

106TH CONGRESS  
1ST SESSION

# S. 775

To require the Administrator of the Environmental Protection Agency to conduct a feasibility study for applying airport bubbles as a method of identifying, assessing, and reducing the adverse environmental impacts of airport ground and flight operations and improving the overall quality of the environment, and for other purposes.

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## IN THE SENATE OF THE UNITED STATES

APRIL 13, 1999

Mr. TORRICELLI introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

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## A BILL

To require the Administrator of the Environmental Protection Agency to conduct a feasibility study for applying airport bubbles as a method of identifying, assessing, and reducing the adverse environmental impacts of airport ground and flight operations and improving the overall quality of the environment, and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

3       **SECTION 1. SHORT TITLE.**

4       This Act may be cited as the “Right To Know About  
5       Airport Pollution Act of 1999”.

1 **SEC. 2. FINDINGS AND PURPOSE.**

2 (a) FINDINGS.—Congress finds that—

3 (1) the serious ground level ozone, noise, water  
4 pollution, and solid waste disposal problems attend-  
5 ant to airport operations require a thorough evalua-  
6 tion of all significant sources of pollution;

7 (2) the Clean Air Act (42 U.S.C. 7401 et  
8 seq.)—

9 (A) requires each State to reduce emis-  
10 sions contributing to ground level ozone prob-  
11 lems and maintain those reductions; and

12 (B) requires the Administrator of the En-  
13 vironmental Protection Agency to study, in ad-  
14 dition to other sources, the effects of sporadic,  
15 extreme noise (such as jet noise near airports)  
16 on public health and welfare;

17 (3) the Federal Water Pollution Control Act  
18 (33 U.S.C. 1251 et seq.) establishes a regulatory  
19 and enforcement program for discharges of wastes  
20 into waters;

21 (4) the Safe Drinking Water Act (42 U.S.C.  
22 300f et seq.) establishes primary drinking water  
23 standards and a ground water control program;

24 (5) the Solid Waste Disposal Act (42 U.S.C.  
25 6901 et seq.) regulates management and disposal of  
26 solid and hazardous waste;

1           (6) a study of air pollution problems in  
2 California—

3           (A) has determined that airports are sig-  
4 nificant sources of air pollution; and

5           (B) has led to the creation of an airport  
6 bubble concept; and

7           (7) the airport bubble concept is an approach  
8 that—

9           (A) treats an airport and the area within  
10 a specific radius around the airport as a single  
11 source of pollution that emits a range of pollut-  
12 ants, including air, noise, water, and solid  
13 waste; and

14           (B) seeks, by implementation of specific  
15 programs or regulations, to reduce the pollution  
16 from each source within the bubble and thereby  
17 reduce the overall pollution in that area.

18       (b) PURPOSE.—The purpose of this Act is to require  
19 the Administrator to conduct—

20           (1) a feasibility study for applying airport bub-  
21 bles to airports as a method of assessing and reduc-  
22 ing, where appropriate, air, noise, water, and solid  
23 waste pollution in and around the airports and im-  
24 proving overall environmental quality; and

1           (2) a study of air pollutant emission standards  
2           established by the Environmental Protection Agency  
3           for airplane engines to determine whether it is fea-  
4           sible and desirable to strengthen the standards.

5 **SEC. 3. DEFINITIONS.**

6           In this Act:

7           (1) ADMINISTRATOR.—The term “Adminis-  
8           trator” means the Administrator of the Environ-  
9           mental Protection Agency.

10          (2) AIRPORT BUBBLE.—The term “airport bub-  
11          ble” means an area—

12                (A) in and around an airport (or other fa-  
13                cility using aircraft) within which sources of  
14                pollution and levels of pollution from those  
15                sources are to be identified and reduced; and

16                (B) containing a variety of types of air,  
17                noise, water, and solid waste sources of pollu-  
18                tion in which the aggregate of each type of pol-  
19                lutant from the respective sources is regulated  
20                as if the various sources were a single source.

21 **SEC. 4. STUDY OF USING AIRPORT BUBBLES.**

22          (a) IN GENERAL.—The Administrator shall conduct  
23          a study to determine the feasibility of regulating air, noise,  
24          water, and solid waste pollution from all sources in and  
25          around airports using airport bubbles.

1       (b) WORKING GROUP.—In conducting the study, the  
2 Administrator shall establish and consult with a working  
3 group comprised of—

4           (1) the Administrator of the Federal Aviation  
5 Administration (or a designee);

6           (2) the Secretary of Defense (or a designee);

7           (3) the Secretary of Transportation (or a des-  
8 ignee);

9           (4) a representative of air quality districts;

10          (5) a representative of environmental research  
11 groups;

12          (6) a representative of State Audubon Societies;

13          (7) a representative of the Sierra Club;

14          (8) a representative of the Nature Conservancy;

15          (9) a representative of port authorities of  
16 States;

17          (10) an airport manager;

18          (11) a representative of commanding officers of  
19 military air bases and stations;

20          (12) a representative of the bus lines that serve  
21 airports who is familiar with the emissions testing  
22 and repair records of those buses, the schedules of  
23 those lines, and any problems with delays in service  
24 caused by traffic congestion;

1           (13) a representative of the taxis and lim-  
2           ousines that serve airports who is familiar with the  
3           emissions testing and repair records of the taxis and  
4           limousines and the volume of business generated by  
5           the taxis and limousines;

6           (14) a representative of local law enforcement  
7           agencies or other entities responsible for traffic con-  
8           ditions in and around airports;

9           (15) a representative of the Air Transport As-  
10          sociation;

11          (16) a representative of the Airports Council  
12          International–North America;

13          (17) a representative of environmental special-  
14          ists from airport authorities; and

15          (18) a representative from an aviation union  
16          representing ground crews.

