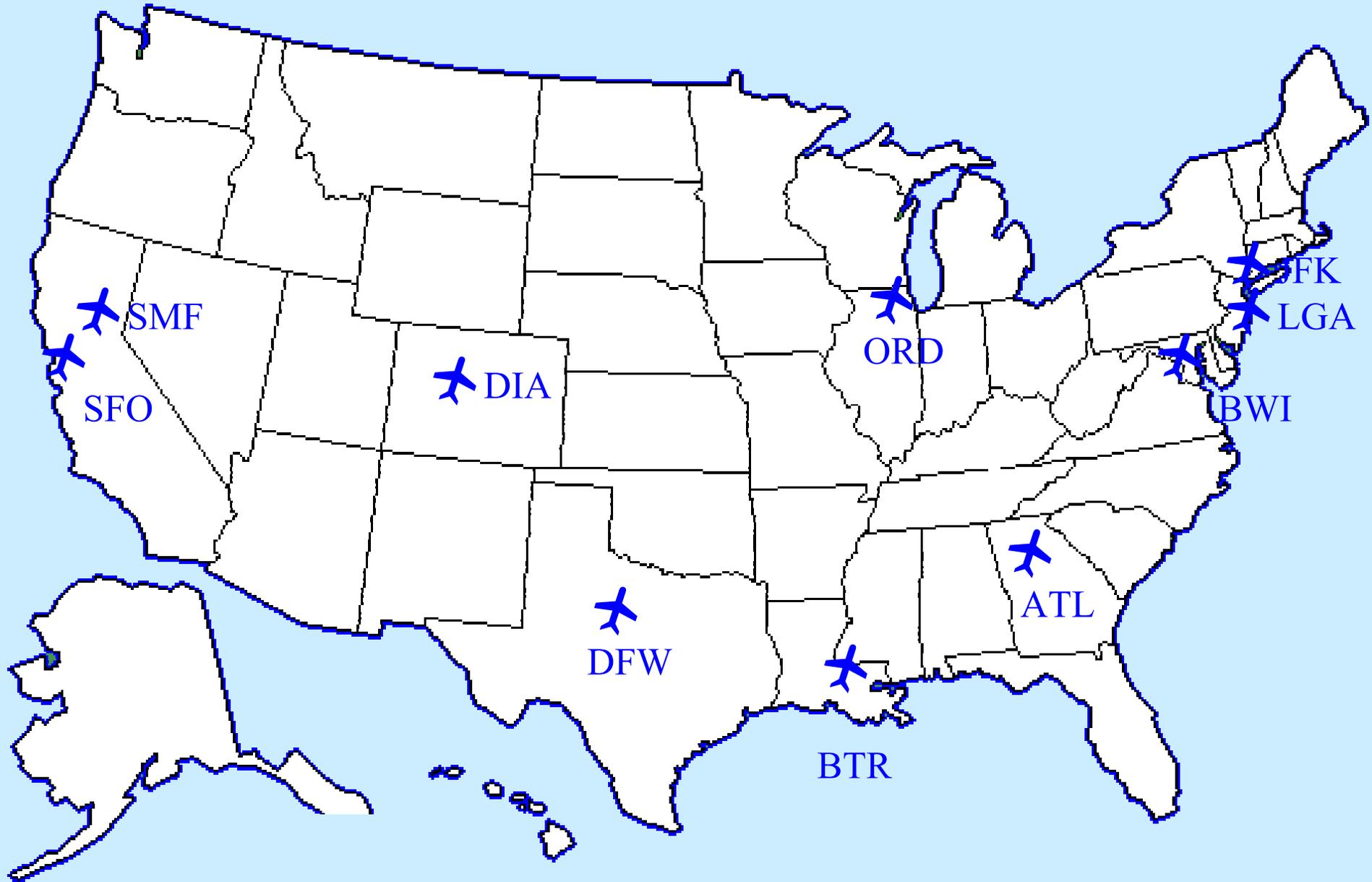


Program Application Phase





Vision-100 Program is Based on the Inherently Low Emission Airport Vehicle (ILEAV) Pilot Program



