

**OZONE TRANSPORT COMMISSION
STATEMENT OF PRINCIPLES REGARDING EMISSIONS FROM
AIRPORTS AND AVIATION ACTIVITIES**

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

WHEREAS airport and aviation NO_x emissions have been growing over the past decades, and will become larger emission sources within the Ozone Transport Region (OTR) in the future as airports expand operations to meet consumer and commercial demand; and

WHEREAS there are many levels of government that are responsible for controlling airport and aviation emissions, and there are many types of airport and aviation sources whose emissions and growth in emissions must be addressed; and

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

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

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

WHEREAS there are opportunities for local and State authorities to ensure that emissions from growth at airports is minimized through programs such as environmental impact reviews, general conformity, transportation conformity, local zoning programs, and voluntary agreements; and

WHEREAS the U.S. Federal Aviation Administration and the U.S. Environmental Protection Agency have embarked on a public process (the FAA/EPA stakeholder process) to develop a national airport and aviation emission reduction strategy;

THEREFORE, BE IT RESOLVED that the OTC States will promote actions to ensure that airport and aviation emissions are mitigated to the extent possible and reduced into the future; and

FURTHERMORE, that the OTC States will use the attached set of principles to assess the adequacy of existing and potential national, regional, State-specific, and local airport and aviation emission reduction strategies, including the progress and products of the FAA/EPA stakeholder process; and

FURTHERMORE, that the OTC States will continue to collect data on successful and planned emission reduction strategies at airports, and plans to consider all available strategy options at the 2002 OTC Winter Meeting.

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ENSURE NO_x REDUCTIONS AND DEVELOP A MULTI-POLLUTANT STRATEGY

Airport and aviation emissions control strategies must result in NO_x reductions, and should foster reductions in other pollutants, including air toxics, in a way that does not create environmental justice issues or additional noise problems as a result of actions taken to reduce such pollutants. Strategies should be developed with consideration of multi-pollutant and multi-media impacts.

ENCOURAGE TIMETABLES CONSISTENT WITH STATE AND FEDERAL REQUIREMENTS

National, regional, state, and local emission reduction strategies should take into consideration and incorporate federal, state and local requirements and emission reductions timetables. They should assist States in meeting State Implementation Plan emissions budgets and attainment deadlines.

PROMOTE THE ROLE OF INCENTIVES AND MARKET FORCES

The use of market forces and incentives is an essential tool for providing flexibility to each airport authority and to airlines in order to reduce emissions in the most cost effective way.

PROMOTE NEW AIRCRAFT ENGINE STANDARDS AND RETROFIT PROGRAMS

Appropriate agencies should set new aircraft engine standards and establish requirements and incentives for retrofitting and replacing older equipment. Technology forcing approaches must be used when setting standards and incentives for new engines. Overall fleet reductions goals and standards must be adopted. Support should be given towards ensuring that research and development funding is secured for new aircraft engine technology.

PROMOTE GROUND SERVICE EQUIPMENT REPLACEMENT AND RETROFIT PROGRAMS AND STANDARDS

Requirements and incentives for retrofitting and replacing older ground service equipment should be established. Best available control technologies when creating incentives for older equipment must be used. Overall fleet reductions goals and standards must be adopted, with standards approaching those currently being considered by California and other States, including requirements for the use of advanced technology engines. Adoption and introduction in a timely manner of the non-road standards that govern ground service equipment must be ensured, including an accelerated schedule for protective Tier IV emission standards for off-road engines.

EMPHASIZE REGIONAL AND NATIONAL APPROACHES

Since ozone precursor emissions from airports can be transported within and across the Ozone Transport Region, at minimum, regional standards should be established. Similar standards should be set for attainment and nonattainment areas, nationally. Initially, investments should be focused in non-attainment areas and, in future, should extend to attainment areas. There must be no degradation of air quality resulting from the transfer of older, higher emitting equipment from one area to another. Air quality improvements at large major airports should not be at the expense of smaller regional airports.

ENSURE FLEXIBILITY FOR STATE, LOCAL AND AIRPORT AUTHORITY EMISSION REDUCTIONS WITHIN A NATIONAL FRAMEWORK

Approaches to reducing emissions from airports must be responsive to State and local needs. Because airport authorities are held accountable for emissions impacts from airport operations as a whole, any national or regional approach must not prohibit airport authorities from negotiating and implementing agreements to achieve additional local emission reductions. Furthermore, the adoption of any national or regional approach must not prohibit the participation of any airport stakeholder in reducing emissions locally or otherwise furthering any such agreements.