



**RESOLUTION AMONG THE STATE
OF THE OZONE TRANSPORT COMMISSION
REGARDING EMISSIONS FROM
AIRPORTS AND AVIATION ACTIVITIES**

Connecticut

WHEREAS airports and aviation activities result in emissions of the ozone-causing pollutants nitrogen oxides (NO_x), volatile organic compounds (VOC), and carbon monoxide (CO), as well as other pollutants; and

Delaware

WHEREAS airport and aviation NO_x emissions result from not only the aircraft, but from the ground support equipment (GSE) and passenger cars and transportation services; and

District of Columbia

Maine

WHEREAS these activities, and thus the resulting NO_x emissions, continue to grow as airports expand operations, and

Maryland

WHEREAS several airports within the Ozone Transport Region (OTR) are experiencing rapid growth to meet consumer and commercial demand; and

Massachusetts

WHEREAS States are responsible for ensuring that health-based air quality standards are met, and that air quality is not eroded by increases in emissions that are concomitant with economic growth; and

New Hampshire

New Jersey

WHEREAS there is increased pressure on airport authorities to protect local communities from air and noise pollution and traffic congestion, and greater environmental impacts are being shifted to smaller regional airports as they expand to meet demand; and

New York

Pennsylvania

WHEREAS there is a common interest among States, airport authorities, airlines, and local communities to reduce pollution from airports and aviation activities; and

Rhode Island

WHEREAS the consolidated location, short duration of trips, available infrastructure and repetitive patterns of the ground support and passenger support systems at airports lend themselves to successful implementation of alternative fueled vehicles; and

Vermont

Virginia

WHEREAS the U.S. Federal Aviation Administration and the U.S. Environmental Protection Agency has conducted, and the OTC has participated in, a public process (the FAA/EPA stakeholder process) to develop a national airport and aviation emission reduction strategy;

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WHEREAS the Ozone Transport Commission (OTC) adopted a statement of principles to guide emission reduction programs involving airports and aviation in 2001 and OTC's participation in the stakeholder process; and

WHEREAS the FAA/EPA stakeholder process is nearing a critical decision-making point for which Commission guidance may be useful and constructive,

THEREFORE, BE IT RESOLVED that the OTC States reaffirms its statement of principles from 2001 as a guide to this resolution and decisions affecting airports and aviation; and

FURTHERMORE, that the OTC promote specific actions to ensure that airport and aviation emissions are mitigated to the greatest extent economically and technically feasible and that these reductions significantly contribute to the OTR being able to achieve and maintain the 8-hour ozone standard and other air quality standards into the future; and

FURTHERMORE, in addition to other measures that may be advanced by the stakeholder process, that OTC:

A) With respect to airplane engine technology and related emission reductions:

- 1) Urge the State Department, FAA and EPA to encourage US leadership in achieving emission reductions through the International Civil Aviation Organization (ICAO) standard setting process;
- 2) Petition EPA to use its statutory authority to promulgate aircraft standards that promote and accelerate technological innovation and are sufficient to achieve the emission reductions from aircraft necessary to reverse the trend of increasing NOx emissions from this source.

B) With respect to Ground Service Equipment:

- 3) Work actively with its partners already active in this process to engage with EPA, FAA and Airline Industry to develop a plan to maximize electric or alternatively fueled Ground Support Vehicles as soon as practicable;
- 4) Evaluate and comment on the proposed MOU with the Air Transport Association that calls for a 50 percent reduction in emissions from the existing fleet of ground service equipment (GSE) operating in ozone non-attainment areas to determine its suitability as a program for achieving required emission reductions from this sector.

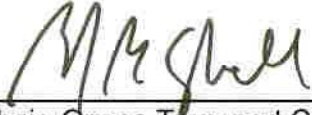
C) With respect to passenger vehicle and transportation services:

- 5) Work with airport authorities and transportation agencies and companies to address emissions from passenger-related ground vehicles, with the goal of maximizing the use of electric or alternatively fueled airport buses, shuttle vans and other passenger-related transportation service vehicles as soon as practicable; and,

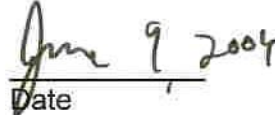
D) Generally, with respect to airports and aviation:

- 6) Work with partners to explore the implementation of emission budgets at airports within the region to ensure that the emissions from this source remain with the levels needed to attain the NAAQS;

- 7) Encourage Interim steps toward the goals, but do not preclude a state's ability to seek and attain the goal;
- 8) Seek to advance and encourage the application of OTR member state's successful NOX reduction strategies regarding airports and aviation nationally wherever appropriate; and,
- 9) Continue to recognize that many parties have an interest in airport and aviation programs, and work to build consensus among these varied interests while advancing the emission reduction needs of the region.



Chair, Ozone Transport Commission
Bradley Campbell
Commissioner, New Jersey



Date