



Environmental Affairs Committee Sustainability Working Group Chair and Co-Chair Report on Sustainability

December 2022 | Issue 22

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Chair & Co-Chair Message

A hearty and sustainable HELLO to you all! We hope your year has been a healthy and successful one, with some laughs and fun along the way. (Life is way too serious to not laugh once in a while.)

It has been a great year for the Sustainability Working Group, and this newsletter attempts to capture those terrific developments. It was so wonderful to see so many of you in Minneapolis! The ACI-NA conference was really fun with great sessions and keynote speakers. Our group participated in a very-well attended session titled "Charging Through the 2020's – Addressing the Rapid Evolution of Electric Vehicles at Airports" with representatives from Hertz, Uber Technologies, CONRAC Solutions, and Jeremiah Hartley from Port of Portland. Special thanks to David Breen for coordinating our group and moderating the session.

Other noteworthy events from 2022 include a joint working group discussion with Air Quality as well as Airports @ Work session participation with the Energy Management Cross Committee Task Force and a joint OPSID/ Environmental Affairs Committee discussion regarding BIL funding.

Looking ahead to 2023 brings plans for more joint working group sessions with the Energy Task Force, Air Quality, and Waste Management. We're also anticipating more coordination with other ACI-NA working groups on the topic of ESG, with a potential cross-functional webinar hosted by the Environmental Affairs Committee and continued engagement of the ESG Task Force. ESG is also a primary focus of this newsletter. If you're interested in participating in the ESG conversation, email Melinda Pagliarello at MPagliarello@airportscouncil.org.

Our thanks to all of you for your on-going commitment to ACI-NA and sustainability. Happy holidays and Happy New Year!



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FAA UPDATE

What's Happening at Headquarters



Contributed by Michael Lamprecht, Environmental Protection Specialist, and Alan Strasser, Environmental Protection Specialist, with the Federal Aviation Administration

Notice of Funding Opportunity

Please take note that the Federal Aviation Administration (FAA) will be issuing a Notice of Funding Opportunity (NOFO) for supplemental funding authorized by Congress in 2022. Release of the NOFO is expected imminently. Funding in the NOFO can be used to support environmental projects that will improve sustainability, reduce emissions (VALE/ZEV), improve energy efficiency and mitigate for noise. Additional goals for these grants include improving equity under environmental justice and reducing greenhouse gases among others. Instructions on applying for grants can be viewed in the NOFO and there will be links to the environmental programs as well as a Q and A sheet. Any questions regarding the NOFO can be directed to Alan Strasser, Office of Airports, at 202-267-7630 or Alan.Strasser@faa.gov.

Airport Sustainability Planning Program

Authorized under 49 USC 47102(5), Sustainability Master Plans and Airport Sustainability Plans use baseline assessments of environmental resources and community outreach to identify sustainability objectives that will reduce environmental impacts, realize economic benefits, and improve community relations. These have been leveraged for a wide array of planning activities from waste reduction, energy efficiency, and resilience to extreme weather impacts. FAA has issued over \$20M in Airport Improvement Program grants to 48 airports for comprehensive airport sustainability plans.

FAA's Office of Airports (ARP) has initiated a research and development project through the Volpe Center to develop a resilience framework to address climate and extreme weather impacts to vulnerable NPIAS airports, which may include case studies on infrastructure and operational disruptions.

ARP is also exploring whether its Sustainability grants program (49 U.S.C. 47102(5)) should be augmented to emphasize infrastructure resiliency (e.g., extreme

weather), including impacts to energy, drainage, and pavement systems, in addition to traditional sustainability topics, such as renewable energy and water quality.

For more information see: <https://www.faa.gov/airports/environmental/sustainability/>

Voluntary Airport Low Emission (VALE) and Zero Emission Vehicle (ZEV) Program Update

As mentioned at the beginning of this newsletter, there is an upcoming NOFO opportunity that is applicable for VALE and ZEV projects. The supplemental funding that supports the NOFO includes a minimum of \$25 Million for VALE and ZEV grants. However, FAA wants to emphasize that this is a separate (and additional) opportunity to obtain grant funding for VALE and ZEV projects. There is also the yearly grant program for VALE and ZEV with applications due November 1. As stated in previous newsletters, this funding is available every year. Therefore, you will have two opportunities to obtain VALE and ZEV grants this year.

The VALE and ZEV programs were busy for the 2022 year. The VALE and ZEV programs received 22 project applications with funding requests exceeding \$100 million. FAA issued almost \$28 million for 12 grants for projects valued at almost \$36 million. As you can see these grants are competitive.

The five VALE and seven ZEV grants can be found on the VALE and ZEV webpages:

VALE: <https://www.faa.gov/airports/environmental/vale>
ZEV: https://www.faa.gov/airports/environmental/zero-emissions_vehicles



Michael Lamprecht
Federal Aviation
Administration



Alan Strasser
Federal Aviation
Administration

Environmental Mitigation Pilot Program, Section 190

FAA recently announced the projects selected for the Environmental Mitigation Pilot Program funding that was announced on May 10, 2021. Five projects were selected for funding:

FAI	Fairbanks International Airport, Fairbanks, AK	\$1,200,000	Funding to implement thermal remediation and other technologies to treat PFAS-contaminated soils and liquids.
SNA	John Wayne Airport, Orange County, CA	\$825,000	Funding to acquire, install, and operate a water treatment system designed to eliminate the use and discharge of hazardous chemicals in the airport's cooling tower.
SDF	Louisville Muhammad Ali International Airport, Louisville, KY	\$300,000	Funding to install three active noise control systems to reduce departing aircraft noise for neighboring communities.
GRR	Gerald R. Ford International Airport, Grand Rapids, MI	\$604,000	Funding to implement a cost-effective remediation method for PFAS contamination in soils.
DTW	Detroit Metropolitan Wayne County Airport, Detroit, MI	\$1,900,000	Funding to implement a deicing fluid application control system that incorporates precision deicing technology.

The FAA continues to stress applications must be submitted by November 1 of each year. Consequently, only those applications submitted on time will be considered. Airports are not limited in size or number of projects. However, priority consideration is given to applicants achieving the greatest air quality benefits measured by the amount of emissions reduced per dollar of funds expended under the program.

