



Thank you for the opportunity to testify today on the topic of initiatives to address aviation greenhouse gas emissions. Alaska Airlines and our sister carrier Horizon Air are committed to reducing our impact on the environment. This commitment includes reducing the greenhouse gas emissions we produce. Not only is it the right thing to do, but our customers, employees and shareholders expect it of us. We know the Commission and Port share this commitment to environmental responsibility.

As evidence of that commitment, in March of 2008, the Commission adopted three motions addressing a number of greenhouse gas action items. We support many of the action items noted in these motions: For example, we enthusiastically welcome the Commission's expression of support for federal funding of the next generation air transportation system. We believe it is imperative that Congress and the FAA move forward expeditiously to modernize our nation's out-dated Air Traffic Control (ATC) system. A modern, satellite-based air navigation system will enhance the efficiency of the airspace, trim fuel use and, in turn, reduce greenhouse gas emissions by as much as 15%. As you can see from this significant reduction, airspace modernization is one of the single most important tools our nation has to reduce aviation emissions. We should look for opportunities to jointly – the airlines and Port – press federal officials to make modernization a priority. We also applaud the Commission's expression of support for federal funding of research to improve engine and airframe efficiency ~~and~~ to develop safe and effective alternative fuels. New technology is key to sustaining **long-term** reductions in aviation

greenhouse gas emissions; and the government should help finance the development of such technology.

The Commission motions also include a direction to staff to develop greenhouse gas emissions reduction targets for Sea-Tac airport. We do not support airport-specific emissions-reductions targets: As operators at many different airports and in many different states, it is simply impracticable for airlines to ~~keep up with varying~~ ^{manage targets that vary} ^{would} by airport.

~~targets. It is also counterproductive to the long-standing and ongoing collaboration between the airlines and the airport on emissions reduction projects.~~ We believe the airlines should continually push to reduce aviation-related emissions at Sea-Tac; however, any reduction target should be national in focus, given the interstate nature of commercial aviation. I'll refer you to the Air Transport Association letter to the Commission, dated September 24, 2008, for a more complete review of some of the regulatory issues surrounding aviation greenhouse gas emissions.

Alaska Airlines does support the Air Transport Association's national commitment to improve commercial airline fuel efficiency by 30% from 2005-2025. This commitment is in addition to impressive improvements already achieved:

According to Air Transport Association data, between 1978 and 2007, commercial airlines improved fuel efficiency 110%; and between 2000 and 2007, commercial airlines reduced fuel burn and greenhouse gas emissions by almost 3%, while transporting 20% more passengers and **freight**. Alaska, having invested in among the youngest, most fuel-efficient fleets in **the** nation, is doing its part to help achieve

this commitment. However, ~~no matter~~ ^{despite} this impressive record, much more can and should be done to reduce aviation **greenhouse** gas emissions.

To that end, Alaska and Horizon very **much** look forward to continuing to work collaboratively with the Port on economically viable and sustainable projects to reduce emissions at Sea-Tac. Some examples of such projects include – the installation of new garbage and recycling compactors as well as an airport-wide preconditioned air system to replace the use of auxiliary power units (APUs).

Alaska Airlines has already demonstrated its commitment to reduce the use of APUs by investing in electric-powered and diesel mobile units to supply electricity and cabin air while aircraft are parked on the ground.

Most notably, Alaska and Horizon continue to work closely with the Port, as well as Boeing, on an airspace modernization project, designed to bring environmentally friendly approach and departure paths to Sea-Tac through the use of new Required Navigation Performance (RNP) procedures at the airport. **RNP** is a satellite-based technology that enables aircraft to fly with pinpoint accuracy in a predictable and consistent path. Implementation of these **RNP** procedures at Sea-Tac will reduce flight track length and allow aircraft to fly higher longer with an idle descent; this, in turn, could save as much as 30,500 metric tons of **Co2** emissions each year, as well as reduce noise exposure in the region. Alaska Airlines pioneered RNP technology in the mid-1990s and is the only domestic carrier with a 100% RNP-equipped fleet and fully trained crews. We are eager to leverage the use of this technology at **Sea-**

Tac in order to increase efficiency and bring environmental benefits to the region.

We appreciate the Port's strong commitment to this exciting project.

With that, thank you for your time.

A handwritten signature in black ink, appearing to read "Ed [unclear]". The signature is written in a cursive style with a long horizontal flourish extending to the right.