

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 87

[AMS-FRL-5821-2]

RIN 2060-AF50

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

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This rulemaking proposes 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) and carbon monoxide (CO) for newly manufactured and newly certified commercial aircraft gas turbine engines with rated thrust greater than 26.7 kilonewtons (kN). This action proposes to codify into United States law the current voluntary NO_x (a two-staged NO_x standard) and CO emission standards of the United Nations International Civil Aviation Organization (ICAO), and thereby would bring the United States emission standards into alignment with the internationally adopted standards. These ICAO CO and NO_x standards would be added to the current EPA regulations for smoke and hydrocarbon emissions that have been in effect since 1984. EPA is also proposing to adopt ICAO's requirement that these standards also apply to engine designs which are substitutes for turbojet and turbofan engines (e.g. propfan, unducted fan, and advanced ducted fan). In addition, EPA proposes to amend the test procedures for gaseous exhaust emissions and smoke exhaust emissions to correspond to recent amendments to the ICAO test procedures for these emissions. EPA also proposes to amend its certification test fuel specifications to make them consistent with ICAO's test fuel specifications.

All of the affected engines are already meeting the ICAO CO and first-stage NO_x emission standards that EPA is proposing to adopt today. Most engines also meet the ICAO second-stage NO_x standard; only a few models need minor reductions in emissions to meet this standard. In addition, most manufacturers routinely measure these emissions today even though it is not

required by federal regulation. The proposed amendments to the emission test procedures are those recommended by ICAO and are widely used by the aircraft engine industry today. Thus, today's proposal would establish consistency between U.S. and international standards, test procedures, and other requirements. Since aircraft and aircraft engines are international commodities, there is some commercial benefit to consistency between U.S. and international emission standards and control program requirements (i.e., easier to qualify products for international markets since the Federal Aviation Administration (FAA) can certify engines for ICAO compliance). 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.

Because the Agency views the provisions of this proposed rulemaking as noncontroversial and does not expect to receive adverse comments, these provisions are also being issued as a direct final rule in the Final Rules section of this **Federal Register**.

DATES: Comments on the regulations proposed by this action must be received on or before June 9, 1997. If EPA conducts public hearings on today's Notice of Proposed Rulemaking (NPRM), EPA will publish a timely document in the **Federal Register** that specifies the time and location of such hearings.

ADDRESSES: Interested parties may submit written comments in response to this notice (in duplicate if possible) to Public Docket No. A-94-66, at: Air Docket Section, U.S. Environmental Protection Agency, Attention: Docket No. A-94-66, First Floor, Waterside Mall, Room M-1500, 401 M Street SW., Washington, DC 20460. A copy of the comments should also be sent to Bryan Manning, U.S. EPA (EPCD-12), Engine Programs and Compliance Division, 2565 Plymouth Road, Ann Arbor, MI 48105.

Materials relevant to this notice have been placed in Docket No. A-94-66 by EPA. The docket is located at the above address and may be inspected from 8:00 a.m. to 5:30 p.m. on weekdays. EPA may charge a reasonable fee for copying docket materials.

A copy of this action and the Regulatory Support Document is available through TTNBBS under OMS, Rulemaking and Reporting, Aircraft Engine Emissions. TTNBBS is available 24 hours a day, 7 days a week except Monday morning from 8-12 eastern

standard time (EST), when the system is down for maintenance and backup. For help in accessing the system, call the systems operator at 919-541-5384 in Research Triangle Park, North Carolina, during normal business hours EST. In addition, the TTNBBS can be accessed through the following internet addresses: World Wide Web: <http://ttnwww.rtpnc.epa.gov> or TELNET: <ttnbbs.rtpnc.epa.gov>.

FOR FURTHER INFORMATION CONTACT: Mr. Bryan Manning, U.S. EPA (EPCD-12), Engine Programs and Compliance Division, 2565 Plymouth Road, Ann Arbor, MI 48105. Telephone (313) 741-7832.

SUPPLEMENTARY INFORMATION: Under the authority of section 231 of the CAA, EPA today proposes to adopt the 1986 ICAO CO and NO_x emission standards and ICAO's amendments of July 1993, which include a more stringent NO_x standard for the future and other test procedure changes. These proposed revisions pertain to 40 CFR part 87 subparts A, C, G, and H. EPA considers these proposed changes to the regulations to be noncontroversial, and thus, these changes will be finalized as a direct final rule in the Final Rules section of the **Federal Register**. For further supplemental information, the detailed rationale, and the revisions to the regulations, see the information provided in the direct final rule.

If no adverse comments are timely received, no further activity is contemplated in relation to this proposed rule and the direct final rule in the Final Rules section of this **Federal Register** will automatically go into effect on the date specified in that rule. If adverse comments are timely received on the direct final rule, the rule will be withdrawn and all public comment received on it will be addressed in a subsequent final rule based on the proposed rule. Because the Agency will not institute a second comment period on this proposed rule, any parties interested in commenting should do so during this comment period.

List of Subjects in 40 CFR Part 87

Environmental protection, Incorporation by reference, Aircraft engines.

Dated: April 29, 1997.

Carol M. Browner,
Administrator.

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