Because of program requirements, emission reductions from the VALE program are closely tracked. As of September 2022, the 138 VALE grant projects located at 59 airports are estimated to reduce ozone emissions by 1,755 tons per year for the next 5 years. This is equivalent to removing 97,974 cars and trucks off the road each year.

Finally, FAA's Michael Lamprecht will no longer be running the program but providing back up support to Josh Fitzpatrick who will take over the program for the Fiscal 2023 season. Questions can still be provided in the link on the web pages listed above.

Deployment of Zero Emissions Technology Program, Section 192

Section 192 of the Reauthorization Act of 2018 also contained a provision that would facilitate the deployment of commercially viable zero-emission airport vehicles, technology, and related infrastructure; and minimize the risk of deploying such vehicles, technology, and infrastructure. The program would allow for the selection of up to three geographically diverse eligible organizations to conduct zero-emission airport technology and infrastructure projects. For more information, please see the language under **Section 192, available at: [PUBL254.PS \(house.gov\)](#)**

Due to the NOFO mentioned above and other NOFOs already publicly announced, the FAA did not issue a request for proposals this year to implement this program. At this time, this program will be put on hold since there are currently two opportunities for ZEV funding this fiscal year.

TRANSPORTATION RESEARCH BOARD

Airport Cooperative Research Program (ACRP) Project Update

Contributed by Joe Navarrete, ACRP, Transportation Research Board

ACRP Simplifying Problem Statement Submission Process

ACRP has transitioned to a more streamlined approach for submitting ideas and problem statements for research projects, syntheses, and legal topics. IdeaHub is no longer available for submissions. For more information, visit ACRP's problem statement submission page: <https://trb.org/ACRP/problemstatements>.



Joe Navarrete
ACRP,
Transportation
Research Board

Oversight Committee Selects New Projects

The ACRP Oversight Committee met in late July to review the 68 problem statements submitted earlier this spring and selected 18 as new projects. Requests for proposals to conduct the research for these new projects were posted in fall 2022. Those related to sustainability are listed below.

ACRP PROJECT	TITLE
02-103	Scan of Technologies to Remove Residual PFAS from Airport Firefighting Equipment
03-71	Guidelines for Planning for Future Growth of Electric Vehicles at Airports
03-73	Best Practices in Transitioning to Lead-Free AvGas
04-32	Guidelines for Using Existing and Emerging Technologies to Identify and Mitigate Human Trafficking in Airports
06-09	Quantifying and Understanding Women and Minority Airport Employee Populations to Track Progress
11-09/ Topic 1	Impact of New Corporate Environmental Standards on Airports

Sustainability-Related Projects Underway

Several ongoing projects touch on sustainability-related topics; they include those listed below.

ACRP PROJECT	TITLE
02-90	Development of Airport Construction Emission Inventory Tool (ACEIT), Version 2.0
02-91	Development of PFAS Source Differentiation Guidelines for Airports
02-92	General Aviation Airports and Resilience Complete Toolkits for Self-Directed Planning
02-93	Guidebook for PFAS Management at Airports
02-95	Update ACRP Report 135: Understanding Airport Air Quality and Public Health Studies Related to Airports
02-100	Carbon Removal and Reduction to Support Airport Net-Zero Goals
03-59	Airports and the Homeless
04-25	Airports and Pandemics—Reducing the Spread of Communicable Diseases

Recently Published Sustainability-Related ACRP Products

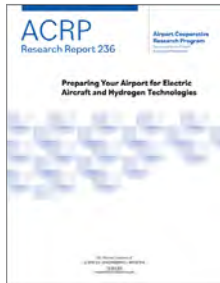
Several studies providing guidelines and recommended practices for airport sustainability-related issues have been completed recently; these are listed below.



Learn more

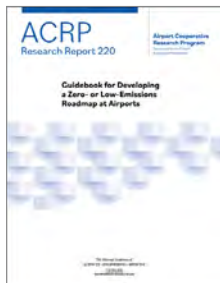
Airport Cooperative Research Program (ACRP) Publications

<https://www.trb.org/Publications/PubsACRPPublications>



ACRP Research Report 236: Preparing Your Airport for Electric Aircraft and Hydrogen Technologies

Design innovation for electrically powered and hybrid-electric aircraft is accelerating rapidly. While there are many potential benefits of electric aircraft and hydrogen technologies, not all air service can be replaced by electrically powered aircraft in the near term.



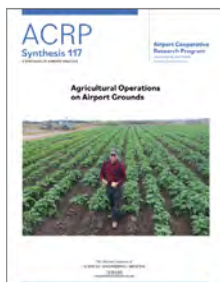
ACRP Research Report 220: Guidebook for Developing a Zero- or Low Emissions Roadmap at Airports

Airports worldwide are setting aggressive zero- or low-emissions targets. To meet these targets, airports are deploying new strategies, adopting innovative financing mechanisms, and harnessing the collective influence of voluntary emissions and reporting programs. In tandem, new and affordable zero- or low-emissions technologies are rapidly becoming available at airports.



ACRP Synthesis 119: Considerations for Establishing and Maintaining Successful Pollinator Programs on Airports

Global reports of bee declines have fueled efforts to reduce threats to pollinators and raise public awareness of bees as pollinators of our food crops and native plants. Some airports have implemented pollinator-friendly practices and programs that restore habitat for bees and bring public awareness and appreciation to these fascinating insects.



ACRP Synthesis 117: Agriculture Operations on Airport Grounds

The increasing need to use airport land for non-aeronautical revenue and decrease operating expenses may generate consideration of on-airport farming operations and agricultural leasing.

Don't miss the upcoming, in-person TRB Annual Meeting January 8-12, 2023 in Washington, DC



For more information, visit:

<https://www.trb.org/AnnualMeeting/AnnualMeeting>

ACI-NA Environmental Affairs Committee Update

Contributed by Melinda Pagliarello, Environmental Affairs, Airports Council - North America, and Josh Ainley, Environmental Affairs, Airports Council - North America



Melinda Pagliarello
ACI-NA

Net Zero Goal

As the conversation regarding aviation's role in emissions continues, ACI-NA has undertaken an effort to understand and track which airports have chosen to set net zero or carbon reduction goals. ACI-NA is also working to track which airports have developed Net Zero road maps.



