

H-GAC, TCEQ, and Airport/Airlines Stakeholders SIP Short List Meeting

MEETING SUMMARY

January 6, 2009; 10:30am – 12:00pm
H-GAC Offices Services Conference Room
3555 Timmons Lane, 1st Floor
Houston, Texas 77027

Persons Present:

Karl Pepple (COH), Elaine Karnes (SW), Marianne Csaky (Continental), Debayne Yen (Jacobs Consulting), Peter Ogbeide (TCEQ), Walker Williams (TCEQ), Lola Brown (TCEQ), Chris Kite (TCEQ), Jim McKay (TCEQ), Santos Olivarez (TCEQ)

Staff Present:

Graciela Lubertino, J. Ben Finley, Mary Schuwerk, Connie Chao, Kelli Angelone

Discussion: Control Strategies and Memoranda of Understanding (MOUs)

No airport- or airline-specific control strategies are listed in the State Implementation Plan (SIP) Short List because industry representatives were concerned about the accuracy of the inventory and because industry did not confirm any of the strategies as very feasible. In light of this, staff discussed those strategies previously set aside as possibilities for MOUs and as a starting point for generation of further possible strategies.

QUESTIONS/ COMMENTS:

- 1) H-GAC asked industry groups which of the strategies provided might be feasible, and if none were feasible, were there any that industry representatives could suggest?
 - a. Industry groups expressed doubt in their ability to make significant reductions with electrified or alternative fuel ground support equipment (GSE). They said this was because they have made most of the reductions that can be made with electrified GSE by converting most of the GSE as part of the last SIP agreement. Airlines stated that they estimate that most of the equipment left is the equipment that must stay diesel-fueled because electric equipment does not have the same pulling power.
- 2) H-GAC asked to confirm that airports/airlines had reached their emissions reductions from the last MOUs to the Texas Commission on Environmental Quality's (TCEQ's) satisfaction. [There had been discussion of this at the last airports/airlines meeting.]
 - a. TCEQ and industry representatives confirmed that the airports and airlines had definitely made the reductions they had said they would do in the last MOU.
- 3) H-GAC asked industry about the feasibility reduced-idling policies for aircraft, airport shuttles, and/or ground support equipment.
 - a. Airlines representatives said that reduced-idling policies for aircraft is a federal matter and that they have no ability to affect that. They also said

that airport shuttles would be something that the airport parking lots would be the people to contact for that. Airlines representatives would prefer to focus on the ground support equipment, whose operations they have the ability to affect.

- 4) Industry representatives said that the rest of the strategies H-GAC had listed were also beyond their control. They wanted to commit to making emissions reductions in order to help the region, but said it would be more helpful to see the revised inventory first, which TCEQ was still assembling.
 - a. TCEQ was not sure when the document would be available, but knew that they were supposed to receive the last of the airport data January 9th, then would be reviewing the data themselves for the next week or so. The data had to be reinserted into the model January 29th.
- 5) H-GAC expressed concern that this timeline did not allow staff enough time to view the inventories and work with industry groups on MOUs.
 - a. TCEQ replied that they were working as fast as they could but they had to be sure everything was in order.
- 6) Southwest asked what percentage of reductions the region would probably need.
 - a. H-GAC replied that TCEQ had told them at least 25%.
 - b. TCEQ staff present had not heard this statistic and could not confirm.
- 7) H-GAC asked industry groups about possible gate electrification.
 - a. Industry groups said that was a possibility for MOU.

ACTION ITEMS:

- 1) **Airports should get their inventory information together and get the last part to TCEQ for review.**
- 2) **TCEQ should distribute copies of the airports/airlines inventory as soon as possible.**
- 3) **Industry groups should be ready to consider the inventory and look into what strategies they might be able to make.**
- 4) **Tentative next meeting date was set for February 2, 2009 at 10:30am.**