17          (c) REQUIRED ELEMENTS.—In conducting the study,  
18          the Administrator shall—

19               (1) collect, analyze, and consider information on  
20               the variety of stationary and mobile sources of air,  
21               noise, water, and solid waste pollution within airport  
22               bubbles around airports in the United States,  
23               including—

1 (A) aircraft, vehicles, and equipment that  
2 service aircraft (including main and auxiliary  
3 engines); and

4 (B) buses, taxis, and limousines that serve  
5 airports;

6 (2) study a statistically significant number of  
7 airports serving commercial aviation in a manner de-  
8 signed to obtain a representative sampling of such  
9 airports;

10 (3) consider all relevant information that is  
11 available, including State implementation plans  
12 under the Clean Air Act (42 U.S.C. 7401 et seq.)  
13 and airport master plans;

14 (4) consider the air quality implications of air-  
15 port and ground and in-flight aircraft operations,  
16 such as routing and delays;

17 (5) assess the role of airports in interstate and  
18 international travel and commerce and the environ-  
19 mental and economic impact of regulating airports  
20 as significant sources of air, noise, water, and solid  
21 waste pollution;

22 (6) propose boundaries of the areas to be in-  
23 cluded within airport bubbles;

24 (7) propose a definition of air pollutant emis-  
25 sions for airport bubbles that includes hydrocarbons,

1 volatile organic compounds, and other ozone precur-  
2 sors targeted for reduction under Federal air pollu-  
3 tion law;

4 (8) develop an inventory of each source of air,  
5 noise, water, and solid waste pollution to be regu-  
6 lated within airport bubbles and the level of reduc-  
7 tion for each source;

8 (9) list and evaluate programs that might be  
9 implemented to reduce air, noise, water, and solid  
10 waste pollution within airport bubbles and the envi-  
11 ronmental and economic impact of each of the pro-  
12 grams, including any changes to Federal or State  
13 law (including regulations) that would be required  
14 for implementation of each of the programs;

15 (10) evaluate the feasibility of regulating air,  
16 noise, water, and solid waste pollutants in and  
17 around airports using airport bubbles and make rec-  
18 ommendations regarding which programs should be  
19 included in an effective implementation of airport  
20 bubble methodology; and

21 (11) address the issues of air and noise pollu-  
22 tion source identification and regulation that are  
23 unique to military air bases and stations.

24 (d) REPORT.—Not later than 3 years after the date  
25 of enactment of this Act, the Administrator shall submit



1 to Congress a report describing the results and rec-  
2 ommendations of the study required by this section.

3 **SEC. 5. STUDY OF EMISSION STANDARDS FOR AIRPLANE**  
4 **ENGINES.**

5 (a) IN GENERAL.—The Administrator shall conduct  
6 a study of air pollutant emission standards established by  
7 the Environmental Protection Agency for airplane engines  
8 to determine whether it is feasible and desirable to  
9 strengthen the standards.

10 (b) REPORT.—Not later than 2 years after the date  
11 of enactment of this Act, the Administrator shall submit  
12 to Congress a report describing the results and rec-  
13 ommendations of the study required by this section.

14 **SEC. 6. PROGRESS REPORTS.**

15 Not later than 1 year after the date of enactment  
16 of this Act, and annually thereafter until the reports under  
17 sections 4 and 5 are submitted, the Administrator shall  
18 submit to Congress a report that details the progress  
19 being made by the Administrator in carrying out sections  
20 4 and 5.

21 **SEC. 7. REPORTING OF TOXIC CHEMICAL RELEASES.**

22 (a) IN GENERAL.—Not later than 180 days after the  
23 date of enactment of this Act, the Administrator shall pro-  
24 mulgate regulations requiring each airport that regularly  
25 serves commercial or military jet aircraft to report, under

1 section 313 of the Emergency Planning and Community  
 2 Right-To-Know Act of 1986 (42 U.S.C. 11023) and sec-  
 3 tion 6607 of the Pollution Prevention Act of 1990 (42  
 4 U.S.C. 13106), releases and other waste management ac-  
 5 tivities associated with the manufacturing, processing, or  
 6 other use of toxic chemicals listed under section 313 of  
 7 the Emergency Planning and Community Right-To-Know  
 8 Act of 1986 (42 U.S.C. 11023), including toxic chemicals  
 9 manufactured, processed, or otherwise used—

10 (1) during operation and maintenance of air-  
 11 craft and other motor vehicles at the airport; and

12 (2) in the course of other airport and airline ac-  
 13 tivities.

14 (b) TREATMENT AS A FACILITY.—For the purpose  
 15 of subsection (a), an airport shall be considered to be a  
 16 facility as defined in section 329 of the Emergency Plan-  
 17 ning and Community Right-To-Know Act of 1986 (42  
 18 U.S.C. 11049).

19 **SEC. 8. FUNDING.**

20 The Administrator shall carry out this Act using ex-  
 21 isting funds available to the Administrator.