Josh Ainley
ACI-NA

As an overview, A4A announced a commitment in March 2021 to work across the aviation industry and with government leaders to achieve

net-zero carbon emissions by 2050¹. In June 2021, the ACI World Board adopted a goal that "ACI member airports at a global level commit to reach net zero carbon emissions by 2050 and urge governments to provide the necessary support in this endeavor"². The conversations and work continued, and in September of last year, the USDOT set out a goal to achieve net-zero greenhouse gas emissions from the U.S. aviation sector by 2050³. This October that was followed by ICAO member states adopting a collective long-term aspiration goal of net-zero carbon emissions by 2050⁴.

The ACI-NA Long-Term Carbon Goal Database was initially populated with information available through public sources and began by focusing on airports participating in the Airport Carbon Accreditation program, which was presented at ACI-NA's Airports@Work Conference in April, and those airports were asked to review. Since then, the database has been updated with all member airport information. **Airports are now encouraged to complete both the update/validation section and the Scope 1&2 drop down section of the database by clicking [here](#). If you have any questions, please contact Josh Ainley at jainley@airportscouncil.org**

2022 Environmental Achievement Awards

A highlight of the Environmental Affairs calendar is recognizing the hard work and achievements of ACI-NA members by promoting awareness more broadly within the airport community, the general public, and regulators of the many notable and innovative efforts being undertaken by environmental professionals at airports. The 2022 award recipients are Los Angeles World Airports, Fairbanks International Airport, Indianapolis Airport Authority, Phoenix Sky Harbor International Airport and Roanoke-Blacksburg Regional Airport.

ACI-NA annually awards up to five awards recognizing outstanding achievement in the categories of Environmental Management; Outreach and Communication; Innovation; Mitigation; and Environmental Improvement with Limited Resources. "ACI-NA is proud to recognize this year's Environmental Achievement Award winners as leaders that have gone above and beyond in their commitment to protecting the environment while serving their passengers and communities," said ACI-NA President and CEO Kevin M. Burke. "The innovative work of these honorees is exemplary, and we look forward to continued progress as the industry continues efforts to minimize its environmental footprint."

Winners in each category were selected by a panel of judges who reviewed the project's environmental benefits, innovation, effective implementation, widespread applicability, and cost-effectiveness. With 23 submissions to review this year, ACI-NA particularly wishes to thank this year's judges for their hard work in choosing this year's winners.

1. <https://www.airlines.org/news/major-u-s-airlines-commit-to-net-zero-carbon-emissions-by-2050/>
2. <https://aci.aero/2021/06/08/net-zero-by-2050-aci-sets-global-long-term-carbon-goal-for-airports/>
3. <https://www.transportation.gov/briefing-room/us-releases-first-ever-comprehensive-aviation-climate-action-plan-achieve-net-zero>
4. <https://www.icao.int/Newsroom/Pages/States-adopts-netzero-2050-aspirational-goal-for-international-flight-operations.aspx>

2022 Judges

Josh Fitzpatrick, Environmental Protection Specialist at FAA; **Marie-Christine Jacques**, Policy Advisor, Environmental Policy, Clean Air Policy at Transport Canada; and **Tyler Hernandez**, Director at Narrative Strategies.

About the Winners



Environmental Management Award Category:

Los Angeles World Airports (LAWA) was selected as the category winner for its Custom Data Collection

and Reporting System for Mitigation Monitoring and Reporting Program (MMRP). Through the environmental review process, MMRP reports are adopted to reduce the severity and magnitude of potentially significant environmental impacts associated with a development project. With a multi-billion Capital Improvement Project (CIP) underway at Los Angeles International Airport (LAX) and Van Nuys Regional Airport (VNY), LAWA recognized the need to track, monitor and report over 600 mitigation measures across varying projects currently in development. In 2020, LAWA launched a custom cloud-based Data Collection and Reporting system to support all current and future MMRP's. The judges selected the program as an award winner because of the level of commitment to environmental responsibility that this project shows.



Outreach and Communication Award Category:

Indianapolis Airport Authority (IAA) won the award for its project entitled "A Model for Integrated & Engaged

Design." As noted in their project application, the IAA's early and on-going coordination with stakeholders during the \$190M Runway 5R/23L and Taxiway D Strengthening and Capacity Enhancement Project resulted in the application of never before used technology and innovative methods of construction. Results of the project include enhanced environmental, operational and social benefits while also realizing cost savings. The judges found many aspects of this project appealing, from the overall coordination and work with a key stakeholder (FedEx), to broad greenhouse gas (GHG) reduction efforts throughout the project.



Innovation Award Category:

Phoenix Sky Harbor International Airport was selected for its "Terminal 4 Eighth Concourse."

The project application opened by stating that "[T]he Eighth Concourse in Terminal 4 at Phoenix Sky Harbor International Airport demonstrates that Earth Day is every day. The concourse represents a deliberate, multidimensional effort to minimize the airport's impact on the environment." Examples of the sustainability elements integrated into the project include: A ceiling comprised of recycled plastic bottles. Walls comprised of sustainable paper. Recycled concrete. Charging stations for electric ground service vehicles. Thousands of LED lights. Water-efficient fixtures in every restroom. Fourteen thousand square feet of "smart" windows that instantaneously tint to save energy. A cooling system that saves water and reduces chemical storage. The judges found the project and application to be very comprehensive and were impressed with the amount of commitment shown throughout the project, including water savings, emissions reductions, and cost savings.



Mitigation Award Category:

Fairbanks International Airport (FAI) was recognized for its "PFAS Program." FAI developed a PFAS program

to investigate and identify this emerging contaminant at and near the airport to mitigate the risk to human health through proper management and handling during airport projects. Through innovative pilot studies, sampling efforts and investigations beginning at FAI the airport was able to implement widespread applicability due to their effective implementation and evolved their PFAS program into the state of Alaska's aviation system. The Alaska Department of Transportation and Public Facilities at FAI identified areas to save on costs during investigations and remediation efforts that provided information allowing the department to negotiate contracts in a way that's cost effective to the overall project allowing additional funds to be used in other areas of this otherwise emerging project where industry best practices are absent. The judges appreciated that the efforts at FIA lead to a state-wide program, and they also noted the exemplary coordination and outreach to an inclusive group of stakeholders.



