

EMA EMISSIONS GROUP

Action Items for Discussion

Off-Cycle Working Group Conference Call - January 3 2003 (1:00 p.m. Central)

Common Definitions

- A. Comment on the working group's determination that Auxiliary Emission Control Device should be changed to Auxiliary Emission Control Strategy because the use of the word Strategy more appropriately reflects the evolution of technology.
- B. Comment on the deletion of the second paragraph from the draft definition in its entirety because it refers to what may or may not be an acceptable AECD.
- C. Comment on what types of systems should or should not be considered AECDs for future consideration.
- D. Comment on rationale behind the EMA proposed definition for AECD and why the working group members should consider it.
- E. Review and comment on the new proposed definition for Auxiliary Emission Control Strategy.
- F. Consider possible definitions for "Element of Design" and "Emission Control System".
- G. Comment on the rationale behind the EMA proposed definition for Defeat Device and why the working group members should consider it.
- H. Provide further clarification for bullet point four of the EMA proposed definition for Defeat Device and what precisely is meant by an "emission constituent" and what is the purpose of including this fourth bullet point.
- I. Comment on how often manufacturers need to utilize the types of strategies outlined in bullet point two of the EMA proposed definition for Defeat Device.
- J. Review and comment on the new proposed definition for Defeat Strategy.

Operating Regions and Conditions

- A. Comment on the feasibility, simply through engineering, to comply with the emission standards at any altitude without damaging the engine.
- B. Can EMA prepare a report on the technology available and the costs associated with developing the technology to cover extreme altitude and climactic conditions. What is possible, from an engineering perspective? What climactic and/or geographic conditions are feasible for engines?