Areas of Expanded Project Eligibility from Pilot Program

➤ National scope

- ✓ Commercial service airports located in Nonattainment or Maintenance Areas
(~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)



New Provisions Eliminate Previous AIP Procedural Barriers (Order 5100.38B)

Eligibility

➤ Mobile sources were not specified

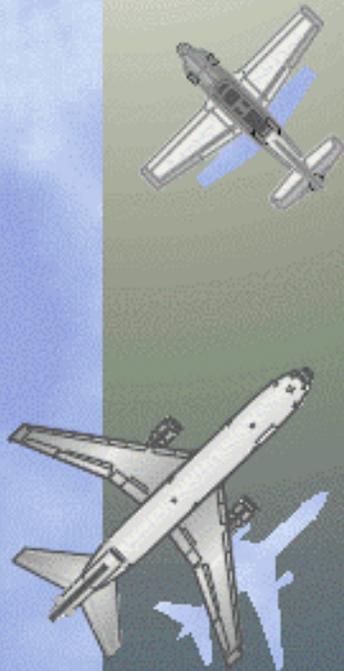
“...any construction, reconstruction, repair, improvement, or purchase of capital equipment for the airport.”

➤ Early documentation was hard to get

“State implementation plans or other documentation shall be obtained to justify the project.”

➤ Emission credits were not guaranteed

Four 'legs' of vehicle eligibility



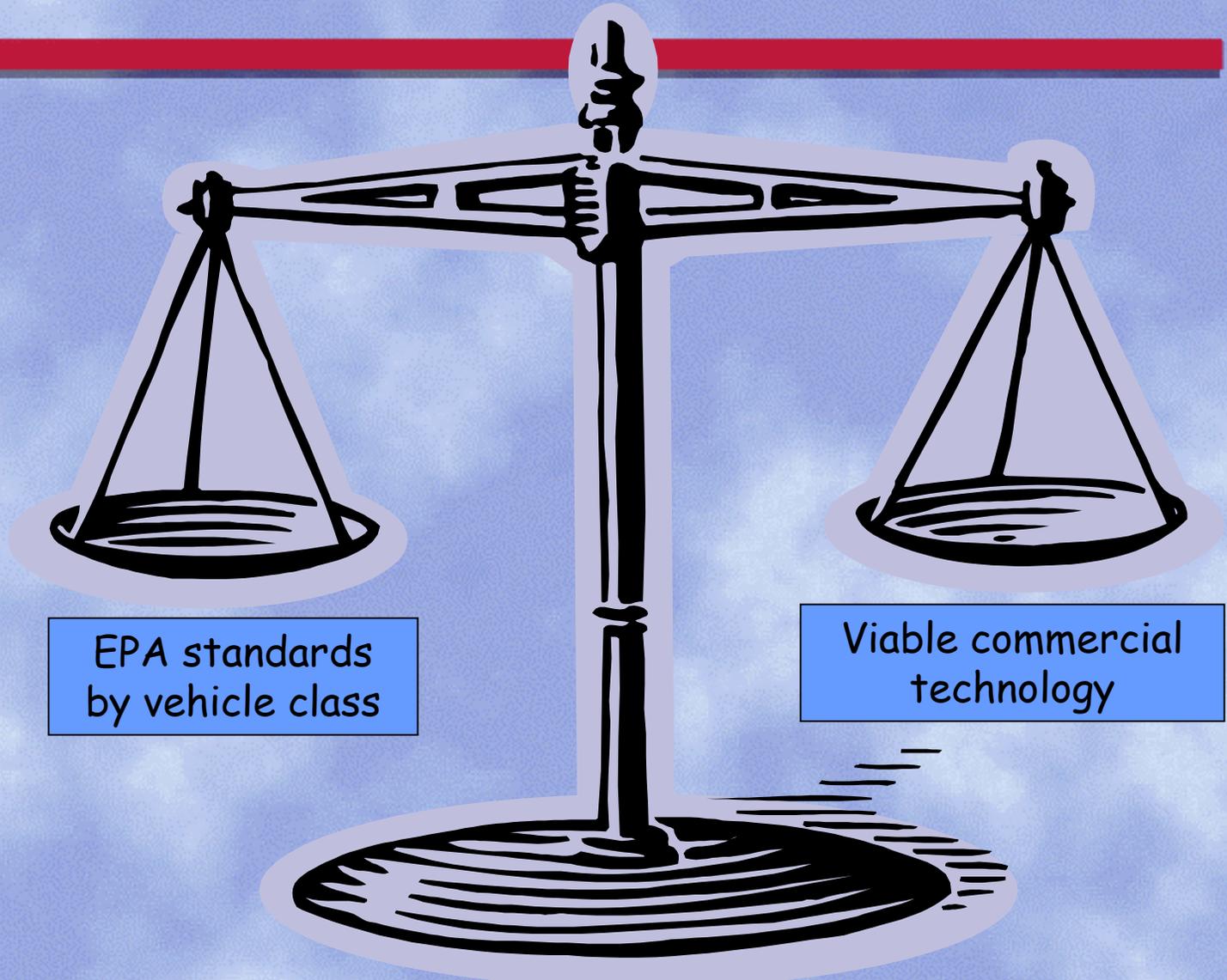
Airport dedicated

Low emission standards

Allowable fuel types

Ownership conditions

Best Achievable Low Emission Standards



Eligible Infrastructure (tentative)

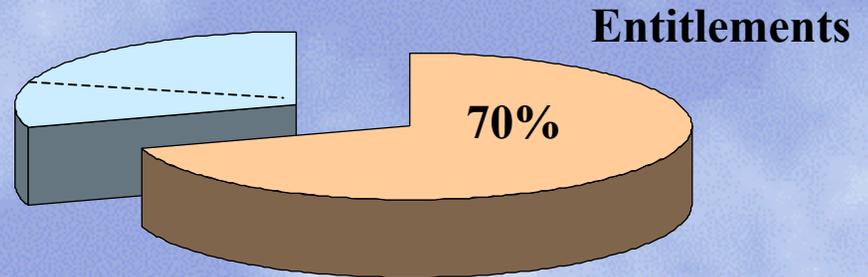
- Gate electrification (less APU and GSE use)
- Refueling and recharging stations
- Fuel hydrant systems
(fewer trucking and evaporative emissions)
