

Appendix B: Project Reviewer's Check List

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B1 OVERVIEW

This appendix contains a recommended check list for anyone reviewing the air quality analysis of a proposed airport or air base project to follow. In the following checklist, any references to “airport” means any airport or air base and a “project” means a Federal airport or air base action, unless specified otherwise (e.g., for military air base projects only).

B1.1 Projection Definition / Inventory of Emissions

1. Was the project scope adequately defined (project impact on fleet mix and aircraft operations, possible increases in airside/landside congestion, need for additional GSE, parking lot expansions, and similar changes) ?
2. Were state and local air quality agencies and the EPA contacted for coordination on the air quality analysis?
3. Were all recommended project alternatives appropriately defined and considered?
4. Was the airport activity level specified so that all types of emissions (direct and indirect, including temporary) could be quantified and each project alternative (including the “no build” alternative) adequately evaluated?
5. Were airport emission inventories computed for all types of emissions (direct and indirect, including temporary) and each project alternative (including the “no build” alternative)?
6. Was one of the project alternatives identified as the proposed project?

B1.2 Indirect Source Review

7. Does the State require indirect source review? If yes, continue to item 8. If no, an indirect source permit is not required.
8. If the State requires indirect source review, does the airport activity exceed the State's indirect source review thresholds? If yes, complete an indirect source analysis and obtain an indirect source permit if required. If no, an indirect source permit is not required.

B1.3 Transportation Conformity

9. Is any part(s) of the proposed project related to transportation plans, programs, and projects developed, funded, or approved under title 23 U.S.C., the proposed project must meet the procedures and criteria of the Transportation Conformity Rule.

B1.4 General Conformity

10. Is the airport in a nonattainment area (NAA) or maintenance area (MA) for any criteria pollutant (CO, NO₂, PM-10, ozone)? If yes, continue to item 11. If no, a conformity assessment is not required; proceed to item 25 (NAAQS analysis).

11. Is the proposed project exempt from general conformity or presumed to conform for general conformity (see 40CFR§93.153)? If exempt, a conformity determination is not required. If presumed to conform, proceed to item 16. If no, continue to item 12.
12. Are indirect emissions from action reasonably foreseeable and can the Federal agency practically control and maintain control over them due to a continuing program responsibility of the Federal agency? If yes, total project emissions equal direct plus indirect emissions (including temporary emissions). If no, total project emissions equal direct emissions (including temporary emissions).
13. For the proposed project, were the annual net emissions of the project calculated for:
 - a. total emissions (including temporary) of no-build and proposed build alternatives,
 - b. the year of maximum project emissions,
 - c. the attainment year, or furthest forecast year for the maintenance plan, and
 - d. SIP emission budget years?
14. Was the analysis based on the latest planning assumptions derived from population, employment, and travel data acquired from the local metropolitan planning organization (MPO), and the latest and most accurate emission estimation techniques applied (unless written approval is obtained)?
15. Do the annual net emissions of the proposed project exceed the general conformity threshold levels (see 40CFR§93.153(b))? If yes, proceed to item 17. If no, continue to item 16.
16. Are the annual net emissions of the proposed project regionally significant (exceed 10% of the area total emissions)? If yes, continue to item 17. If no, a conformity assessment is not required for the project; proceed to item 25 (NAAQS assessment).
17. For the proposed action, were the applicable pollutant concentrations computed by dispersion modeling?
18. Were appropriate background pollutant concentrations included in the dispersion analysis?
19. Do airport pollutant concentrations, when combined with the background pollutant concentration, exceed NAAQS? If yes, continue to item 20. If no, action conforms; continue to item 23 (conformity determination).
20. Is the proposed project specified in the applicable state implementation plan (SIP) or is there a sufficient emissions budget in the SIP to accommodate the action's emissions? If yes, the project conforms, coordinate with state/local agencies; proceed to item 23 (conformity determination). If no, continue to item 21.
21. Were local and state air quality agencies and EPA consulted for an alternative conformity determination? If yes, the project conforms, proceed to item 23 (conformity determination). If no, continue to item 22.
22. Were emissions mitigated or offset or the project redesigned to reduce direct, indirect, or construction/temporary emissions such that the project does conform with the provisions of the SIP? If yes, proceed to item 23 (conformity

determination). If no, the project must be redefined and reevaluated such that it does conform to the SIP.

23. Has a conformity determination been prepared? If it is a draft conformity determination, was:
 - a. a 30-day notice of the action and the draft determination provided to the appropriate EPA region and State and local air control agencies,
 - b. the draft determination made available to the public to allow opportunity for review and comment,
 - c. the draft determination made public by placing a notice by prominent advertisement in a daily newspaper of general circulation in the area affected by the proposed project, and
 - d. a 30-day public comment period provided prior to taking any formal action on the draft determination?
24. If it is a final conformity determination, was it made public within 30 days of the final determination by placing a notice, by prominent advertisement, in a daily newspaper of general circulation in the area affected by the action?

B1.5 NAAQS Analysis

25. Does the airport emissions inventory with the proposed project (proposed project emissions minus no project emissions) exceed the passenger/activity threshold established to indicate a need for National Ambient Air Quality Standard (NAAQS) review? If yes, continue to item 25. If no, no further action is required.
26. Are emissions reasonably foreseeable? If yes, continue to item 26. If no, no further action is required.
27. For proposed build action, was dispersion modeling performed on all applicable airport emissions (direct and indirect, including construction) to calculate a resulting pollutant concentration at appropriate receptor sites?
28. Were appropriate background pollutant concentrations included in the analysis?
29. Do airport pollutant concentrations, when combined with the background pollutant concentration, exceed NAAQS or any state or local standard? If yes, continue to item 29. If no, finalize analysis, document, and coordinate with state/local agencies and EPA.
30. Can emissions be mitigated or offset or the project redesigned to reduce direct or indirect emissions (including temporary emissions such as construction emissions) such that the combined airport and background pollutant concentrations are below the NAAQS or any state or local standard? If yes, finalize analysis, document and coordinate with state/local agencies and EPA. If no, the project must be redefined and reevaluated such that it does not exceed NAAQS or any state or local standard.

