



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION**: Program Guidance Letter 00-06

Date: November 3, 2000

From: Manager, Airports Financial Assistance
Division, APP-500

Reply to
Attn. of:

To: PGL Distribution List

00-06 Inherently Low-Emission Airport Vehicle Pilot Program – Jake Plante
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The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, section 133, Inherently Low-Emission Airport Vehicle Pilot Program, adds Title 49, United States Code (USC), section 47136, for conducting a pilot program at not more than 10 public-use airports to demonstrate the benefits and economic feasibility of inherently low-emission vehicle activities.

To be eligible, airports must be public-use and located within an air quality nonattainment area designated by the U.S. Environmental Protection Agency (EPA). Other public-use airports may be considered if an insufficient number of proposals are received from airports in nonattainment areas.

The new provision will make not more than \$2 million available at any single airport. The rate of Federal participation is limited to 50 percent. Activity is defined in the provision to include the incremental costs of acquiring inherently low emission vehicles certified by EPA in place of other vehicles or engines used for the same purpose. Further provisions permit the construction of infrastructure or modifications to enable the delivery of fuel and services for such on-road and/or non-road vehicles. These vehicles must operate exclusively on one or more of the following six alternative fuels: compressed natural gas, liquefied natural gas, liquefied petroleum gas, electricity, hydrogen, or a blend of fuel at least 85 percent methanol.

A panel will be established at FAA headquarters to evaluate proposals based on criteria established by the legislation and best practices. Priority consideration will be given to applicants that will achieve the greatest air quality benefits measured by the amount of emissions reduced per dollar of funds expended under the program.

The title of the demonstration program is the Inherently Low-Emission Airport Vehicle Pilot Program (ILEAV). To facilitate ILEAV solicitation from airports that could benefit from the program, we have prepared and attached a sample program announcement letter and other guidance documents that are to be sent to appropriate airport sponsors. These documents include detailed program guidance on how the program will be administered and the ILEAV grant application format to be used by potential applicants. Technical documentation on the cost-effectiveness methodology for applicants to use in preparing their applications is still being developed and will be sent out in the next several weeks. Airports field offices will forward the technical documentation to airports that have indicated interest in applying. The material will also be posted on the FAA Airports environmental web page (APP-600) at www.faa.gov/airports_airtraffic/airports/environmental/ileav/ under a new "emissions" section.

Also attached is a compiled list of potential airports that may be candidates for selection. This list contains the largest U.S. commercial service airports we have been able to identify that are in prevalent nonattainment categories. It does not cover all categories of nonattainment nor all eligible public-use airports, notably general aviation airports. We cannot assure the currency of the listing. Consequently, we expect applicants to provide verification of EPA nonattainment status in their applications.

Airport sponsors wishing to apply will forward their written grant proposals to the appropriate airports field office. Initial review of the proposals will be made by the field office to assure completeness of the material submitted with the application. Proposals meeting the requirements stipulated for a complete application will be forwarded to headquarters (APP-510) for the technical review process.

By law, we must protect the investment made in vehicles and infrastructure equipment acquired or constructed through this program. To comply with this requirement, we will insert a special condition in the grant agreement stipulating that the vehicles and equipment acquired under this provision will be operated and retained at the airport for their useful life.

ILEAV applications from airport sponsors must be postmarked by Friday February 9, 2001. Applications should be sent to the appropriate FAA airports field offices. This provides approximately twelve working days for the field offices to log the applications, screen for completeness, request missing information, and forward applications to FAA headquarters by Wednesday February 28.

Original Signed By

Barry L. Molar

Attachments