PARTNERSHIPS FOR CLEAN AIR

LAWA is working to partner with the AQMD and other agencies to continue to implement robust airport-initiated measures that improve regional air quality and reduce greenhouse gas (GHG) emissions in the Southern California basin.

LAWA is working with airlines, other airports, environmental advocates, and community stakeholders to reduce emissions from mobile and stationary sources, reduce trips and vehicle miles traveled, create airfield efficiency programs that reduce fuel consumption by aircraft, and support innovative technological advancements in the aviation industry.

THE EFFECTS OF AN INDIRECT SOURCE RULE (ISR)

An Indirect Source Rule (ISR) is additional regulation imposed on a facility to force the facility to reduce emissions from mobile sources attracted to the facility. At an airport, these mobile sources include aircraft, equipment used to service aircraft, private and commercial vehicles, and construction equipment and vehicles.

An airport ISR may:

INCREASE COSTS FOR PASSENGERS: Due to extra regulations that airports will have to impose on airlines and other airport users, increasing operating costs, which are passed on to passengers through airfares and other airline charges.

DELAY OR PROHIBIT MUCH-NEEDED MODERNIZATION PROJECTS: An ISR will add additional project requirements and regulations, which would delay or prohibit project approvals for modernization projects. It could also impose a facility cap on emissions which would make it impossible to start new construction projects and could delay projects that would increase the efficiency of the airport.

DEPRESS THE LOCAL ECONOMY: A regulatory approach that delays construction projects may result in fewer construction jobs and higher air fares to and from the South Coast Air Basin, which would have a negative effect on the local economy.

LIMIT AIRPORT OPERATIONS: If airports are not able to meet emission targets set under an ISR, they may be required to restrict vehicle traffic, limit construction, or restrict operation of ground support or cargo equipment to meet the ISR’s emission targets.

INTRUDE ON EXCLUSIVE FEDERAL JURISDICTION OVER AIRCRAFT: If an ISR attempts to regulate aircraft emissions, directly or indirectly, such regulation would intrude on the Federal government’s exclusive authority to regulate aircraft.

CUT-OFF AIRPORTS’ ACCESS TO FAA AIR QUALITY IMPROVEMENT FUNDS: The FAA’s air quality improvement programs, such as the Voluntary Airport Low Emission (VALE) program and the Zero-Emission Vehicle (ZEV) grant funding programs, are limited to voluntary actions taken by airports to improve air quality. An ISR would cut-off LAWA’s access to these funds.

FACT SHEET

LAX Clean Air Programs
GROUND & VEHICLE TRANSPORTATION

ALTERNATIVE FUEL VEHICLES

LAX has one of the largest alternative fuel vehicle fleets in the nation. Approximately 40% of the LAX fleet is powered by alternative fuel.

ELECTRIC VEHICLE PURCHASING

By 2035, all of LAWA’s light duty fleet vehicle purchases will be electric.

TRIP REDUCTION PROGRAMS

Nearly 1 in 4 LAWA employees participates in rideshare programs including vanpools and public transit, saving millions of vehicle miles and tons of greenhouse gas emissions per year.

LAX Flyaway® buses serve thousands of passengers a day and reduce emissions and vehicle trips.

REDUCING AIRCRAFT-RELATED EMISSIONS

GSE EMISSIONS REDUCTION POLICY

The Ground Support Equipment (GSE) Emissions Reduction Policy is the first of its kind in the country, and has helped reduce emissions by 45% since 2013.

JET BIOFUELS INITIATIVE

Biofuel is expected to reduce emissions by over 60% on a lifecycle basis. In 2016, United Airlines and LAX became the first airline and airport in the United States to use biofuels on a commercial scale.

GATE ELECTRIFICATION

LAWA provides electrification infrastructure for aircraft to plug-in at all passenger gates at LAX, which decreases the burning of jet fuel to run an aircraft’s auxiliary power unit (APU) while parked. LAWA is also working to electrify Remain-Over-Night, Cargo, and Maintenance aircraft parking spaces to reduce aircraft emissions at all aircraft parking positions.

CONSTRUCTION

CLEAN CONSTRUCTION POLICY

LAWA contractors are required to use the cleanest construction equipment on the market, and recycle construction and demolition debris.

LANDSIDE ACCESS MODERNIZATION PROGRAM (LAMP)

LAMP is moving forward with implementation of the LAWA Landside Access Modernization Program (LAMP), which will transform the ground access system at LAX by reducing congestion in the Central Terminal Area and improving overall air quality at LAX. It is estimated that within the lifetime of the LAMP program, LAWA will reduce 116,968 miles per day.

FLYAWAY NETWORK SERVED

A network of over 1,000 stations will provide automated people mover services to passengers at LAX.

Over 60% of aircraft at LAX already meets the latest International and Federal emission standards for aircraft engines.

In 2016, LAX became one of three U.S. airports to be accredited through the Airport Carbon Accreditation Program at Level 3 for greenhouse gas reductions.

Over 80% of vehicle miles travelled at LAX have been controlled or influenced by the airport account for less than 10% of total airport emissions.

In 2016, LAWA contracted with a third-party vendor to collect greenhouse gas emissions data from the airport.

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