

Presentation



San Diego County Regional Airport Authority Air Quality Management Plan



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Airport and Air Quality

- State/Federal Environmental Review - Airport Master Plan EIR/EA evaluated airport-related emissions and air quality, including Greenhouse Gas emissions
- CA Attorney General - MOU commitments regarding greenhouse gas (GHG) emissions
- CA Assembly Bill 32 - State requirements regarding GHG emissions
- Federal EPA recently identified GHG as pollutants



Airport and Air Emissions

Airport has multiple sources of air emissions

Airside sources:

- aircraft
- ground support equipment
- Airport-dedicated safety and maintenance vehicles
- stationary sources and emergency generators

Landside sources:

- private vehicles
- taxis
- door to door/shared ride vans
- shuttle buses (terminal, hotel, rental cars)



Memorandum of Understanding (MOU)

- Agreement between Airport Authority & California Attorney General's Office
- Objective is to reduce energy use & Greenhouse Gas (GHG) emissions
- Identified 14 Specific Measures
- Begin implementation January 1, 2010

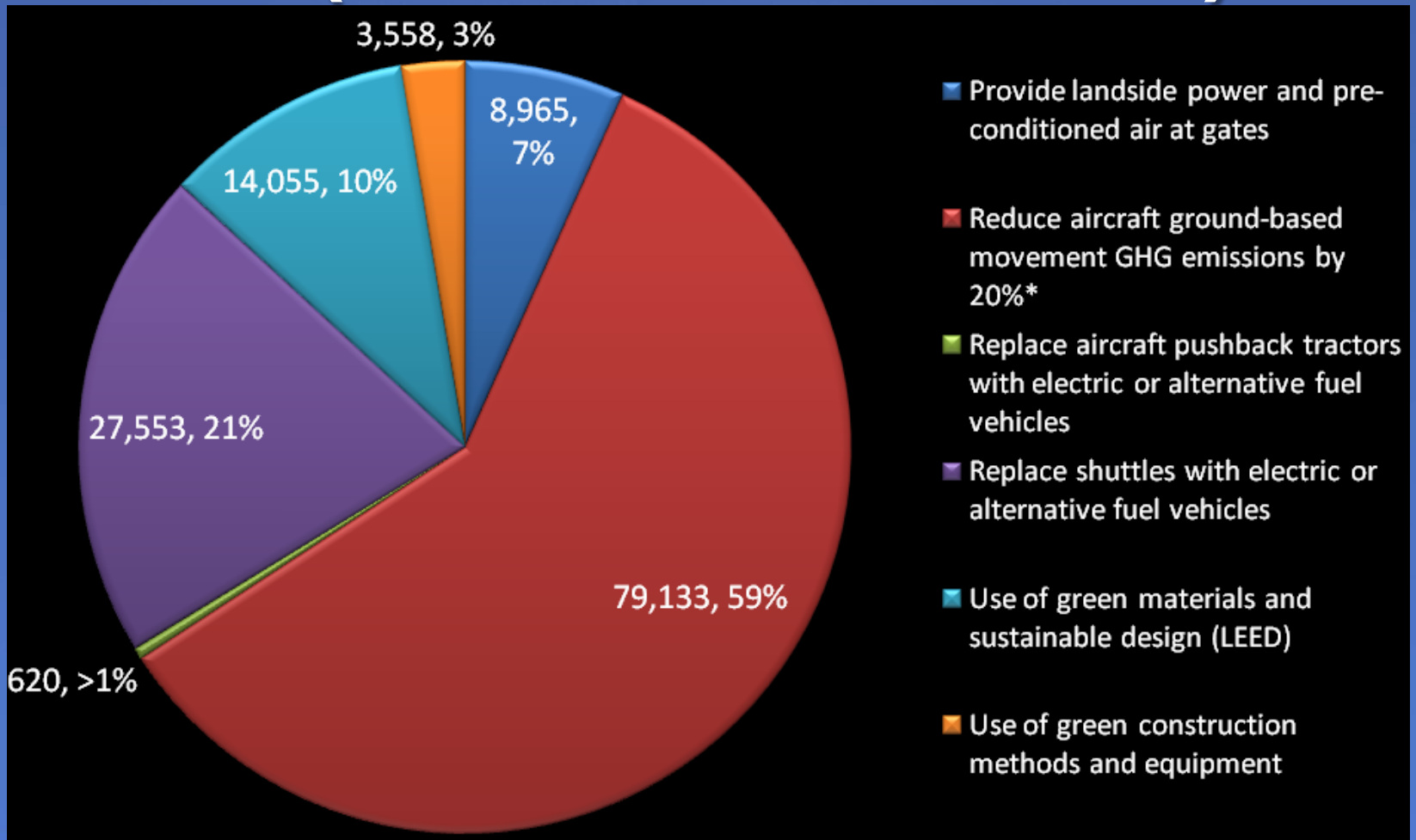


Air Quality Management Plan (AQMP)

