Airports Climate Challenge: FAA, Office of Airports Planning and Environmental Division

Presented to: Industry Partners

By: APP-420

Date: April 6 - April 8
Climate Challenge: Policy Background

EO 14008: Tackling the Climate Crisis at Home and Abroad, 86 FR 7619 (2/01/21)

- 201: Build sustainable infrastructure, deliver an equitable, clean energy future, and put the United States on a path to achieve *net-zero emissions, economy-wide, by no later than 2050*

- 213: Accelerate the deployment of clean energy and transmission projects in an environmentally stable manner

Climate Challenge: High Level Goals and Elements

Goal: Contribute to achieving net-zero emissions by 2050 by accelerating airport GHG emission reductions through the expanded use, optimization, and piloting of ARP programs

Elements

1. *Partner with Industry* stakeholders to identify best practices, solutions, priorities, and opportunities to optimize GHG emission reductions.

2. *Quantify GHG Emissions Reductions* for a variety of airport projects eligible for funding

3. *Increase Funding and Awareness* to promote and encourage participation in these existing programs
FAA/ARP Programs Resulting in Emission Reductions

Existing programs:

- **Voluntary Airport Low Emissions Program** – grant funding to implement clean technology projects that improve airport air quality.

- **Zero Emissions Vehicle Program** – grant funding to acquire zero-emission vehicles and associated infrastructure.

- **Airport Sustainability Planning Program** – grant funding for eligible airports to develop comprehensive sustainability plans.
FAA/ARP Programs Resulting in Emission Reductions

Authorized programs that require additional guidance:

- **Energy Efficiency Program** – grant funding for energy assessments and implementation of energy reduction measures to reduce consumption across airport operations.

- **Energy Supply, Redundancy, and Microgrids Program** – grant funding that can be used to: (1) improve reliability and efficiency of the power supply; (2) prevent power disruptions; (3) acquire and install electrical generators; (4) separate the main power supply; and (5) construct or modify facilities to install a microgrid.

- **Deployment of Zero Emissions Technology Program** – grant funding to augment the ZEV program for deployment of zero-emission vehicles, technology and related infrastructure. ([https://www.faa.gov/about/reauthorization](https://www.faa.gov/about/reauthorization) refer to Section 192)
DOT Programs Resulting in Emissions Reductions

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program – BIL and Appropriations Act

$2.275B to be awarded by DOT for capital investments in surface transportation that will have a significant local or regional impact.

**Goal:** 1) reduce GHGs, 2) promote energy efficiency, 3) support fiscally responsible land use and transportation efficient design, 4) increase use of lower-carbon travel modes, 5) incorporate electrification or zero emission vehicle infrastructure, 6) increase climate resilience, 7) support domestic manufacturing, 8) incorporate lower-carbon pavement and construction materials, 9) reduce pollution and recycle or develop brownfield sites and 10) address communities disproportionately experiencing climate change-related consequences.

Eligible airport projects include the surface transportation components of an airport project (Appendix P of the AIP Handbook)

Amended NOFO issued March 22, 2022

(https://www.transportation.gov/RAISEgrants/raise-nofo)
Climate Challenge: Schedule

• Association Roundtables- April 6-8, 2022
• Earth Day Joint FAA/Association Press Release- April 22, 2022
• FAA Notice of Funding Opportunity (NOFO)- Mid May
• NOFO Application Deadline - TBD
• Project Selection and Grant Issuance- Through Omnibus Funding period
Questions from FAA to Industry (Open Discussion)

1. Looking across ARP programs (listed below) what are the biggest obstacles to using these programs assuming funding is available? (If obstacles are program dependent, please note the program and the related obstacles).
   - Voluntary Airport Low Emissions (VALE) Program
   - Zero Emissions Vehicle (ZEV) Program
   - Energy Efficiency Program
   - Sustainability Program

2. Which programs do airports find most effective (e.g., cost and other factors) in reducing NAAQS pollutants and GHGs?

3. What would make programs like these more attractive to any airport within the NPIAS?
Questions from FAA to Industry (Open Discussion)

4. If we were able to pilot a new program or programs what would you suggest?

5. How are certain airports calculating GHG emissions now?
   a. What tools are being used, including accreditation programs?
   b. Are such tools easy to use for airports of all sizes?

6. How can airports use GHG reduction activities to address equity and EJ issues in communities near airports?
Thanks!