

LGB-SCAQMD MOU Bi-Annual Status Report June 2020

LONG BEACH AIRPORT

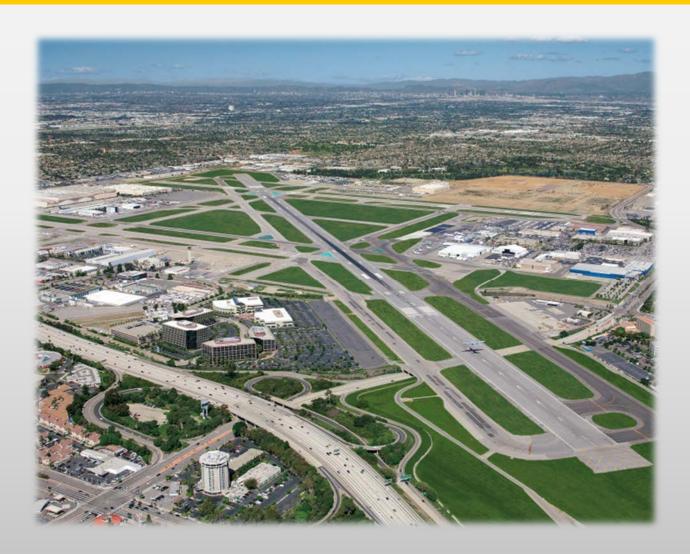


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#### LGB-SCAQMD MOU

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# LGB GSE Targets & Existing Fleet Mix (by Fuel Type)



- LGB GSE Emission Factor Targets
  - 2023 NOx 0.93 g/bhp-hr
  - 2031 NOx 0.44 g/bhp-hr
- LGB Existing GSE Fleet Mix

• Electric = 48%

• Diesel = 31%

• Gasoline = 17%

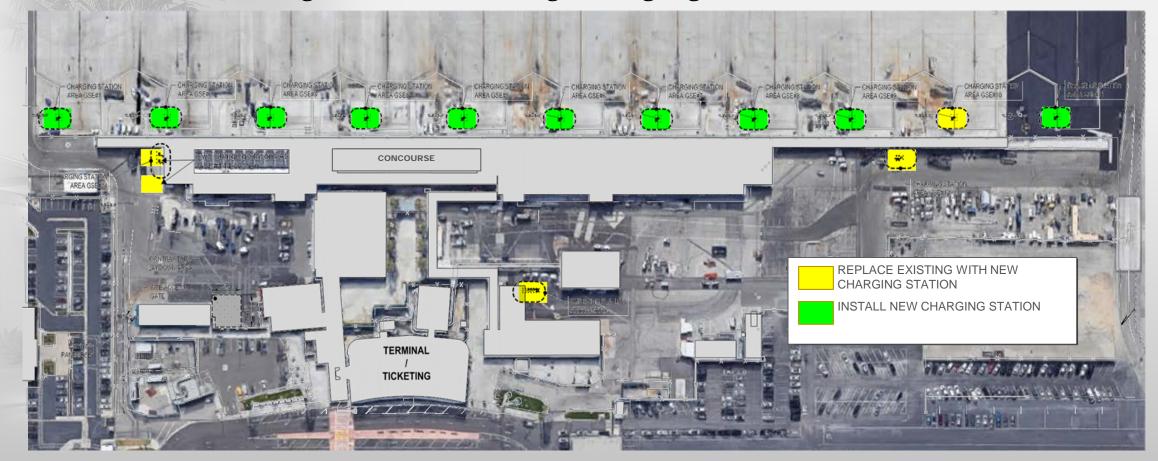
• LPG/Propane = 4%







- GSE Chargers at All 11 Passenger Aircraft Parking Positions
- Additional Chargers in GSE Storage/Staging Areas





## GSE Charging Infrastructure

- Replacement of five (5) Existing GSE Chargers
  - Existing Units over 20 years old
  - High Failure Rates
  - Replacement parts discontinued, high maintenance costs, inefficient



 Installation of ten (10) New GSE Chargers



## New/Replacement Chargers



- Posichargers
  - 40kW
  - 500A single plug, 250A Dual
  - BMID Control
    - Intelligent/Multi Purpose Charging
    - Equalization of Batteries
  - Charge both Lead-acid and Lithium at the same time
  - Less than 10W of power usage during idle



### Schedule



• Final Phase of GSE Charger Installation/Replacement Project Completed in February 2020







# GSE Operator Actions

- In Early 2020 GSE Operators Began:
  - Assessment of GSE at LGB Identification of equipment that may need to be replaced
  - Evaluation of available cleaner burner and electric GSE Coordination with vendors
  - Budget planning for future GSE capital expenditures for replacements, availability of grants and economic incentives
- COVID-19 impacts are forcing airports, airlines, and GSE operators to reevaluate capital plans and allocation resources

# Questions