Environmental Improvement with Limited Resources:

Roanoke-Blacksburg Regional Airport was selected for its “Rehabilitate Airfield Signage and Lighting” project. ROA completed a project to replace its entire airfield electrical system with new and more sustainable infrastructure. The scope of its Rehabilitate Airfield Signage and Lighting project included replacing more than 900 lighting fixtures, with an LED-based system to improve the Airport’s operational efficiency and reduce its overall energy consumption. ROA was determined to maximize the benefits of its new LED fixtures by also replacing its regulators and cabling with ones optimized to support LED lighting. Since the new system became operational, ROA has seen a 40% reduction in the amount of electricity used by the airfield lighting system as well as a 70% reduction in labor hours associated with maintenance. Material waste associated with fixture repair and bulb replacement has all but vanished, eliminating landfill waste from an annual average of 1,000 burned out bulbs, including packaging and shipping material. The judges were particularly impressed with the scope of this project, and the commitment to sustainability shown by replacing the entire quartz-halogen electrical system in a single project.



Honorable Mention - Environmental Management:

Vancouver Airport Authority was selected for honorable mention by the judges for their “YVR Roadmap by 2030.” YVR has committed to becoming net-zero by 2030. The Roadmap outlines four decarbonization pathways – greening fleets, building energy conservation and electrification, replacing fossil fuels with renewable alternatives and investing in carbon removals. While achievement of Net Zero is years away, the judges appreciated the commitment already shown through YVR’s planning and forecasting work, as well as some actions that have already been undertaken.

ACI-NA Environmental Affairs Committee Award for Outstanding Individual Contribution and Leadership

Kris Russell (2021 selection), previously with DFW
Selected in 2021 and being honored in 2022, for over a decade Kris was a tireless and selfless contributor to ACI-NA and its efforts to ensure that North American airports are a meaningful part of a sustainable aviation industry. Kris’s hard work and thought leadership enabled DFW to be a global showcase for sustainable airport practices. But most impressively, Kris successfully mentored countless other airport environmental practitioners across the US and Canada, helping them consider, design AND implement projects and programs that protect natural resources, address social concerns, and improve airport revenue.

CARBON OFFSETTING

The Good Traveler Program at SAN

Contributed by: Chad Reese, Environmental Affairs Manager, San Diego International Airport

The Good Traveler is a carbon offset program that was created by San Diego International Airport (SAN) in 2015 as an easy, affordable, and meaningful way for individuals to mitigate the impact of their travel. The program concept was the inspiration of a board member that wanted to provide a carbon offsetting option for passengers of SAN. The goal of the original carbon offset pilot at SAN was to develop an aviation-centric brand, to find a third-party administrator for the program, and to find ways to promote carbon offsetting opportunities that reduce greenhouse gas emissions associated with air travel.

Progress Since Inception

~30



Aviation Partners

- Two dozen airports (including the nation's busiest)
- A fixed-base operator
- Other businesses that support the aviation industry
- Alaska Airlines, the inaugural airline partner
- Organizations that offset operational emissions and staff business travel

690



Million Miles Offset to Date

116



Thousand Metric Tons of CO2 Removed From the Atmosphere

When a traveler purchases a certified carbon offset from the website of The Good Traveler, they are buying from a portfolio of nature-based projects located in various regions within North America. By design, the purchase is a quick and easy process. The offset purchaser simply adds the departure and arrival airport (and any flight legs), the number of travelers, and whether the trip is one-way or round-trip, and the website calculates the

purchase price. The blended cost of projects within the portfolio keeps the cost of offsets affordable.

Airports Driving Innovation

The Good Traveler provides a turnkey sustainability program for airports to add to their carbon reduction initiatives. This can be helpful for airports pursuing stakeholder engagement and reduction strategies for third-party, or Scope 3, emissions to meet commitments within the Airport Carbon Accreditation (ACA) program, or to meet internal organizational goals.

Seattle International Airport (SEA) has been a part of The Good Traveler since the program expanded beyond the original pilot. SEA provides carbon offsetting opportunities in the terminals by advertising The Good Traveler at charging stations for electronic devices. This has resulted in the airport being one of the biggest drivers of passenger carbon offsetting within the program. "SEA and our passengers are actively working to reduce carbon emissions and improve climate resiliency," notes Stephanie Meyn, Climate Program Manager at SEA. "We appreciate The Good Traveler making it easy for our passengers to access and we know they appreciate the option as well."

San Diego International Airport (SAN) has also experimented with various campaigns for in-terminal carbon offsetting using The Good Traveler, from signage and beacon push technology to promoting the program on its public Wi-Fi landing page. SAN also provides carbon-offsetting opportunities for passengers via its online parking reservation system, and at parking facility entrance kiosks.

Supporting Local Community Projects

In addition to the turnkey process of purchasing a certified carbon offset, The Good Traveler now offers individuals and businesses the opportunity to offset their carbon footprint by making mileage-based,



Chad Reese
San Diego
International
Airport

charitable contributions to local projects of mission-aligned nonprofit organizations. By creating a [member profile](#) on The Good Traveler, a customer can choose to make a tax-deductible contribution to a nonprofit located in the region of a participating airport. This new addition to The Good Traveler provides a solution to climate change while also creating valuable co-benefits in a community.

Current partners include [San Diego Foundation](#) (San Diego, CA), [Weed Warriors Nature Stewards Program](#) (Seattle, WA), [Yellowstone-Teton Clean Cities](#) (Jackson, WY), [Jamaica Bay Ecowatchers](#) (New York, NY), [Walking Mountains Science Center](#) (Northwest CO) and [HeartLands Conservancy](#) (Southwest IL).



