



March 20, 2017

VIA EMAIL

Clerk of the Board
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Electronic Submittal Via: <http://www.arb.ca.gov/lispub/comm/bclist.php>

Re: Comments on 2016 Air Quality Management Plan for Ozone and PM2.5 for the South Coast Air Basin and the Coachella Valley and 2016 State Strategy for the State Implementation Plan

I am writing on behalf of Alaska Airlines, Inc. ("Alaska") to provide the California Air Resources Board ("CARB") with comments on the 2016 Air Quality Management Plan for Ozone and PM2.5 for the South Coast Air Basin ("Final AQMP") and the 2016 State Strategy for the State Implementation Plan ("SIP Strategy").

Alaska supports and incorporates by reference the comments submitted by Airlines for America® ("A4A") on the Final AQMP and SIP Strategy. In particular, Alaska objects to the South Coast Air Quality Management District Governing Board's ("District Board's") decision to amend measure MOB-04 – Emissions Reductions at Commercial Airports ("MOB-04") by adding a sentence directing District Staff to develop an Indirect Source Rule ("ISR") for commercial airports.¹ We respectfully request that the State Board decline to endorse the District Board's improper action and strike the final sentence of MOB-04 as amended. At a minimum, the State Board should clarify that MOB-04 is not intended to preclude consideration of other, alternative mechanisms to the ISR in the MOB-04 stakeholder process or to preclude District Staff from presenting such alternatives to the District Board for its consideration.

¹ The text of the motion adopted by the District Board is available here: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/2016aqmpamend.pdf?sfvrsn=6>.



At every opportunity Alaska, through our industry group Airlines for America, have affirmed that we fully support the efforts of both the South Coast and the State to develop a coherent, sensible approach to attaining compliance with National Ambient Air Quality Standards (“NAAQS”) and recognize the need to set forth a viable strategy at both the State and District level for reducing emissions of both fine particulate matter (“PM2.5”) and ozone (requiring reductions in emissions of ozone precursors, including oxides of nitrogen (“NOx”)). We reiterate and reaffirm that support here. However, we strongly object to the District Board’s decision, taken without providing the public notice and opportunity to comment.

A. The District Board’s Decision to Amend MOB-04 is Inconsistent with the Applicable Public Participation Requirements in the California Health and Safety Code.

The District Board’s decision to direct District Staff to develop an ISR was made at the eleventh-hour. Affected stakeholders were not provided with a meaningful opportunity to evaluate and provide comments on the decision to amend measure MOB-04. As detailed in the comment letter submitted by A4A, the District Board’s actions were inconsistent with California Health and Safety Code § 40466(b), which requires notice for public hearings in connection to AQMP revisions to “include materials relevant to the plan revision.” The motion to amend MOB-04, which was not made until March 3, 2017, when the Final AQMP was approved, does not meet this notice requirement.

In addition, the 30-day public hearing notice required for the State Board to adopt a SIP must include “each proposed plan or revision.” 40 CFR § 51.102(a) (d). The Final AQMP, containing amended MOB-04, was published only a few days ago. Therefore, notice is inadequate for the State Board to approve amended MOB-04.

B. The District Board’s Decision Serves to Undermine and Frustrate Meaningful Stakeholder Participation.

Regardless of whether proper rulemaking procedures were followed to amend measure MOB-04, the District Board’s decision is counterproductive. It will undermine stakeholder efforts to evaluate options for airport emission mitigation measures. Prior to the District Board’s decision to amend measure MOB-04 and



require an ISR for commercial airports, District Staff had discussed – for many months – establishing a stakeholder group, including airlines, to evaluate options for airport emission mitigation measures.

The District Board’s decision to force the amendment to MOB-04 without meaningful discussion, bypasses stakeholder discussion on whether or not the District should proceed with an ISR process. The District Board’s decision appears to limit the engagement of the stakeholder group by answering the key question before the group has been given the opportunity to complete a meaningful review. Nowhere in the record does the District Board explain why the decision was made to truncate and displace the stakeholder process.

Alaska understands and recognizes the significant and difficult responsibility CARB and the District have in developing and implementing clean air regulatory measures. Alaska respectfully urges CARB to direct the District to work cooperatively with affected stakeholders, and allow the stakeholder group to engage in an open and meaningful review of options for airport emission mitigation measures.

Alaska reserves the right to supplement or revise these comments as this rulemaking process moves forward. In providing these comments, Alaska is not waiving its rights to challenge, contest or participate in development of future District or CARB rulemakings affecting operations in California.

Alaska appreciates your consideration of these comments. If you or your colleagues have questions or require additional information concerning the issues raised in this letter, please feel free to contact me at 503-384-4480 or carol.sim@alaskaair.com

Sincerely,

A handwritten signature in black ink that reads "Carol S. Sim".

Carol S. Sim
Director, Environmental Affairs
Alaska Airlines, Inc.

cc: Howard Thiersch, Senior Attorney
Megan Ouellette, Managing Director, Government Affairs