

Winter Board 2018

2018 Environmental Affairs Committee Work Plan

Working Groups

Air Quality

Chair: Kris Russell (Dallas Ft.-Worth)

Co-Chair: John Trendowski (C&S)

Land Use Compatibility

Chair: Kelly Moulton (Sacramento)

Co-Chair: Brad Rolf (Mead & Hunt)

Natural Resources

Chair: Chad Willis (Sacramento)

Co-Chair: Sarah Brammell (ERS Environmental)

National Environmental Policy Act (NEPA)

Chair: Brian Hennessey (Massport)

Co-Chair: Dave Full (Reynolds, Smith and Hill)

Noise

Chair: Sjohnna Knack (San Diego)

Co-Chair: Mary Ellen Eagan (HMMH)

Sustainability

Chair: Danielle Buehler (Philadelphia)

Co-Chair: Scott Morrissey (Denver)

Waste Management

Chair: Robert Freeman (Los Angeles)

Co-Chair: Amy Malick (Haley & Aldrich)

Water Quality

Chair: Chad Leqve (Minneapolis)

Co-Chair: Dean Mericas (Mead & Hunt)

GENERAL ENVIRONMENTAL

1. Support ACI-NA members in adopting and implementing the revised Environmental Goals and associated practices, including: sharing information; developing educational and reference materials; developing conference sessions.
2. Hold monthly Steering Group calls and quarterly Working Group calls which are open to all committee members.
3. Complete the 2018 Environmental Achievement Awards to recognize outstanding performance by member airports in the areas of environmental management, remediation, outreach and community involvement and special projects. Award winners will be selected and announced in early 2018, with presentations during the spring conference.
4. Execute the near term items in the Sustainability Policy for ACI-NA approved last February, specifically 1) continue to support the development and first-year activities of a cross-committee Sustainability Task Group; and 2) identify relevant reporting elements for a periodic organizational sustainability report
5. Oversee ACI-NA's participation in the Airport Carbon Accreditation program, including executing an updated MOU to replace the current one expiring May 2018
6. Participate in and/or monitor environmental initiatives undertaken by the ACI World Environmental Steering Committee.

7. Participate in and monitor environmental initiatives impacting airports at ICAO CAEP – specifically in Working Group 2 (Airports and Operations). Issues include noise, climate change adaptation, operations, CO2 emissions, and forecasting and economics activities.
8. Plan, program, market, hold, and evaluate Environmental Affairs Conference, “Airports@Work”, to be held March 12-15, 2018 in New Orleans, LA.
9. Plan, program, market, hold, and evaluate Environmental Affairs Seminar and develop concurrent sessions to be held during the ACI-NA Annual Conference & Exhibition in Nashville, TN, in September 2018.
10. Plan, program, market, hold and evaluate the joint ACI-NA/AAAE Aviation Noise Conference in October 2018.
11. Plan, program, market, hold and evaluate environmental in-depth workshops, making use of the new conference facilities in our building.

AIR QUALITY

1. Regulatory Updates:
 - a. EPA Nonattainment Designations – 2015 Ozone National Ambient Air Quality Standard

Background - On November 17, 2016, the United States Environmental Protection Agency (USEPA) issued requirements for implementing the strengthened 2015 ozone National Ambient Air Quality Standards (NAAQS) of 70 parts per billion that were promulgated on October 1, 2015. This regulation set the non-attainment area classification thresholds and attainment dates for each non-attainment area classification for the new standards. These classifications are important because a non-attainment designation will require an airport in the area to address General Conformity for implementation of construction projects and may face more stringent standards for the construction of stationary sources such as boilers. On the other hand, the classification of nonattainment or maintenance allows an airport to be eligible for Voluntary Airport Low Emission (VALE) and given priority in Zero Emission Vehicle and Infrastructure (ZEV) funding.

On November 6, 2017, the USEPA issued final designations of “attainment/unclassifiable” to approximately 85% of the United States for the 2015 ozone NAAQS. According to USEPA, the areas not designated at this time require additional information for a classification.

Working Group Actions -

- i. **Continue to follow requirements across the country and update ACI-NA during monthly teleconferences**
 - ii. **Potentially have USEPA Air Quality representative speak at Airports at Work or Annual Conference**
2. Airport Carbon Accreditation Program:
 - a. Program Updates and Recommendations
 - b. Scope 3 Emissions Sources
 - c. Carbon Offsetting

Background - ACA Task Force conducts semi-annual meetings to ensure the program remains technically robust and relevant for member airports including updates to the policy and program guidance; Derek Gray and Kris Russell continue to collect feedback from North American airports and provide updates during monthly ACI-NA Environmental Affairs Committee conference calls.