We are excited about this new initiative because we believe in the power of choice and the ability for travelers to make a difference in the industry”

Anna Ford

*Jet-Set Offset CEO and
Manager of The Good Traveler*

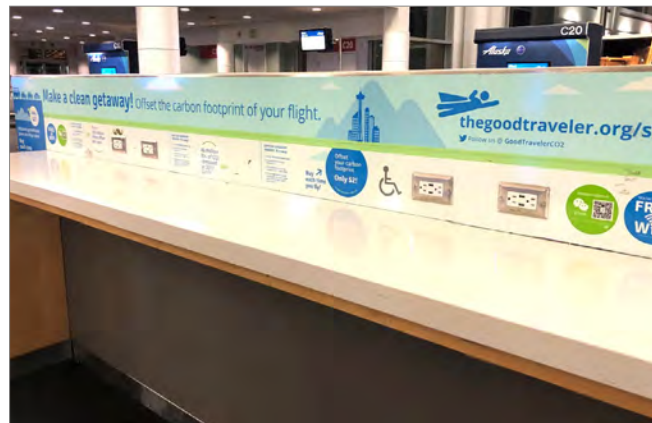
Next Steps

Building on the program’s success in 2022, The Good Traveler is planning future growth including a deeper engagement with current partners and onboarding new members with a priority of expanding into Canada. The program is also exploring market-based mechanisms for greenhouse gas reductions including carbon capture and storage and sustainable aviation fuel certificates (SAFc) that unbundle the environmental attributes of renewable jet fuel to reduce the price premium of SAF over conventional jet fuel.

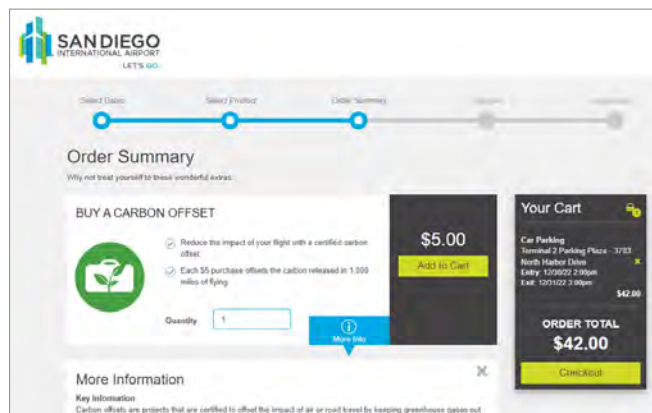


Learn more

to get involved email
info@thegoodtraveler.org or visit
thegoodtraveler.org



The Good Traveler within the SEA Terminals



The Good Traveler within the SAN Parking Reservation System

Airports and ESG

Authored by Craig Riley, Market Leader – ESG & Strategic Sustainability, GHD Advisory and Carly Shannon, Founder and Principal, Linx Strategies LLC, with contributions from Chad Reese, Environmental Affairs Manager, San Diego International Airport



Craig Riley
GHD Advisory



Carly Shannon
Linx Strategies LLC



Chad Reese
San Diego International Airport

For the long-time readers of this newsletter and those more recent, we can all appreciate a new term that has come screaming onto the radar in the past couple years—the topic of ESG, or Environmental, Social, and Governance. To some it is “the new sustainability”; to others it is a focus on the sustainability aspects that are of financial significance; and yet to others it is a political topic, or even a diluted version of sustainability that, depending how it is framed, may actually allow organizations to do less on sustainability and be held less accountable. From a practitioner’s perspective, the second one is actually the original intent and continues to inform the mission of organizations that are driving ESG standardization and adoption, such as the International Financial Reporting Standards (IFRS)

Foundation. However, the current reality of ESG adoption and growth in industry is some of all of these things.

With this said, to liken ESG and sustainability as one and the same is a simplification that ignores the focus and urgency on ESG in the financial markets. ESG is a way to frame sustainability, but particularly through the

lens of financial and risk management—in other words, what aspects of environmental and social issues are important from a financial perspective. Acknowledging the care that needs to be taken as ESG becomes part of financial and legal conversations, the following article was drafted by Sustainability Working Group members as an informational resource. It may also be useful for airports who are not currently pursuing ESG activities themselves but wish to gain a better understanding as their stakeholders and business partners, such as airlines, begin asking for airport data as part of their own ESG reporting efforts.

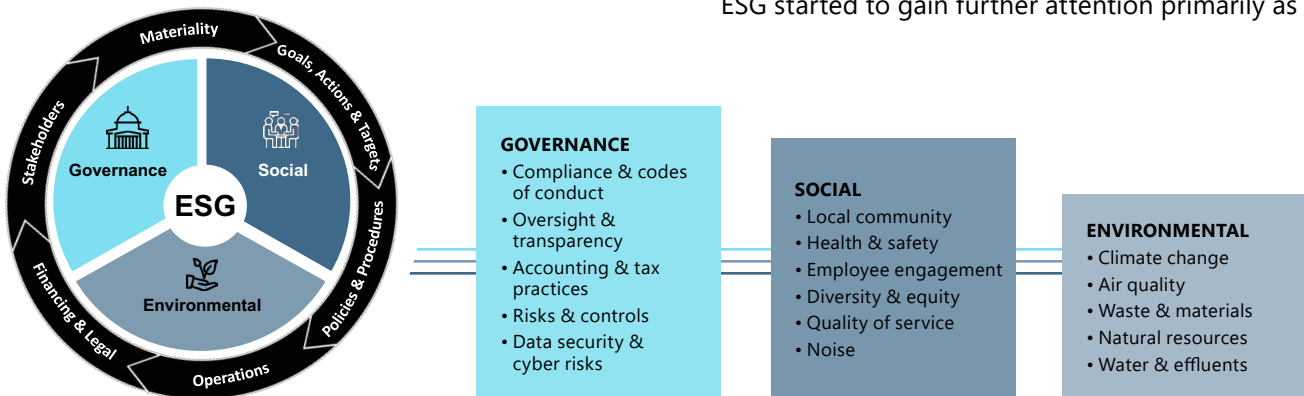


[In] our opinion, it may be a breach of fiduciary duties to fail to take account of ESG considerations that are relevant and to give them appropriate weight, bearing in mind that...a strong link between good ESG performance and good financial performance exists.”

2005 UNEP

An Overview of ESG

ESG is a relatively new phenomenon. Coined in a couple key documents from the United Nations Environment Programme (UNEP) Finance Initiative, International Finance Corporation, and The Global Compact in 2005, ESG started to gain further attention primarily as a



Sound ESG management and reporting should involve all aspects of the organization.

mechanism for forward-thinking investors and lending institutions to identify longer term risks to investments and find differentiated ways to provide capital and new instruments for financing of environmental, social, and governance improvements.

