

# Commercial Aviation Coordinating Commission

## Meeting Summary

Location: TEAMS Meeting

Date: November 10, 2021

Time: 8:30 a.m. – 10:00 a.m.

Attendees: David Fleckenstein, Jeffrey Brown, Lois Bollenback, Rep. Tom Dent, Steve Edmiston, Mark Englizian, Arif Ghouse, Andrea Goodpasture, Warren Hendrickson, Robert Hodgman, Shane Jones, Sen. Karen Keiser, Stroud Kunkle, Jim Kuntz, Rep. Tina Orwall, Robert Rodriguez, Rudy Rudolph, Jason Thibedeau, Robin Toth, Kerri Woehler, Bryce Yadon, Rita Brogan, Christina Crea, Max Platts, Terri Palumbo, and guests

Absent: Tony Bean, Joseph Braham, Spencer Hansen, Senator Jim Honeyford, Larry Krauter

### Welcome

David Fleckenstein welcomed Commission members and the members of the audience, to the November meeting of the Commercial Aviation Coordinating Commission (CACC). He then reviewed the agenda.

### Public Comment Period

Anne Kroeker commented that with all the hype and work on sustainable aviation fuels, it is really alternative aviation fuels, not biofuels. She wanted to point out that most people, most of the time, the tailpipe burn is not actually compared, only between the jet fuel burn and the biofuel burn and that is the same. So, for counting greenhouse gas emissions, we really need to start there and that is a point that is often overlooked. They compare production cycles, not what is actually dispersed into the air. Anne thinks that it would be important to keep that in mind. She also believes we should do a full account of all the greenhouse gas emissions for any proposals we have going forward. That would be all of the production cycles for all of the pieces that go into a proposal for an airport, airport operations, or for aviation from beginning to end. We are already scheduled to go over the 1.5 percent rise in carbon emissions that will keep our world safer than it's going to be.

### Updates

Community Engagement Working Group: The WSDOT Office of Equal Opportunity has assisted us in forming a community engagement working group because of our increased efforts with reaching out to members of different communities, especially those in underrepresented communities. Through that group, we have invited CBOs to participate with us on not only distributing information about the Commission's work but also how we can do a better job of communicating with the different populations and demographics we really need to be able to reach out to. Since our last CACC meeting we have had two community engagement working group meetings and plan to hold ongoing quarterly meetings. We have invited other CBOs to join as necessary. We see this as a great way to continue not only our community engagement work but as we move forward in identifying sites there is an opportunity for potential airport sponsors to also begin work with the same CBOs.

Online Open House: The online open house is still open. The online open house has been translated into 14 additional languages (15 total) which will be posted to the open house by early next week. We plan to close the open house on December 8. Once the PRR communications team gets all of the results

together, we will get them out to the Commission members and post them on the website. To date, we've had over 2,600 actual responses, with people responding to the survey. David said he read through several of the comments that were included in those. Many were favorable and there are some good comments for us to consider as Commission members.

Webinars: There is one remaining planned webinar, requested by Commission members to help them better understand some of the considerations for our guiding principles. The two remaining presentations (one webinar) are on social equity and environmental justice. David's recommendation is that we hold that webinar in December. Then in January we will look at finalizing the six potential sites to increase capacity through a vote so we can meet the February deadline.

The planning group has finalized task order one for the aviation consultant that is doing the work on the Aviation System Plan. That aviation consultant is going to provide some of their work on the plan to inform the Commission's work especially looking at options for potential greenfield sites. Task order one includes front loaded items Commission members may need to consider. The Aviation System Plan work will go out approximately two years and our work will potentially be done before then.

## Webinar

Greenhouse gas (GHG) emissions – Karin Landsberg, Senior Policy Specialist – Air Quality and Climate/WSDOT Environmental. State GHG limits were passed by the legislature and updated approximately two years ago to better reflect the current science and international commitments. Using 1990 as the baseline, this legislation tries to get us to zero emissions or close to, by 2050. Transportation emissions are the biggest sector of emissions in the economy. Approximately half of all transportation emissions in Washington comes from on-road gasoline vehicles and roughly equates to the light duty vehicles on the road. The on-road diesel which is heavy duty vehicles is approximately 20 percent of Washington's transportation emissions. Jet fuel and AV gas combined is approximately 21 percent of all transportation emissions (*at the request of Rep Dent, we clarified that AV gas makes up less than 1% of those combined emissions*).

Reducing emissions includes three components, travel distance, vehicle efficiency, and fuel carbon content. A fairly new and more closely addressed concept is embodied emissions, used for building infrastructure. These are the emissions released in extracting, refining, manufacturing, transporting, and installing the materials used in construction (e.g. roadway, runway, bridge).

Boeing ecoDemonstrator Program – Rae Lutters, ecoDemonstrator Program Manager/The Boeing Company. Boeing's ecoDemonstrator program has been in existence since 2012. Innovations to make flying safer, cleaner, and quieter include using recycled carbon fiber, utilizing waste from other aircraft on new aircraft to keep it from being sent to a landfill, reducing community noise by looking at noise treatments on engines, and new technology collecting greenhouse gas emissions data (real time). Part of the program is focused on increasing the sustainable aviation fuel blends to lower the carbon footprint. The production of fuel blends is the current limiting factor, and the cost is significantly more than Jet A fuel. Boeing is currently focusing on using agricultural waste (old cooking fats, tree branches, renewable energies) for fuel blends. The aircraft engine fire suppression system uses halon, which is not being made any more and has high greenhouse gas emissions. They are looking at a better alternative fire suppression system and are close to having one.

**Charter Amendments**

Rita introduced the guiding principles and feedback from members regarding questions on modifications of the guiding principles and charter. There were 11 members who responded, 7 voting and 4 non-voting. This meeting did not have a quorum of voting members so no action could be taken on the potential guiding principles amendment related to voting. Some members had to depart the meeting and while there were discussions about the guiding principles, the chair decided to forgo any motions until the next meeting. This discussion will resume again at the beginning of the December 7 meeting.

**Wrap Up**

Next meeting is tentatively Dec. 7, 10:00 a.m. to 11:30 a.m.  
Tentative following meeting is Jan. 6 and will be a vote on the six sites.  
David thanked everyone for attending.

**Adjourned**

Approximately 10:26 a.m.