- Based on the Attorney General MOU, the Airport has prepared an Air Quality Management Plan to inventory emissions and implement measures
- Quantify existing GHG emissions in the AQMP
- Identify future GHG emissions reduction opportunities and funding sources
- Integrate Air Quality Management Plan (AQMP) into Airport Authority's Sustainability goals



Current GHG Emissions (Metric Tons CO₂e)





SDIA Emissions Inventory

- Baseline conditions of 2010
- Criteria pollutants & Greenhouse Gas (GHGs) Emissions
- Includes all airport-related sources both on- and off-site
- Follow FAA guidelines
- Based on up-to-date data



Prepared by:
C&S Companies,
KB Environmental Sciences, and



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KB Environmental Sciences, and
Synergy Consultants

Prepared for the:
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MOU Specific Measures Airside

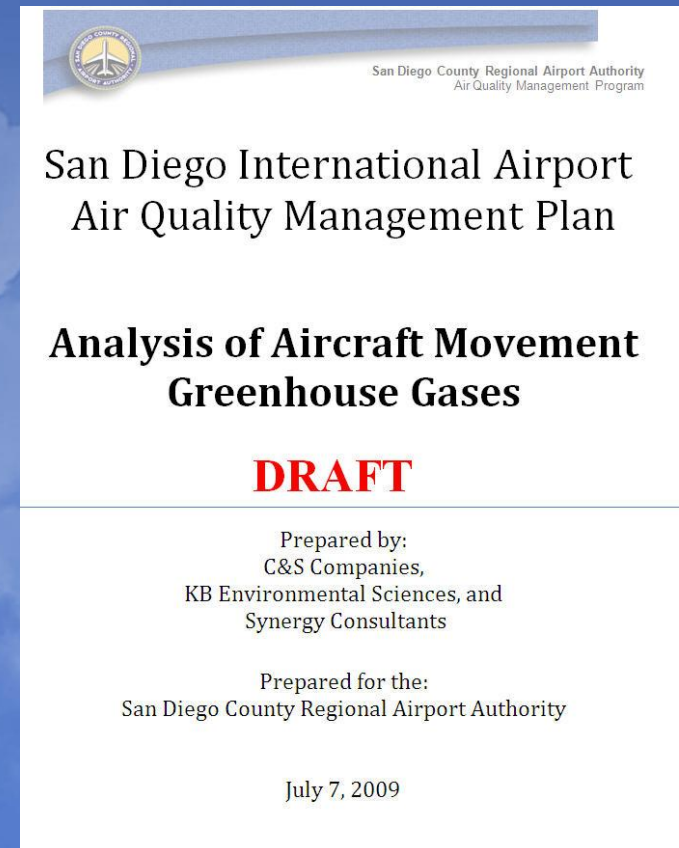
- Install power and Preconditioned Air (PCA) at new or refurbished gates and hangars
 - Specifications in Green Build design and Capital Improvement Projects
- Replace aircraft pushback tractors with alternative fuel equipment by end of useful life
 - MOU included in Airline Operating Agreement
- By 2015, reduce aircraft ground-based movement emissions by 20%
 - Draft Aircraft Movement report completed to establish baseline emissions and reduction opportunities



MOU Specific Measure

1.f Aircraft Movements

- Reduce aircraft ground-based GHG emissions 20% by 2015
- Identify/evaluate techniques to reduce these emissions
- Recommend measures to accomplish goal
- Plan due Jan. 1, 2010





Emission Reduction Measures for Aircraft on Ground*

① Single-engine taxiing

- Reduction potential = 3,080 to 6,150 MT CO₂e

② Cut APU use during taxiing

- Reduction potential = 3,700 MT CO₂e

③ Power & PCA at gates

- Reduction potential = 1,030 to 4,210 MT CO₂e

④ Reduce aircraft taxi time

- Reduction potential = 1,125 to 4,500 MT CO₂e

***Requires annual evaluation of emission reductions and continued coordination with airlines to incorporate ground movement reductions**



MOU Specific Measures Landside

- Use green materials, equipment, and sustainable design (LEED*) for new construction
- Improve recycling/waste management
- Work with tenants, businesses and concessions to reduce carbon footprint
- Develop program to convert shuttles to electric or alternative fuel

*Leadership in Energy and Environmental Design



Shuttle Conversions

Applicable Conversion Milestones

Jan. 1, 2012

25% of existing shuttles

Jan. 1, 2013

50% of existing shuttles

Jan. 1, 2014

75% of existing shuttles

Jan. 1, 2015

100% of existing shuttles



Next Steps

SDCRAA passed a resolution on December 3, 2009 to approve the AQMP. The AQMP tasks will:

- Continue outreach efforts and coordination with stakeholders
- Track GHG emissions and implements emission reduction projects
- Explore funding opportunities for Authority and stakeholders
- Set incentive-based program for shuttle conversions



Questions

