

**EPA/FAA Stakeholder Process**  
**Proposed In-Use Program for**  
**Airport Ground Service Equipment (GSE)**

*Draft Agreement - July 2004*

*Through the Air Transport Association (ATA), the major U.S. passenger and freight carriers have agreed to voluntarily commit to the following program to clean up emissions from the existing GSE fleet. This agreement must be ratified by the states with participating airports.*

The proposed program includes the following elements:

1. **Fleet Average Emission Target:** 4.9 grams per brake horsepower hour (g/bhp-hr) of NO<sub>x</sub> + NHMHC – this represents about a 50% reduction from the current fleet average emission rate of 10 grams (*attendant PM benefits will be tracked and quantified by States and EPA and will be SIP creditable*)
2. **Baseline Fleet:** MY 1999 and older equipment
3. **Fleet Size Threshold:** all participating airline fleets of greater than 25 pieces of GSE (MY 1999 and older) at a covered airport
4. **Covered Airports:** all airports in 8-hour ozone nonattainment areas with at least one fleet of GSE with greater than 25 pieces of equipment
5. **New Fleet Entries:** If an airline with less than 25 pieces of MY 1999 or older GSE at an already covered airport grows to exceed 50 pieces of 1999 or older equipment sometime during the life of the program, they will need to comply with the conditions of this agreement. If such entry occurs in 2007 or later, 3 years will be allowed for compliance.
6. **Target Date:** full compliance by December 31, 2010. Carriers will provide an estimate of the percent reduction they expect to achieve by June 15, 2010 (for SIP modeling purposes). This estimate will be provided as needed by states to conduct modeling in conjunction with the 2010 attainment deadline.
7. **Compliance Determinations:** Each carrier has the option of meeting g/bhp-hr target on an airport-specific or regional averaging basis. Regions are defined as delineated in the ATA GSE model (EPA regions combined into larger regions: Regions 1-2-3; Region 4; Region 5; Regions 6-7-8; and Regions 9-10).

8. **Control Options Creditable to Fleet Emission Target:** (a) addition of electric or alternative fuel (CNG/LPG) powered equipment; (b) retrofits (verified by EPA/CARB); (c) re-powered equipment; (d) new gas/diesel (which would be the latest technology and “cleaner” than what it replaces); (e) clean diesel fuel (e.g., emulsified diesel); (f) addition of hybrid engine technology; and (g) gate electrification/preconditioned air. Retirement of MY 1999 and older GSE, in post 9/11 timeframe, will not be creditable towards the fleet emissions target.
9. **Movement of Covered GSE:** GSE in covered fleets may only be moved to attainment area airports if it: (a) does not increase emissions in the area to which it is moved; (b) is retrofitted prior to the move; (c) is used to accommodate growth or maintenance; (d) is needed to accommodate changes in aircraft at another facility or (e) does not increase emissions beyond de minimis levels (still working on definition of de minimis).
10. **Interim Target - 2007:** SIP-creditable “controls” will be in place on 25% of covered GSE from baseline fleet by December 31, 2007 (*this includes electric equipment already in the fleet*)
11. **Alternative Fuels:** participating airlines agree to commitment of intent (non-enforceable) to achieve a 30% total (across all carriers) conversion to electric technology by December 31, 2010.
12. **Commitments and GSE “Protection”:** Only the states that sign on to the program will be bound by the program’s commitments. Any 1999 baseline fleet GSE equipment that is either replaced or converted as part of this program will be protected from additional regulation through the useful life of the equipment. 1999 baseline fleet equipment that is not altered during the implementation of the program shall be protected from regulation until 2018 unless an area containing covered airport(s) has not reached attainment by 2010. In those cases, states would be able to take action to further control that equipment starting after 2013. Voluntary agreements between states/airports and carriers addressing 1999 baseline fleet GSE or other GSE could be reached if mutually acceptable to all involved parties. GSE fleets at non-covered airports in signatory states are protected against controls.