

PWGC Spring Newsletter



*Helping You Make Your
Airport the Best for the
Community and the
Environment!*

AVIATION BIOFUELS WHERE ARE WE HEADED?



The push for biofuels in the aviation industry seems to be gaining rapid speed. Luftansa announced at the end of 2010 that it hopes to have a regular local flight operating on biofuel by mid 2011. It will begin as a six-month trial with an Airbus A321 on scheduled commercial flights on the Hamburg-Frankfurt-Hamburg route. The intent is to run the aircraft engines on a 50-50 mix of biofuel and traditional kerosene; however, certification is still pending. It is anticipated that Lufthansa will save around 1,500 tonnes of CO₂ emissions. Other large ventures include Boeing which is hopeful to have aviation biofuel in the Pacific Northwest by 2015. Boeing is part of the first regional assessment of its kind in the United States, the *Sustainable Aviation Fuels Northwest* (SAFN) initiative. This initiative will evaluate biomass options within a four-state area as possible sources for producing sustainable jet fuel and a sustainable aviation biofuel industry. Additionally, just last week Brazil and the US launched a partnership for the Development of Biofuels for Aviation.

As biofuels look promising in the near future there are rules, regulations and adaptations to be followed closely in the transition.

REMINDER: Toxic Release Inventory Due By July 1st! Also 16 Chemicals Added to Rule!

The Emergency Planning and Community Right to Know Act (EPCRA) gives the community the right to know about toxic chemicals being released into the environment. The law requires facilities in certain industries, which manufacture, process, or use significant amounts of toxic chemicals, to report annually on their releases of chemicals listed in Section 313. Facilities subject to Toxic Release Inventory (TRI) reporting is based on amount of employees, North American Industry Classification System (NAICS) code and exceeding any one threshold for manufacturing (including importing), processing, or otherwise using a toxic chemical listed in 40 CFR Section 372.65 and 40 CFR Section 372.65. Facilities must report annually by July 1st.

As a reminder, Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) requires that TRI reports be filed by owners and operators of facilities that have 10 or more full-time employee equivalents, exceed established chemical thresholds, and are within primary NAICS code designations that are included in the regulations pursuant to Section 313 of EPCRA, located at 40 CFR Part 372. The threshold for manufactured or processed is 25,000 lbs, otherwise use is 10,000 lbs, 100 lbs for lead and lead compounds and PACs, 10 lbs for a subset of PBT chemicals that are highly persistent and highly bioaccumulative chemicals such as mercury and mercury compounds and 0.1 for dioxins and dioxin-like compounds.

This year there are 16 new chemicals that have been added to TRI list and include:

- Furan
- Isoprene
- Glycidol
- vinyl fluoride
- Tetrafluoroethylene
- Tetranitromethane
- methyleugenol
- o-Nitroanisole
- Nitromethane
- Phenolphthalein
- Tetranitromethane
- 4-Nitropyrene
- 1,8-Dinitropyrene
- 6-Nitrochrysene
- 1-Amino-2,4-dibromoanthraquinone
- 2,2-bis(Bromomethyl)-1,3-propanediol


Contact PWGC for assistance with TRI Reporting.

"P.W. Grosser Consulting serves our clients, our neighborhoods and our society!"



**STRATEGIC
ENVIRONMENTAL
SOLUTIONS**

PWGC's Aviation newsletter is designed to assist Facilities and other relevant departments stay updated on ever changing environmental rules, regulations, and other pertinent issues related to the Aviation industry.

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HAZARDOUS WASTE REMINDERS

In March 2011 the EPA announced over \$100,000 in fines for three companies that violated state and federal hazardous waste laws. The EPA lists the violations which are lessons to all to ensure the same mistakes are not being made at their facilities. During multiple inspections made by the EPA and local state inspectors found the facilities violated hazardous waste laws in a variety of ways, including:

- Failing to maintain the facility to minimize the possibility of a release of hazardous waste to air, soil, or surface water which could threaten human health or contaminate the environment;
- Failing to label containers of hazardous waste;
- Failing to properly characterize wastes, which led to hazardous waste being disposed of in the general trash;
- Failing to close containers of hazardous waste;
- Failing to provide proper training; and
- Storing hazardous waste for over 90 days without a permit.

Contact PWGC for further assistance in proper management, handling and disposal of hazardous waste.



IDLING NEWS!

As stated in previous newsletters many states have enacted idling laws to help reduce air pollution from diesel engines. The American Transportation Research Institution (ATRI) publishes a compendium of current idling regulations by state and local municipalities. ATRI updates the compendium regularly.

Currently, there are 29 states that have idling laws and many states have more stringent laws within city boundaries like New York City or counties like Placer County in CA. Additionally Washington, D.C. has idling laws.

Idling limitations range from 1 minute to 10 minutes. States are listing the fines that are associated with non-compliance. Fines are being implemented as the concern for lowering greenhouse gas emissions grows.

Visit http://www.atri-online.org/research/idling/ATRI_Idling_Cab_Card.pdf for detailed information in your area.

Contact PWGC for further assistance.

LEAD MONITORING FOR AIRPORTS IN THE FUTURE?



Lead monitoring requirements near general aviation airports are in the future and will be influenced by a new study to be conducted at 15 airports in the US beginning in 2011. On December 14, 2010 the EPA signed 40 CFR 58 [EPA-HQ-OAR-2006-0735; FRL-] RIN 2060-AP77-Revisions to Lead Ambient Air Monitoring Requirements. The rule revises the monitoring requirements for lead emissions from a variety of sources; however, does not have enough information about airports. Therefore, the EPA is proposing a lead emission threshold for airports of 0.5 tons per year (tpy) in lieu of the current threshold for monitoring of 1.0 tpy, and are requiring a monitoring study at 15 airports with lead emission inventories of 0.50 to 1.0 tpy that we have identified as having characteristics that may cause or contribute to ambient lead concentrations that approach or exceed the lead NAAQS. The 15 airports are Merrill Field of Anchorage AK, Pryor Field Regional of Limestone AL, Palo Alto Airport of Santa Clara CA, McClellan-Palomar of San Diego CA, Reid-Hillview of Santa Clara CA, Gillespie Field of San Diego CA, San Carlos of San Mateo CA, Nantucket Memorial of Nantucket MA, Oakland County International of Oakland MI, Republic of Suffolk NY, Brookhaven of Suffolk NY, Stinson Municipal of Bexar TX, Northwest Regional of Denton TX, Harvey Field of Snohomish WA, and Auburn Municipal King WA.

It should be noted that the states not airports will be responsible for monitoring; however, it is important for all airports to be aware of the lead monitoring. Exceedances will be handled through the governing agency's development of a compliance plan.