



AIRPORT
 PLANNING DESIGN & CONSTRUCTION
 SYMPOSIUM

FEBRUARY 23 - 25, 2011
 SHERATON DOWNTOWN DENVER HOTEL
 DENVER, COLORADO



PLANNING DESIGN & CONSTRUCTION

WORKSHOP NUMBER:

WORKSHOP TITLE: **Gray Skies to Green:
 How Climate is Affecting the
 Aviation Industry**

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 Kaplan Kirsch & Rockwell LLP

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Where Are We?

- No federal CC legislation
- Beginning of EPA regulation
 - Uncertain Congressional fate
 - Litigation
- Early in NEPA review
- Early in State review/regulation
- Municipal policies maturing

Why Airports Consider Carbon



- Future federal regulation
- Future/current state regulation
- Environmental leadership
- Municipal policy
- Business opportunity
- Reason affects approach

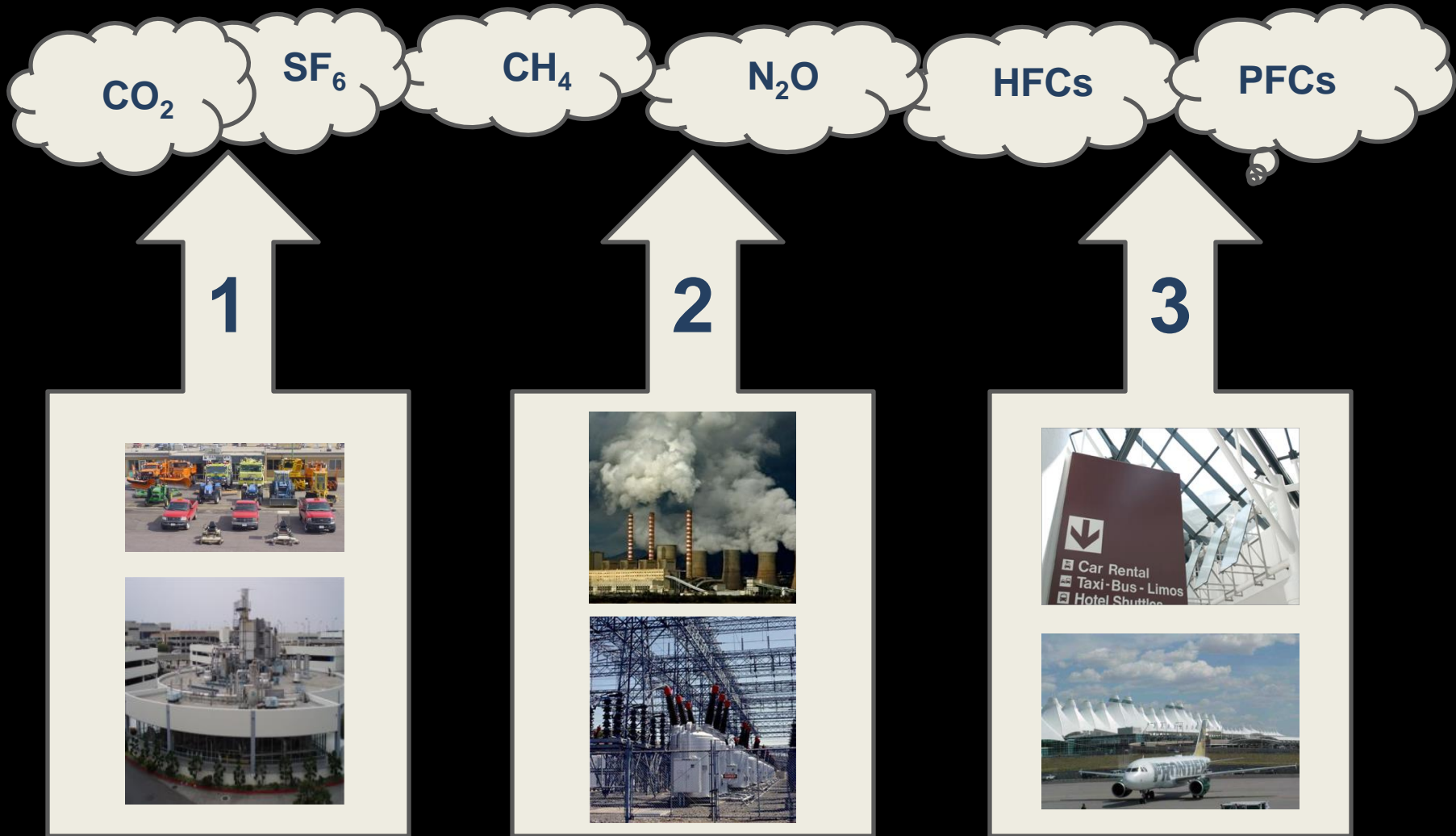
GHG Inventory -- Boundaries



- ❑ **Under Development**
- ❑ **Topics**

- **Double-counting**
- **Ownership**
- **Mitigation**
- **Treatment in future legislation or regulation**

