

# Van Nuys Airport

## Zero-Emission Ground Support Equipment Policy

### I. Goals

Van Nuys Airport (VNY) is committed to achieving a fully zero-emission (ZE) ground support equipment (GSE) fleet by January 1, 2030. This goal is a cornerstone of Los Angeles World Airports' (LAWA) sustainability initiatives, designed to minimize the environmental impact of aviation operations and support global efforts to combat climate change.

By phasing in zero-emission requirements for all GSE used at the airport, VNY is proactively reducing its carbon footprint and setting a new standard for environmental leadership in aviation. This transformative policy is the first of its kind at a general aviation airport in the United States, reinforcing VNY's role as an innovator in sustainable aviation practices.

The Zero-Emission GSE Policy supports LAWA's broader mission to improve air quality and achieve Carbon Neutrality by 2045. This initiative also aligns with state and federal environmental goals, reflecting LAWA's commitment to addressing greenhouse gas emissions and enhancing sustainability across its operations.

Through this ambitious goal, VNY is shaping the future of aviation sustainability, demonstrating how targeted policies can create significant environmental benefits while serving as a model for airports nationwide.

### II. Definitions

"Additional" shall mean a GSE that would increase the total number of GSE in the Applicant's fleet at VNY.

"Air Operations Area (AOA)" is the area of the airport dedicated to the movement, maintenance, servicing, loading, and unloading of aircraft and related support equipment. The AOA is a restricted area; only individuals and vehicles/ground equipment with proper permission are allowed.

"Commercially Available" and "Commercial Availability" shall mean that a Zero Emission GSE or Zero Emission on-road vehicle, or Near Zero Electric Vehicle (GSE or on-road vehicle), certified or approved for sale in California.

"Conventional" shall mean equipment with an internal combustion (ICE) engine, including hybrids and alternative fuel vehicles (e.g., propane, CNG).

"Existing" shall mean a GSE operating on the AOA as of January 1, 2025.

"Ground Service Equipment or Ground Supply Equipment (GSE)" for the purposes of this policy shall mean: 1) self-propelled equipment/vehicles, 2) non-motorized equipment/vehicles that are equipped with powered equipment, and

3) completely non-motorized (i.e., are not self-propelled and are not equipped with powered equipment), that are owned or leased by an fixed based operator or other tenant such and that are permanently assigned at VNY for the purposes of servicing aircraft. Categories of GSE include air conditioners, air start units, aircraft tractors/tugs, baggage tractors/tugs, belt loaders, bobtails, cabin service trucks, cargo/deck loaders, cargo tractors/tugs, carts (i.e., personal carts), forklifts, fuel trucks, generators (i.e., light stands, portable units), ground power units, hydrant carts/trucks, lavatory carts, lifts, passenger stands, Rating and are not licensed to operate on public roads  
“GSE Operator” shall mean someone who owns or leases GSE as defined in the GSE definition above.

“ICE” shall mean internal combustion engine.

“Near-Zero Emission Vehicle (NZEV)” shall mean a hybrid electric vehicle with externally rechargeable energy storage systems that allow for an all-electric range (i.e., a plug-in hybrid electric vehicle (PHEV)).

“Operationally Feasible” and “Operational Feasibility” shall mean a ZE or NZEV GSE determined by LAWA to be capable of safely performing the same tasks as its Conventional equivalent.

“Replacement” shall mean a GSE that is proposed to replace an Existing GSE.

“Zero-Emission (ZE)” shall mean no exhaust, which would include battery electric technologies and other zero-emission technologies.

### III. Applicability

#### A. Covered GSE

- i. This Policy applies to any GSE, as defined above, operating on the AOA at VNY.

#### B. Exemptions

- i. Emergency Equipment.
- ii. Equipment used for LAWA approved special events.

### IV. Requirements

#### A. 2025 New Zero-Emission GSE Requirement

Beginning June 1, 2025, any GSE being brought to VNY for the first time (i.e., GSE that are being added to, or will be replaced for, existing GSE within the Operator’s GSE fleet at VNY) shall be ZE or NZEV unless: ZE or NZEV models are not Commercially Available, or the GSE Operator demonstrates to the satisfaction of LAWA (on forms to be provided by LAWA) that ZE or NZEV GSE models are not Operationally Feasible.

#### B. 2030 ZE/NZEV GSE Requirement

Starting January 1, 2030, all GSE shall be zero emission. Conventional GSE in all categories shall not be

allowed to operate at VNY unless specifically exempt, or ZE or NZEV GSE models are not Commercially Available, or the GSE Operator demonstrates to the satisfaction of LAWA (on forms to be provided by LAWA) that ZE or NZEV GSE models are not Operationally Feasible.

