

Title: Clean Air		Code Number: ES.014.04
Functional Category: Environmental Services	Issuing Department: Environmental Affairs	Effective Date: 08/01/2020

1.0 PURPOSE

- 1.1 The purpose of this Clean Air policy is to align the Board’s activities with regional, state, federal, and global air quality goals and to drive action beyond minimum regulatory requirements in concert with the Board and executive staff’s commitment to achieve leadership in climate protection, energy conservation, and emissions reductions.

2.0 DEPARTMENTS / PERSONS AFFECTED

- 2.1 All departments.

3.0 POLICY

- 3.1 The Board is committed to continuing its leadership and priority commitments in furtherance of the regional and global efforts to address climate change and to achieve the National Ambient Air Quality Standards (NAAQS). Air pollution will be reduced through innovative energy efficiency strategies and implementation of low-emission and zero-emission technologies throughout the Board’s operations. In addition, the Board will encourage tenants, contractors, vendors, and suppliers to adopt measures to improve air quality.
- 3.2 In furtherance of this policy, the Board shall:
 - 3.2.1 Ensure compliance by meeting or exceeding all applicable air quality laws, regulations, and Texas State Implementation Plan (SIP) requirements.
 - 3.2.2 Achieve and maintain carbon neutrality certification on a pathway to net zero carbon emissions by 2030 in accordance with Level 4+ Airport Carbon Accreditation Program requirements.
 - 3.2.3 Identify future air quality requirements and initiate procedures to meet or exceed them.
 - 3.2.4 Incorporate energy efficiency and carbon emissions reduction priorities into the strategic plan.
 - 3.2.5 Require use of 100 percent renewable energy in electricity supplied to the Board.
 - 3.2.6 Develop and utilize innovative strategies in expanding the Board’s current commitments to improve air quality.
 - 3.2.7 Establish, track and analyze metrics to monitor air quality performance, and to set goals for continuous improvement.
 - 3.2.8 Actively engage with tenants and other business partners to improve energy performance, optimize operational efficiency, and reduce emissions through their own reduction plans or through measures initiated by the airport.
 - 3.2.9 Maintain a Clean Fleet Standard Operating Procedure (SOP) that prioritizes zero-emission vehicle and equipment purchases for fleet operations in accordance with the Regional Transportation Council’s (RTC) Clean Fleet Policy.
 - 3.2.10 Actively promote the transition to electric vehicles (EVs) through the provision of required infrastructure, incentives, and partnerships.
 - 3.2.11 Discourage vehicle idling in order to support regional efforts to improve air quality.

- 3.2.12 Continue to integrate energy efficiency into its facilities, systems, processes, and operations and ensure the best available technologies are utilized.
- 3.2.13 Partner with agencies, academia, nongovernmental organizations, business associations, and other interested stakeholders to develop effective and sustainable solutions to local air quality challenges in the DFW nonattainment region and the global response to climate change.

4.0 PROCEDURE

- 4.1 Air quality emissions reduction goals and procedures will be approved by the Executive Vice President of Operations. These goals and procedures will be integrated into the Board's Sustainability Management Plan (SMP) and Environmental Management System (EMS).

5.0 RESPONSIBILITIES

- 5.1 **Executive Vice President of Operations.** Authorized to approve air quality goals and procedures in accordance with this policy.
- 5.2 **Environmental Affairs Department.** Responsible for measuring and reporting emissions from Board, tenant, and other sources; providing air quality oversight; exploring grant funding opportunities in collaboration with Treasury Management; and providing guidance to other departments to ensure effective implementation of this policy.
- 5.3 **Energy, Transportation, and Asset Management.** Responsible for providing oversight of the Board's energy efficiency and clean fleet programs; supporting other departments, tenants, suppliers, vendors, and service providers to ensure utilization of clean and efficient technologies and practices; serving as a resource for airport stakeholders seeking assistance in reducing fleet emissions and improving energy efficiency; and collaborating with manufacturers, infrastructure suppliers and operators, funding and regulatory agencies, research organizations, airports, and other entities to share expertise, experience, and expand the availability and use of emission reduction and energy efficiency programs and technology.
- 5.4 **All Departments (as Applicable).** Responsible for sharing energy use and operational data; integrating air quality goals and requirements into operational and business planning, development, and management systems according to the EMS and SMP; and performing tenant outreach in furtherance of the Board's air quality improvement initiatives. Each department will evaluate available opportunities to purchase new or convert existing fleets to electric and other zero-emission technologies.

