

State Proposal for National Clean GSE Program

EPA/FAA

Local Air Quality Initiative

August 2003

Fleet Average Emission Target

State proposal

- Phase 1: 25% conversion to electric/alternative fuels
- Phase 2: 4.0 g/bhp-hr fleet average

ATA proposal

- 5.9 g/bhp-hr fleet average

Electrification / Alternative Fuels Program

State proposal

- 25% conversion of participating GSE fleet to electric / alternative fuels
- CNG, LNG, or propane powered equipment must be by OEM or EPA/CARB certified conversions

ATA proposal

- 25% conversion of participating GSE fleet to alternative fuels

Covered Pollutants

State proposal

- NO_x + NMHC
 - For compliance determination
- Particulates
 - Will account for co-benefits

ATA proposal

- NO_x + NMHC

Compliance Dates

State proposal

- Phase 1: 2007
 - Based on implementation of electrification/alternative fuels program
- Phase 2: 2010
 - based on attainment dates for moderate 8-hr. O₃ nonattainment areas

ATA proposal

- 1-hour nonattainment areas: 2010
- 8-hour only nonattainment areas: 2015

Participating Fleets

State proposal

- Carriers with > 25 pieces of GSE operating at participating airports
- Consider including reductions from dirtiest equipment from non-participating fleets

ATA proposal

- Carriers with > 25 pieces of GSE operating at participating airports

Covered Equipment

State proposal

- Model year 2001 and older
 - based on significant change in purchase trends post 9/11

ATA proposal

- Model year 1999 and older

Creditable Reductions

State proposal

- Electric/alternative fuels
- Retrofits (verified by EPA/CARB)
- Re-powered equipment
- Clean diesel fuel (e.g. emulsified diesel)
- Purchasing new gas and diesel equipment

ATA proposal

- Alternative fuels
- Retrofits
- Purchasing new gas and diesel equipment

Geographic Scope

State proposal

- All airports in 8-hour ozone nonattainment areas

ATA proposal

- All airports in 1-hour and 8-hour ozone nonattainment areas

Fate of Old Equipment

State proposal

- Equipment can only be moved out of nonattainment areas:
 1. If it does not increase emissions in the area it is moved to (beyond de minimis level)
 2. Is retrofit prior to move
 3. Is used to accommodate growth
 4. Is needed to accommodate changes in aircraft at another facility

ATA proposal

- No restriction on movement of equipment

Credits for FAA-Funded Clean GSE Initiatives

State proposal

- Support inclusion of ILEAV & PFC /AIP-funded GSE conversions when calculating fleet average for program compliance

ATA

- Support inclusion of ILEAV-funded GSE conversions when calculating fleet average for program compliance

Mid-Course Review

- Not needed if proposed program is accepted

Enforcement

- Develop enforcement & compliance program based on approach outlined in CA MOU
- Recordkeeping for ATA GSE not covered by this agreement (number and type of equipment)