## V. Reporting

### A. Reporting System

Reporting for VNY will be submitted to LAWA through an electronic format. The information provided is similar to the format LAX GSE Operators are currently required to report for GSE. Similarly, the reporting submittal review process by LAWA, including Auto Check, staff review, and feedback to each submitter on case-by-case basis.

### B. Annual Reports

Initial annual report shall be submitted on June 1, 2025, for the prior year, reporting for the fleet as it was on December 31<sup>st</sup>, 2024.

Subsequent annual reports shall be due on or before February 1 of each year for the prior year, reporting for the fleet as it was on December 31<sup>st</sup> of the previous year. The first reporting year is 2026.

## VI. Commercial Availability, Operational Feasibility

### A. Commercial Availability

Commercially Available equipment recognized by LAWA is identified on an VNY Commercially Available Ground Support Equipment List, which is developed in consultation with airport stakeholders and maintained by LAWA.

### B. Technology Working Group

LAWA will convene a Technology Working Group (TWG) to promote coordination between LAWA and GSE Operators. The TWG will consist of representatives from LAWA and GSE Operators that are subject to the requirements of this Policy.

- i. Meetings - LAWA may convene the TWG periodically throughout the year for LAWA and GSE Operators to exchange information on technological and market developments in ZE and NZEV GSE; performance of such vehicles at VNY and other airports; and issues relating to charging/fueling infrastructure use, performance, and availability/accessibility at VNY. LAWA shall convene an annual meeting of the TWG to evaluate the Commercial Availability of ZE and NZEV GSE (“ZE/NZEV CA Meeting”).

## VII. Operational Infeasibility

### A. Staff Feasibility/Infeasibility Determination.

A GSE Operator may demonstrate that the use of a ZE NZEV GSE is Operationally Infeasible by submitting supporting information as required by LAWA. LAWA will review and approve this information to determine feasibility. Key elements to be considered in evaluating Operational Infeasibility include, safety, performance, endurance, space, availability of charging equipment, compatibility with charging/fueling stations, and existing contractual obligations that predate the effective date of this Policy requirement. Go to [www.lawa.org](http://www.lawa.org) for instructions for submitting documentation on Operational Infeasibility for a particular GSE.

LAWA's determination of Operational Feasibility/Infeasibility will be based on whether the Applicant has provided an objective factual basis, supported by the required information and a certification that a ZE or NZEV model of the GSE at hand is not Operationally Feasible.

### B. Appeal

An Applicant may appeal LAWA's Staff Determination of Operational Feasibility to the VNY Airport Manager or his/her designee. Go to [www.lawa.org](http://www.lawa.org) for instructions for submitting an appeal.

## VIII. Incentives for ZE/NZEV GSE

As funding becomes available from LAWA and/or third-party sources, such as the California Air Resources Board, the South Coast Air Quality Management District, or other state, local, or federal agencies LAWA will initiate incentive programs to accelerate the adoption of ZE GSE at VNY.

## IX. Enforcement

- A. Non-Compliance. The following circumstances shall constitute non-compliance for purposes of Section IX.
  - i. Failure to submit an annual report pursuant to Section VI above.
  - ii. Failure to achieve 100% zero-emission GSE fleet by January 1, 2030.
    - a. GSE Operator who does not meet this requirement shall submit a Compliance Plan pursuant to Section X below.

## X. Compliance Plan

- A. Operators shall transition to compliant ZE GSE as soon as practicable.
- B. Non-compliant GSE Operators will be required to submit a Compliance Plan indicating the disposition (salvage, replace, remove from service, etc.) date for each non-compliant GSE (“Compliance Plan”) within 30 days of receiving a notice of non-compliance for GSE in the Operator’s fleet. The Compliance Plan shall provide dates by which the non-compliant GSE in the Operator’s fleet will meet the requirements of the VNY Zero-Emission Ground Support Equipment Policy and a justification for the new date. The Compliance Plan shall be signed under attestation.
- C. LAWA’s Chief Executive Officer or his/her designee shall review the Operator’s Compliance Plan and justification to determine its acceptability and authorize approval or disapproval.
- D. GSE Operators shall have 30 days to seek review of LAWA’s rejection of a Compliance Plan or any parts thereof by LAWA’s Chief Executive Officer or his/her designee.

XI. Default

Three or more instances of non-compliance with the VNY Zero-Emission Ground Support Equipment Policy with Section IX.A above within two years shall be a default. LAWA’s Chief Executive Officer or his/her designee may seek to recoup LAWA’s administrative costs from non-compliant operators.

XII. Periodic Review

This Requirement will be reviewed and updated periodically as deemed necessary by LAWA.