A variety of factors are driving this growth and emphasis on ESG, such as:

- Expectations of investors and requests to integrate ESG into their financial/investment decision-making.
- Businesses reconfiguring or expanding their sustainability programs to be responsive to increasing competition and scrutiny on environmental and social issues.
- Broader civil society expecting organizations to be transparent and accountable and to make progress on crucial issues such as climate change and social equity.
- Established and emerging regulations and policies on ESG in general or key ESG issues.

The Influence of Financial and Regulatory Stakeholders

The last several years have been marked by significant focus on ESG from the financial markets and related industries. One could easily argue that this pressure from the market and financial stakeholders, such as investors and insurers, continues to be the largest overall driver for ESG adoption. But regulation is also now a consideration, and not just in places like the European Union (EU), where a more ambitious sustainability reporting system was recently passed through the European Parliament.

One of the most significant examples of new ESG-related regulation in the United States was the proposed rulemaking from the Securities and Exchange Commission (SEC) on Climate Disclosure in March 2022. While this type of climate disclosure is mandatory, or hard law, for financial market participants in countries such as those in the EU, this type of regulation has never been enacted in North America. The US rulemaking effort is still pending, and we may see a more diluted version that gets adopted.



More Information

Check out the latest on the EU's Corporate Sustainability Reporting Directive (CSRD)



SEC Fact Sheet

Snapshot of SEC's Proposed Rulemaking on Climate Disclosure

The SEC's proposed rules were modeled in part on the Task Force on Climate-Related Financial Disclosures (TCFD) disclosure framework. The current proposed rulemaking includes disclosure of physical risks from climate changes, greenhouse gas (GHG) emissions

and associated targets, transition risks, as well as disclosure of how management and the Board oversee progress of its climate strategy (among other disclosure requirements). It includes Scope 1 and 2 emissions as well as Scope 3 emissions, if deemed material. Reporting obligations would begin as early as 2024 (i.e., for FY2023 information) for some organizations. For more information, the SEC press release with a link to the proposed rules is available [here](#).

Unlike most US airports, many of our counterparts abroad are wholly or partially run by the private sector and thus subject to a different set of disclosure requirements.

Does the SEC's proposed rulemaking affect airports? As US airports are not regulated by the SEC, they are not currently within the scope of the proposed rules and are not expected to be held to any obligation once adopted. The SEC's proposed rules are addressed to companies. These requirements combined with customer and societal support of sustainability and pressure around decarbonizing aviation are just a few of the reasons that international airports embraced ESG before this became mainstream in the States. However, as ESG or climate-related information is made more available in other sectors or jurisdictions, the expectations may be set for non-market entities in the United States (like airports) to provide similar information. In addition, should airports

A selection of international ESG reports are available here:

[Beijing](#), [Heathrow](#), and [Sidney](#)

look to pursue debt funding from financing institutions that are held to these obligations or are required to in another regulatory jurisdiction such as the EU, the type of information included in SEC's rules may be required of airports as well.

Regulations aside, airports are increasingly receiving ESG requests from financial institutions, and many airports are scrambling to put something together, either as a formal ESG report or some form or compilation of information that provides evidence of an ESG program. While airport owners with large modernization programs may seek new forms of financing that align to ESG (e.g., green bonds or sustainability-linked bond financing) and thus require some form of ESG reporting, even smaller airports with more routine bond programs are increasingly being asked for ESG information as part of their bond provision or by other stakeholders like airlines for their own reporting. As such, airports may be quickly approaching a time where ESG information, often put in the form of an ESG report, is a standard expectation.



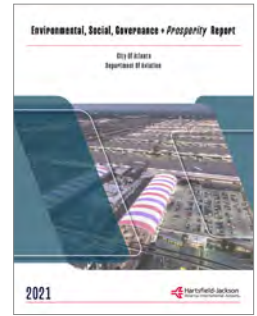
DFW 2021 ESG Report

Key Considerations for Framing the Reporting Effort

Fortunately, many of you reading this article have been doing great work under the umbrella of sustainability that will directly relate to, and support, your organization's ESG reporting efforts. The intent for ESG reports is to provide information on those

environmental, social, and governance issues material to a business or organization. Materiality is defined differently depending on the audience and typically involves a planning process to identify priority issues. For financially focused stakeholders (e.g., credit rating agencies, investors, insurers), material ESG topics are those that factor into enterprise value creation, or

present risks and opportunities to the organization in more financial terms such as costs or impact to products or services. For other stakeholders (e.g., community members, employees), material ESG topics may be environmental or societal areas where the organization has the greatest impact. Double materiality is a concept that bridges these two realms of "financial materiality" and "environmental and social impact materiality"—allowing us to organize our sustainability programs and speak to a wide range of audiences. This broader view of double materiality also allows us to consider the dynamic nature of E, S, and G issues. In many cases, a particular topic may not be considered financially material today but could become so in the future; casting a wide net allows us to prepare for these changing conditions. With the increasing requests for ESG-related information from airports as well as the ongoing need to communicate with non-financial stakeholders, double materiality may be an appropriate approach for airports to develop and communicate on their ESG programs.



ATL 2021 ESG Report

Developing an ESG report is not a small undertaking. If done comprehensively, it will include a description of your management efforts around each of your material ESG issues, how those ESG issues were identified, data and performance indicators for the material ESG issues, description of risk management and oversight processes, and may even include external verification or assurance of the information. The process for developing the ESG report will depend on a variety of factors such as timelines, intended audience, the existence (or lack) of pre-established reporting methods and templates, and, in general, the status of ESG



TRB Annual Meeting Information

To hear from ATL and SLC, as well as United Airlines and S&P on their ESG experiences/perspectives, join us at TRB Annual in DC this January. We will have a panel focused on ESG in aviation on Tuesday, January 10, from 1:30-3:15 p.m.

integration into the organization’s overall operation. For example, if an airport has a strong sustainability program or formal Sustainability Report with involvement across departments and a process for continuous monitoring, assessment, and improvements, segueing this into an ESG report will be a lighter lift than for those organizations starting fresh. The approach should thus be tailored to the current state and intended audience for the report.