During the 2017 ACI-NA Annual Conference, multiple airports expressed interest in learning more about measuring, reporting, and reducing scope 3 emissions at airports. The working group will work with members to create an educational program to address this issue.

ACA is developing a comprehensive guidance to airports document regarding offsetting; a new independent research study is underway to evaluate the globally accredited standards and instruments to ensure quality/integrity of projects and credits utilized by airports. Following publication of the new offsetting guidance, the working group will hold webinars to inform member airports of new guidance requirements.

Collaborate with ACI-NA Environmental Affairs Committee leadership to create a North American airports neutrality accreditation goal supporting the ACI Europe goal to achieve 100 carbon neutral airports by 2030.

Working Group Actions -

- iii. Develop ACA program recommendations based on U.S. and Canadian airport feedback and provide to ACA Task Force.**
- iv. Conduct ACA workshop training at Airports@Work (Scope 3 emissions)**
- v. Conduct Carbon Offsetting webinar(s) based on new ACA guidance published in 2018**
- vi. Advance new carbon neutrality goal for North American Airports**

3. Environmental Funding:

- a. Voluntary Airport Low Emissions Program
- b. Zero Emissions Vehicle Program
- c. VW Mitigation Trust Fund
- d. Energy Efficiency Program

Background - The VALE Program has been in place for over 10 years, with the ZEV programs becoming prevalent within the last 5 years. Many airports across the country have taken advantage of these programs to implement projects that reduce criteria pollutants. Starting last fiscal year, pre-applications under the VALE and ZEV programs are now due on November 1.

On October 2, 2017, the executed Final Volkswagen Trust Agreement was filed, which established this date as the Trust Effective Date (TED). The TED is important as now individual States had 60 days or to December 1, 2017 to file as a beneficiary in the case, with the actual designations of beneficiaries occurring on January 30, 2018. Upon being listed as a beneficiary, States will have 90 days to submit their Mitigation Plan, which will detail how they may distribute allotted funds.

Finally, the FAA AIP Handbook indicates that energy audits as well as energy efficient building improvements are eligible for funding as long as the project includes base load and peak load analysis on an airport-wide basis, performance and efficiency of power sources of airport systems, addresses future energy needs, and provides a comprehensive set of energy practice recommendations. The Energy Efficiency of Airport Power Sources funding program promotes on-site power generation and heating/cooling, stand-alone upgrades, and vehicle replacement. As a prerequisite for funding under this program, the airport must have conducted an energy audit. This program has not been fully utilized with many airports having questions on pre-requisites and requirements.

Working Group Actions -

- i. Continue to provide updates on these funding opportunities.**
- ii. Potentially have FAA representative speak at Airports at Work or Annual Conference**
- iii. Publish successful grants to provide contact information for questions.**

4. Emerging Issues:
 - a. Air Toxics
 - b. Conversion to Sustainable Biofuels

Background - There is a bill in House by members of the House Quiet Skies Caucus would require FAA to study the concentration, distribution, source, and health impacts of ultrafine particulate matter in communities around the 20 busiest airports in U.S.

In addition, many airports are evaluating the possibility of incorporating bio jet fuels into the existing infrastructure of the airport in a cost effective manner. Steve Csonka provided an update on the status of biofuels as part of the January Working Group meeting.

Working Group Actions -

- vii. Continue to track developments in these areas.
 - viii. Provide case studies for these various areas at Airports@Work and/or Annual Meeting.
 - ix. Provide presentation regarding ACRP Report 179: Dispersion Modeling Guidance for Airports Addressing Local Air Quality Health Concerns This report provides guidance for selecting and applying dispersion models to study local air quality health impacts resulting from airport-related emissions. The report explores challenges associated with modeling emissions in an airport setting for the purpose of understanding their potential impacts on human health.
5. Enhance opportunities for Air Quality Working Group information sharing, by holding bi-monthly hour-long telecons, and publish a bi-annual newsletter topical to the working group.
 6. Track other U.S. and Canadian air quality regulatory activities, communicate changes to members and develop ACI-NA response as appropriate.