GHG Inventories – “Scope” and Control



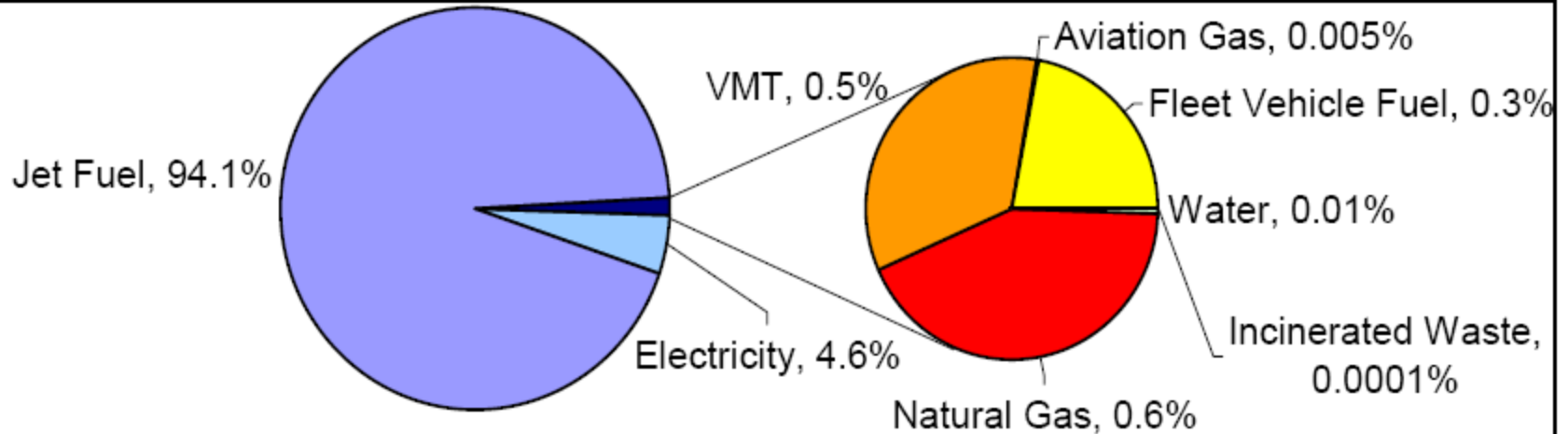
Scope 1:
Owned/Operated

Scope 2:
Purchased

Scope 3:
Tenants, Public

Example -- DIA

Total DIA GHG Emissions = 4.8 million mtCO₂e.
Approximately 1.2 million mtCO₂e is allocated to Denver.



Voluntary Emissions Reductions

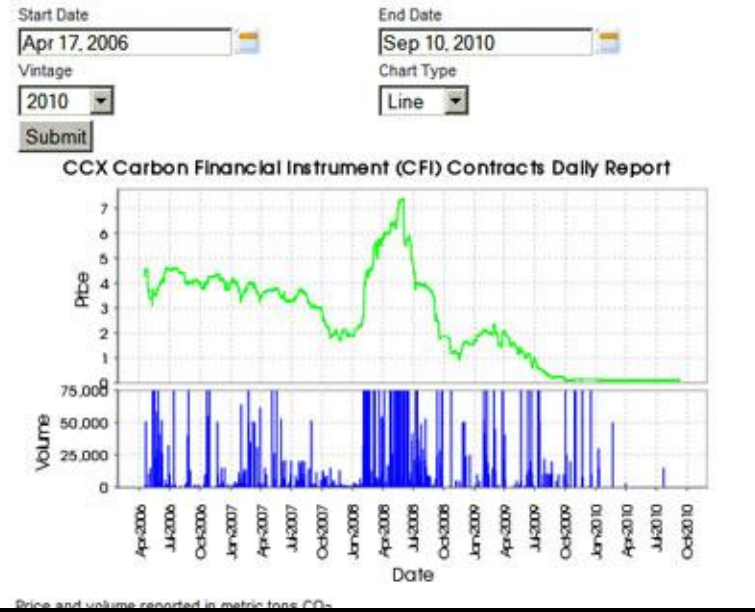
United States
Environmental Protection
Agency

Office of Air and Radiation

September 2004



GUIDANCE ON AIRPORT EMISSION REDUCTION CREDITS FOR EARLY MEASURES THROUGH VOLUNTARY AIRPORT LOW EMISSION PROGRAMS



Can airports capitalize
on carbon credits?
Who owns?

Gate Electrification / PCA/GSE



- Airport infrastructure
- Airline GSE (usually)
- Who owns credits?
 - Carbon Credits versus VALE AERCs
 - Double counting? Triple counting?
 - Treatment of liquid fuels in cap and trade systems

Solar /Wind/Efficiency Projects at Airports



Financing

Ownership

Maintenance

Tax Credits

RECs/Carbon Credits

Questions?

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