

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 87

[AMS-FRL-7561-7]

RIN 2060-AK01

Control of Air Pollution From Aircraft and Aircraft Engines; Emission Standards and Test Procedures

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: In this action, we are proposing to amend the existing United States regulations governing the exhaust emissions from new commercial aircraft gas turbine engines. Under the authority of section 231 of the Clean Air Act (CAA), the Environmental Protection Agency (EPA) is proposing new emission standards for oxides of nitrogen (NO_x) for newly certified commercial aircraft gas turbine engines with rated thrust greater than 26.7 kilonewtons (kN). This action proposes to adopt standards equivalent to the latest (effective in 2004) NO_x standards of the United Nations International Civil Aviation Organization (ICAO), and thereby bring the United States emission standards into alignment with the internationally adopted standards. In addition, today's action also would amend the test procedures for gaseous exhaust emissions to correspond to recent amendments to the ICAO test procedures for these emissions.

After December 31, 2003, the proposed NO_x standards would apply to newly certified gas turbine engines—those engines designed and certified after the effective date of the proposed regulations (for purposes of this action, the date of manufacture of the first individual production model means the date of type certification). Since the proposed NO_x standards would apply to only newly certified gas turbine engines, newly manufactured engines (those engines built after the effective date of the proposed regulations) would not have to meet these standards. Moreover, all engines currently being built would not have to comply with the NO_x emission standards that EPA is adopting today.

Today's proposed amendments to the emission test procedures are those recommended by ICAO and are widely used by the aircraft engine industry. Thus, today's action would establish consistency between U.S. and international standards, requirements, and test procedures. Since aircraft and aircraft engines are international

commodities, there is significant commercial benefit to consistency between U.S. and international emission standards and control program requirements. In addition, today's action ensures that domestic commercial aircraft would meet the current international standards, and thus, the public can be assured they are receiving the air quality benefits of the international standards.

DATES: *Comments:* EPA requests comments on the proposed rulemaking by December 15, 2003. More information about commenting on this action may be found under Public Participation in the **SUPPLEMENTARY INFORMATION** section and section I.C.

Hearing: We will hold a public hearing on November 13, 2003. The hearing will start at 10 a.m. local time and continue until everyone has had a chance to speak. If you want to testify at the hearing, notify the contact person listed below at least ten days before the hearing.

ADDRESSES: *Comments:* Comments may be submitted by mail to: Air Docket, Environmental Protection Agency, Mailcode: 6102T, 1200 Pennsylvania Ave., NW., Washington, DC, 20460, Attention Docket ID No. OAR 2002-0030. Comments may also be submitted electronically, by facsimile, or through hand delivery/courier. Follow the detailed instructions as provided in section I.C. of the **SUPPLEMENTARY INFORMATION** section.

Hearing: The public hearing will be held at the Environmental Protection Agency, EPA East Building, Room Number 1153, 1201 Constitution Avenue, NW., Washington, DC 20004, Telephone: (202) 564-1682. See section VIII for more information about public hearings.

FOR FURTHER INFORMATION CONTACT: Mr. Bryan Manning, U.S. EPA, Office of Transportation and Air Quality, Assessment and Standards Division, 2000 Traverwood, Ann Arbor, MI 48105. Telephone (734) 214-4832; Fax: (734) 214-4816, E-mail: manning.bryan@epa.gov.

SUPPLEMENTARY INFORMATION:

Outline of This Preamble

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 - ii. For engines with a maximum rated output of more than 26.7 kN but not more than 89.0 kN
 - b. For Engines With A Pressure Ratio of More Than 30 But Less than 62.5
 - i. For engines with a maximum rated output of more than 89.0 kN
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