6.0 DEFINITIONS

- 6.1 **Airport Carbon Accreditation (ACA).** ACA is the only institutionally endorsed, global carbon management certification standard for airports. Established in 2009 by Airports Council International (ACI) Europe, the program acknowledges airports at different certification levels of carbon management and carbon neutrality.
- 6.2 **Clean Air Act (CAA).** The federal Clean Air Act (CAA) is the legal foundation for the national air pollution control program. The CAA requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six common air pollutants. Under the Act, states are required to produce and regularly update a State Implementation Plan (SIP). SIPs must include a description of control strategies, or measures to deal with pollution, for areas that fail to achieve the NAAQS.
- 6.3 **Environmental Management System (EMS).** An EMS is a set of problem identification and problem-solving tools that can be implemented by the employees in an organization. The EMS integrates the environment into everyday business operations, and environmental stewardship becomes part of the daily responsibility for employees across the entire organization.
- 6.4 **National Ambient Air Quality Standards (NAAQS).** NAAQS are established by the EPA as directed by the federal Clean Air Act. These standards measure six outdoor air pollutants:

ground-level ozone/smog (O₃), particulate matter (PM), lead (Pb), nitrogen dioxide (NO₂), carbon monoxide (CO), and sulfur dioxide (SO₂). These "criteria pollutants" are commonly occurring air pollutants that can injure health, harm the environment, and cause property damage. The NAAQS set nationally acceptable levels of concentrations for these pollutants.

- 6.5 **Net Zero Carbon.** The Intergovernmental Panel for Climate Change (IPCC) has defined net zero emissions as the state 'when anthropogenic carbon emissions are balanced globally by anthropogenic carbon removals over a specified period'. DFW will reduce carbon emissions to the greatest extent possible and address any remaining emissions through future investment in carbon removal and storage.
- 6.6 **Regional Transportation Council (RTC) Clean Fleet Policy.** The RTC Clean Fleet Policy provides a framework for efficient and low-emitting fleet operations in order to help the region work toward attainment of the federal ozone standard and improve overall air quality. On December 11, 2014, the RTC approved a resolution supporting the adoption and implementation of a revised policy by entities with fleet operations in the nonattainment area. DFW Airport is an adoptee of the RTC Clean Fleet Policy.
- 6.7 **State Implementation Plan (SIP).** The SIP for the Dallas/Fort Worth ozone nonattainment region is Texas' plan for complying with the federal Clean Air Act. A State Implementation Plan (SIP) is an enforceable plan developed at the state level that explains how the state will comply with air quality standards according to the federal Clean Air Act. A SIP must be submitted by the state government of any state that has areas that are designated in nonattainment of federal air quality standards.
- 6.8 **Sustainability Management Plan (SMP).** The SMP is a plan that integrates sustainability principles throughout the organization to further the Board's commitment to economic growth, environmental stewardship, and social responsibility. The SMP establishes key focus areas that align with the airport's strategic plan and goals to track progress.

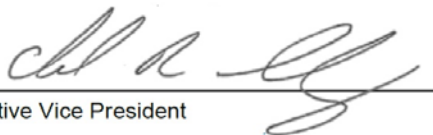
7.0 RESOURCES / FORMS

- 7.1 Not applicable.

8.0 REVISION HISTORY

- 8.1 05/08/2000 – Original document.
- 8.2 11/01/2007 – ES.014.00 – Major revisions (converted from Board resolution to policy).
- 8.3 10/01/2011 – ES.014.01 – Minor revisions.
- 8.4 04/01/2015 – ES.014.02 – Minor revisions.
- 8.5 06/01/2018 – ES.014.03 – Minor revisions.
- 8.6 08/01/2020 – ES.014.04 – Substantive changes.

APPROVED:



Divisional Executive Vice President

Elaine Flud Rodriguez

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Executive Vice President,
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Chief Executive Officer