LAND USE COMPATIBILITY

1. Educate members (via quarterly calls, webinars, conference sessions) on how compatible land use policies and guidance can benefit the community and potential developers, as well as the airport; and how the airport can monitor the local government's efforts to follow through on the implementation of the compatible land use policy/regulation. Provide updates to the Environmental Affairs Committee.
2. Coordination and preparation of ACI-NA's response to FAA Airport Land Use Compatibility Advisory Circular 150/5190-4A draft, expected in early 2018.
3. Collaborate with the NEPA, Noise and NextGen Working Groups to develop resources for member airports on the land use compatibility implications of NextGen implementation and non-aeronautical land use.
4. Prepare an ACRP project proposal for the update of the land use survey of states and provinces for preparation of airport land use compatibility plans and policies. The reference document would be intended to provide resources to airport staff for the protection of airports from incompatible land uses that impair current and future airport/aircraft operations and safety and constrain airport development.

NATURAL RESOURCES

1. Provide the committee updates to regulatory information related to FAA requirements for Wildlife Hazard Assessments, Management Plans, and training. When applicable, work with the committee to

collect and consolidate comments on draft documents or draft regulatory changes.

2. Work with the committee to provide examples of mitigation efforts that were successful at airports (via conference calls, webinar, conference session and/or memo). Mitigation could be related to wetlands, protected species, habitats or other natural resources. The intent is to provide a panel presentation of “best practices” and “lessons learned.”

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

1. Advise the Committee, and ACI-NA members in general, of changes in the regulatory environment, obtain input, and pursue improved guidance through comments and feedback provided to the FAA.
2. The Working Group will work with FAA to better understand how any potential or executed Executive Orders, Congressional actions, or Agency rules may affect Airport Sponsors.
3. Impacts and/or other developments on EIS, EA, and CATEX time periods will be evaluated and conveyed.
4. The working group will continue to provide input and feedback on the forthcoming draft of the Office of Airports NEPA Order 5050.4C and its associated Desk Reference. This includes planning and holding a workshop on 5050.4C.
5. Continue to promote better integration of planning and NEPA reviews, through the working group quarterly calls, conference sessions and coordination with the Operations and Technical Affairs Committee.
6. Continue to collaborate with the Operations & Technical Affairs and Legal Committees on issues related to non-aeronautical development and NEPA requirements for Airport Layout Plan changes around which there are differing interpretations.
7. Collaborate with Noise Working Group and other working groups as appropriate to track and provide feedback on FAA’s efforts to update their community engagement manual/ guidance documents.

NOISE

1. Report on current status of major noise initiatives and research (including FAA, ASCENT and ACRP research projects) for the benefit of ACI-NA members, and advocate for airport interests regarding future noise research projects with FAA.
2. Work with FAA to identify and understand all the potential policy implications of a new noise significance threshold that could result from noise research projects. FAA intends to release results of National Aircraft Noise Annoyance Survey in 2018; ACI-NA and the Noise Working Group will proactively develop talking points and plan a webinar to communicate results and implications of possible policy scenarios.
3. Communicate noise regulatory updates to members and develop proactive policy positions to advance the interests of ACI-NA members, including holding quarterly calls, webinars and developing conference sessions. Provide support to the ACI-NA Government Affairs department on legislative issues (e.g. FAA Reauthorization) regarding noise.
4. Report on developments in noise modeling and assessment. FAA intends to release a minor update to AEDT in the spring, and major update AEDT3, in September. The Noise Working Group will

coordinate with FAA to disseminate information and provide an overview of changes with new model releases.

5. Track and report on noise related issues associated with NextGen development, and participate in appropriate federal advisory committees and discussion groups. Identify potential policy implications affecting airports and advocate solutions acceptable to airports industry. Work with NextGen Working Group (joint WG with Ops/Tech) to develop guidance materials for airports regarding NextGen implementation.
6. Along with ACI-NA staff, plan, market, hold and evaluate the third joint ACI-NA/ AAAE Aviation Noise Conference (date, location TBD).

