Los Angeles World Airports

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1 World Way, Los Angeles, CA 90045

LAWA and the Future of Sustainability

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 vehicles 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 clearances 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 constrain 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 cutoff LAWA's access to these funds.

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[LAWA]

LAX Clean Air Programs

FACT SHEET

Los Angeles World Airports

Over 80%

Over 80% of aircraft at LAX already meets the latest International and Federal emission standards for aircraft

1 of 4 in 2016

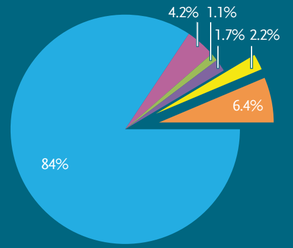
In 2016, LAX became one of three U.S. airports to be accredited through the Airport Carbon Accreditation Program at Level 3 for greenhouse gas reductions

Less than 10%

Emissions controlled or influenced by the airport account for less than 10% of total airport emissions

2012 LAX NOX Emissions

11.8 tons per day (tpd) total



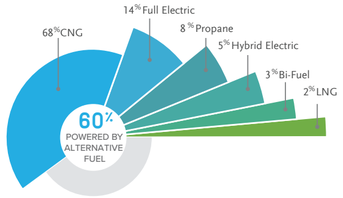
- Aircraft Engines/APUs, 9.96 tpd (USEPA & FAA, Federally pre-empted)
- Passenger & Cargo Traffic On-Airport, 0.50 tpd (USEPA & CARB)
- Construction Equipment, 0.13 tpd (USEPA & CARB)
- Stationary Equipment, 0.20 tpd e.g., Central Utility Plant (SCAQMD)
- Vehicles Subject to LAWA Alt Fuels Policy & LAWA Fleet Vehicles, 0.26 tpd
- Ground Support Equipment, 0.75 tpd (Airline & Ground Handler-owned)

Programs that Enhance Air Quality

GROUND & VEHICLE TRANSPORTATION

ALTERNATIVE FUEL VEHICLES

LAX has one of the largest alternative fuel vehicle fleets in the nation. Approximately 60% of the LAX fleet is powered by alternative fuel.

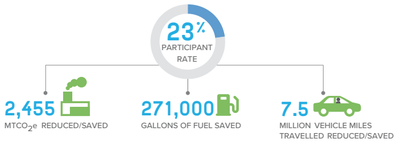


ELECTRIC VEHICLE PURCHASING

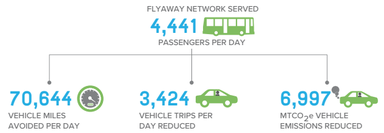
By 2035, all of LAWA's light duty fleet vehicles purchases will be electric.

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.



CONSTRUCTION

CLEAN CONSTRUCTION POLICY

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

Air quality benefits from the MSC-North project alone has reduced emissions by:

LEED BUILDING REQUIREMENTS

In September 2017, LAWA adopted a Sustainable Design and Construction Policy for all new LAWA and Tenant projects. The Sustainable Design and Construction Policy requires new buildings and major renovations of buildings to meet or exceed LEED Silver standards.

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.

LANDSIDE ACCESS MODERNIZATION PROGRAM (LAMP)

LAWA is moving forward with implementation of the LAX 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 in 2024 the LAMP program will save 16,754 metric tons of GHG per year and reduce vehicle miles traveled by 116,968 miles per day.

LAMP consists of four primary components:

AUTOMATED PEOPLE MOVER SYSTEM

CONSOLIDATED RENTAL CAR FACILITY

INTERMODAL TRANSPORTATION FACILITIES

TRAFFIC AND ROADWAY IMPROVEMENTS