Collaboration has never been more crucial. ESG cuts across disciplines, so the management and reporting of ESG requires a cross-disciplinary approach. As such, it is essential to engage various disciplines when preparing an ESG report or strategy. For example:

- **Risk Management** staff can share the existing procedures for risk identification, assessment, and mitigation, while working with the Environmental/Sustainability team to integrate new risks (like climate change) into these well-established processes.
- **Human Resources** will provide integral data on employee makeup and collaborate on ways to

further health and wellness programs to better attract and retain workforce in this competitive job market.

- **The Legal team**, another key stakeholder, should be brought along in this process to ensure credible disclosures and consideration of risks.



SLC 2020 ESG Report

Early and often engagement around environmental and social issues allows for self-assessment, collaboration, and improvement.

Reporting Standards

Many airports look to available standards and frameworks to guide their ESG reporting. The landscape has evolved from multiple competing reporting standards and frameworks to a point where there is now coordination, even some harmonization between the standards. This is even the case between the two

primary reporting frameworks that currently drive the development of ESG reporting.

GRI Standards 2021

The Global Reporting Initiative (GRI) Standards are issued by the Global Sustainability Standards Board (GSSB). The latest iteration is the revised standards developed in 2021 including Universal, Sector, and Topic Standards. GRI is the longest-running sustainability reporting framework with a primary mission to drive best practice in comprehensive reporting of sustainability impacts and performance for an organization and is geared toward a broad range of stakeholders.

Sustainability Accounting Standards Board (SASB) Standards

Governed by the IFRS and developed through the International Sustainability Standard Board (ISSB), SASB Standards are focused on financially material reporting of sustainability information and are geared towards investors and other capital market participants, eventually to be replaced by IFRS Sustainability Disclosure Standards.

A common myth is that these standards are fighting for market supremacy in terms of adoption, but they are complementary. Building on the earlier point about double materiality, GRI focuses on matters that reflect the organization’s significant impacts on the economy, environment, and people while SASB standards focus on the subset of sustainability topics that are material from a financial and risk management perspective.

Like any communication, airports will need to understand the audience and the use/purpose to determine what approach should be adopted for its reporting efforts.

For more information on ongoing collaboration, please see the following articles:

[ISSB and GRI provide update on ongoing collaboration](#)

[GRI and SASB reporting ‘complement each other’](#)



Delta Air Lines 2021 ESG Report



American Airlines 2021 ESG Report

ACI-NA Efforts

Recognizing the fact that every airport is its own unique entity, Melinda Pagliarello, Managing Director of Environmental Affairs at ACI-NA, welcomes a certain level of new attention on airport sustainability efforts. "Given the nature of US airports, how they are operated, and the community focus they've already had, they already

have excellent ESG stories," Pagliarello notes. "Some airports have gone above and beyond, and many airports have already done the good work but don't celebrate their efforts. While recognizing the need for careful coordination with the traditional stewards of bond and financial activities (namely CFOs and their teams, including legal counsel), the new focus on ESG is potentially a good opportunity to get the good stories out there."

ESG conversations occur across multiple airport departments; as a result, in early 2021, ACI-NA stood up an ESG Task Force as a similar cross-committee scope of work under the Sustainability Integration Advisory Council (SIAC). The mission of the ESG Task Force is to help with the educational process for the various working groups, to share information including common lessons learned to various groups and committees, and how to appropriately engage with relevant third parties including Moody's Investors Service, Fitch, and Standard & Poor's (S&P) Global Ratings.

In the spring of 2021, ACI-NA submitted comment letters to Moody's and S&P reflecting input from members of ACI-NA's Finance Committee, the airport sustainability professionals who are part of ACI-NA's Environmental Affairs Committee, and ACI-NA staff. The collective comments represented the commonalities of the disparate groups, and highlighted airports' history of "triple-bottom-line" sustainability reporting including environmental, social, and economic (governance)

metrics. The request to rating agencies was to work with ACI-NA to develop a common framework that focuses on the core reporting priorities that inform an ESG analysis and that do not pose unreasonable financial and staff labor burdens of airport respondents.

In addition to the ESG Task Force, multiple working groups have been having internal conversations to determine potential responsibilities and impacts related to the increased interest in ESG and associated reporting. The Finance Committee, which is represented by airports, consultants, and banks, is one group with a vested interest in a deeper understanding of ESG issues and reporting. Similarly, the Legal Committee has shown interest in the ESG conversation in the context of disclosure and the period when a bond deal is being executed, as well as a growing awareness that the data needs to be handled carefully. The Environmental Affairs Working Group, representing the environmental staff who collect the environmental data at an airport, have traditionally had a close connection with sustainability planning and thus often sit at the nexus of ESG and these groups. In early 2022, ACI World—in collaboration with US and international airports, consultants, and ACI-NA staff—also published a whitepaper titled "[Environmental, Social, and Governance \(ESG\) Management Best Practice \(First Edition\)](#)." The analysis described the similarities and differences of ESG investing and sustainability reporting, the most common metrics airports are reporting on, why investors are interested, and how an airport can get started on its ESG journey.

ESG has also been discussed at several ACI-NA events, including at a panel at the 2021 Airports@ Work conference, at the ACI-NA 2022 Legal Affairs Spring Conference, and at a session for executives at the Business of Airports conference. The Finance Committee also hosted a webinar titled "Demystifying Environmental, Social, and Governance (ESG) for airport finance practitioners" in Spring 2022. The webinar provided a primer on ESG and focused on how ESG reporting differs from Sustainability Reporting, what external stakeholders are looking for, the risks inherent in ESG reporting, and resources for attendees. The ESG webinar recording can be viewed by ACI-NA members.

Next Steps

Moving forward, ACI-NA will continue to support airports navigating the ESG realm, potentially with another cross-functional webinar hosted by the Environmental Affairs Committee, as well as continued engagement of the ESG Task Force. If you're interested in participating, email Melinda Pagliarello at MPagliarello@airportscouncil.org.