SUSTAINABILITY

1. Support airport opportunities within new or recognized sustainability reporting and rating systems/tools to better assess, enhance, and track industry performance. In 2018, priority topics include Envision (Institute for Sustainable Infrastructure), ParkSmart, ARC, and other Green Building Certification Institute tools and systems, and Global Reporting Initiative Standards. In addition, the Working Group will explore life-cycle costing tools and how they are used in relation to existing sustainability rating systems during the decision-making process. The Working Group will continue to partner and engage with USGBC and other organizations to ensure that issues specific to airport environments are considered during development and implementation of sustainability performance- or prescriptive-based tools and systems.
2. Foster information exchange and education about airport and industry sustainability initiatives through its quarterly Sustainability Newsletter, TRB and ACRP reports, webinars, and other outreach methods. In 2018, topics of particular interest that the Working Group is interested in advancing and integrating at airports include:
 - Sustainable aviation jet fuels and relevant airline coordination
 - Climate change and extreme weather events
 - Carbon offsets and coordinating with organizations such as the Carbon Disclosure Project and Airport Carbon Accreditation to further advance carbon neutrality
 - Organizational structures and partnerships that are advancing sustainability at member airports
3. Provide the Committee updates on FAA and Canadian sustainability initiatives and requirements within and beyond the aviation industry. Follow, analyze, and provide feedback on relevant regulatory activities to effectively integrate sustainability into the airport industry.
4. Assist ACI-NA in continuing its sustainability leadership and commitment to the “Triple Bottom Line.” Specifically, the Working Group will help further refine and track the implementation of the Sustainable Conference Guidelines. The Working Group will also support the ACI-NA’s Sustainability Policy Statement and align its mission with the Sustainability Task Group’s future goals and recommendations.
5. Explore how rapid technological advances are changing the airport and aviation industry and contributing to sustainability initiatives, and how airports can better prepare for or provide flexibility to accommodate these changes.

WASTE MANAGEMENT

1. Provide a forum for airports to share best management practices and facilitate information sharing on recycling and airport waste management through ACI Working Group Meetings, quarterly phone conferences, and upcoming ACI-NA Environmental Affairs conferences. In 2018, identify an online

mechanism to store and share resources of mutual interest, including case study information, infrastructure procurement information, photos, plans, and other documents that airports routinely seek when developing waste and recycling programs.

2. Facilitate discussions with FAA, TSA, airlines, concessionaires, flight kitchens, and other key airport stakeholders to address issues of mutual importance including airport recycling programs, checkpoint and food waste diversion, and deplaned and international waste management. In 2018, initiate a dialogue with TSA on issues of importance to member airports, including checkpoint waste and abandoned property recycling, airside and landside waste security issues, and liquid waste diversion.
3. Continue to track, contribute to, and disseminate guidance and resources developed by regulators and industry stakeholders, including a) FAA guidance on preparing an airport waste recycling plan that meets the requirements of the Advisory Circular (AC) on the topic; b) ACI World/IATA guidance on deplaned/international waste recycling; and c) ACRP research on international waste management (currently underway through Synthesis Project 11-03/S02-18 and Project 11-02 Task 28).

WATER QUALITY

1. Emerging Water Contamination Issues

- a. Stay abreast of U.S. and Canadian regulatory developments regarding water quality (such as the WOTUS, Multi-Sector General Permit (MSGP), PFOA/PFAS and metals issues) and analyze potential impacts to airports. Provide and facilitate comments/input to regulatory agencies as necessary.
- b. Continue to track and evaluate technical developments related to PFAS contamination and its potential implications to airports. Provide guidance to ACI-NA's members on these developments and facilitate communication of current and accurate information that helps airports appropriately respond.

2. Stormwater

- a. Continue to monitor green stormwater innovations and share emerging opportunities with ACI-NA members.
- b. Track and identify strategies for managing metals under industrial and/or municipal stormwater permits based on source of metal
- c. Report on NAS MSGP study developments
- d. Forward information from participation in the Federal StormWater Association
- e. Follow and report on other stormwater regulatory developments as appropriate

3. Drinking Water

- a. Track issues related to drinking water at airports, including liaising with A4A and/or IATA, to share best practices and develop educational materials for members.

4. De-Icing

- a. Develop and facilitate a strategy for ACI-NA members to carry forward and further develop the concept of the BOD management Capacity Index to provide continuing benefits to the airports community.
- b. Continue to participate in the SAE G12 and IATA initiatives regarding the impacts of airfield pavement deicers on Carbon Brake Catalytic Oxidation (CBCO) in aircraft brakes. Facilitate interactions between the leaders of the initiatives, North American airports, and their environmental regulatory agencies. Communicate important initiatives, findings, and recommendations to ACI-NA membership.