- Conversions of airport power plants, generators, and other combustion sources to cleaner fuels
- Reduction of fugitive dust from non-combustion sources

Two Major Federal Funding Programs for Airports

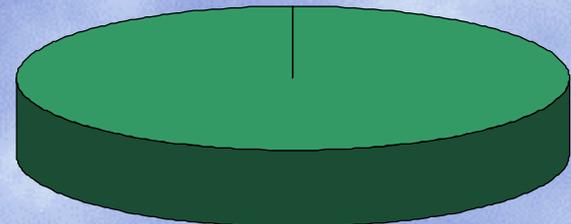
Funding

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

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



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



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



AIP

GSE Retrofit Pilot Program

- **For GSE retrofits using conventional fuels**
- **10 commercial service airports in NA/MA**
 - ✓ Each grant up to \$500,000
- **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





Clean air
around airports



Looking Ahead...

- **Federal and State coordination**
- **EPA low emission standards**
- **Eligibility guidance**
 - ✓ Among the issues are:
 - R&D and 'leading edge' technology
 - Public access to refueling stations
- **GSE retrofit pilot program**
- **Emission credits guidance**
- **Evolving air quality standards**
 - ✓ New EPA standards for ozone (O₃) and particulates (PM_{2.5})
- **EDMS enhancements**