View ESG Webinar

[A link to the recording of the ESG webinar hosted by the Finance Committee can be viewed by ACI-NA members \(see passcode in description field on the login page\).](#)

Reminder

[Check ACI-NA's Centerlines Connect for the latest news on airports and ESG.](#)

AIR QUALITY AND SUSTAINABILITY WORKING GROUPS

Airport Sustainability Webinar

Contributed by Kevin Staples, Salt Lake City International Airport, and John Trendowski, C&S Companies



Kevin Staples
Salt Lake City
International
Airport



John Trendowski
C&S Companies

In October, the Air Quality and Sustainability Working Groups teamed to present a joint webinar titled "Airport Sustainability - Insights and Lessons Learned". Featured speakers included Emmy Waldhart, Sustainability Manager for the Metropolitan Airports Commission (MAC), which owns and operates Minneapolis-St. Paul International Airport and six reliever airports; Chad Reese, Environmental Affairs Manager, Planning & Environmental Affairs for San Diego County Regional Airport Authority (SAN); Kevin Staples, Senior Environmental and

Sustainability Coordinator at Salt Lake City Department of Airports (SLCDA); and Josh Ainley, ACI NA Analyst for Environmental Affairs.

Key takeaways from the various presentations included the following:

- MAC has achieved sustainability success through the foundation of a living system model and multi-faceted approach that encompasses the entire organization, with development and support of senior management.
- The SAN Sustainability Management Program comprises seven distinct plans: Clean Transportation Plan, Carbon Neutrality Plan, Climate Resilience Plan, Zero Waste Plan, Biodiversity Plan, Water Stewardship Plan, and Strategic Energy Plan. These plans, as well as annual reports, can be found at <https://www.san.org/green>.
- SLCDA is in the process of assessing the impacts of climate change as it relates to electrification. The assessment involves the



understanding both the airport's electric supply grid, the existing electric infrastructure needs and demands, as well as identifying potential opportunities to build in resiliency and redundancy.

- A general theme from the presentations was the amount of time involved in major electrical upgrades due to the necessary planning, design, and implementation, which could take years to complete.
- ACI-NA is tracking the progress toward meeting carbon reduction goals through a review of websites of ACI member airports. Airports should verify information associated with the database.

Building upon the success of this webinar, the two working groups are planning an "Airport Roadmaps to Net Zero" session topic at the [2023 Airports@Work Conference](#) in Seattle, Washington in April.



[Learn more](#)

[Access the Data Base Here](#)

RENEWABLE ENERGY

Airport Solar News

Contributed by: Hannah Choe, Consultant, Ricondo & Associates, Inc., and Lisa Reznar, Director, Ricondo & Associates, Inc.



Hannah Choe
Ricondo & Associates, Inc.



Lisa Reznar
Ricondo & Associates, Inc.

The role of renewable energy generation in achieving net zero emissions commitments is undeniable. Many airports have expansive areas of undeveloped land, open areas on rooftops, and large parking lots, all of which are well-suited to accommodate solar. Airport solar projects range from utility-scale solar farms to solar canopies in parking lots.

Numerous groundbreaking airport solar projects have been developed over the last decade and a half.

Over that time, solar technology has evolved and FAA updated guidance on accommodating solar at airports, which has eased the path for implementation. Along with providing a brief overview of policy and new technology trends, we wanted to share takeaways from several recent airport solar projects.

FAA Issued Updated Guidance in 2021

FAA updated its 2013 interim solar guidance in 2021 with the issuance of a policy on solar projects developed on airports (applicable to federally obligated airports with an Airport Traffic Control Tower [ATCT]). Under the 2021 policy, airport operators must confirm no ocular impact to the ATCT cab would occur with project implementation and commit to mitigation if impacts are identified after construction. These commitments are provided with the filing of the Notice of Proposed Construction or Alteration Form 7460-1. Although the guidance applies to only on-airport solar projects, additional language encourages off-airport solar project proponents to coordinate with local towered airports to consider ocular impacts. Additionally, the FAA no longer maintains a tool to measure glint and glare effects on pilots and air traffic controllers.

FAA's press release on its updated policy, along with a link to the final policy, is available at: <https://www.faa.gov/newsroom/faa-issues-policy-solar-projects-airports>

Solar Energy Technology 101

Solar energy has come a long way since the development of photovoltaic (PV) energy harvesting in the 1800s. Continuous innovation and advancement in solar technology helps airports introduce renewable energy generation to their operations. Here are the technology basics.



First Generation Solar Cells

Made from silicon and are the most widely used option. Silicon-based cells are the most expensive to produce, but they are more efficient and last longer than non-silicon-based cells.



Second Generation Solar Cells

Also known as "thin-film solar cells." Made from thin film semiconductor materials, usually copper and cadmium. These cells are less efficient but lower in cost than first generation technology; however, the materials present environmental concerns.



Third Generation Solar Cells

Third generation solar cells are the newest chapter of solar technology and are the cheapest to produce. However, these cells are the least efficient due to their structure and are not as durable as the first and second generations.

AUS

Austin Bergstrom International Airport

- 1.8 MW installation
- Rooftop-mounted solar canopy on the Blue Garage
- Supports Austin's Community Solar Program

AUS championed this project from the middle and gained upper management support. Upper management support from the beginning of a project eases the implementation path and significantly improves an airport renewable energy project's chances for success. Ultimately, the project saved \$1.5 million in steel costs that had been budgeted for carport covers.

For more information, contact: Lindsey Machamer, Project Manager, Austin Energy Green Building, Austin-Bergstrom International Airport (AUS), Lindsey.Machamer@austinenergy.com



AUS Blue Garage solar canopy

SMF

Sacramento International Airport

- 7.9 MW solar farm opened in late 2017
- Ground-based installation on 35 total acres at two airport sites
- Power purchase agreement (PPA) with Clearway Energy (initially with NRG)

Construction for both solar project sites was very smooth, which took about six months from breaking ground to completion. SMF recommends that airports considering a solar installation communicate with their FAA regional office early and often and be prepared

to demonstrate consistency with the airport's long-term planning objectives. Solar energy can result in significant cost savings to the airport.

For more information, contact: Bree Taylor, Senior Airport Planner, Sacramento County Department of Airports, taylorbr@saccounty.gov



SMF solar sites

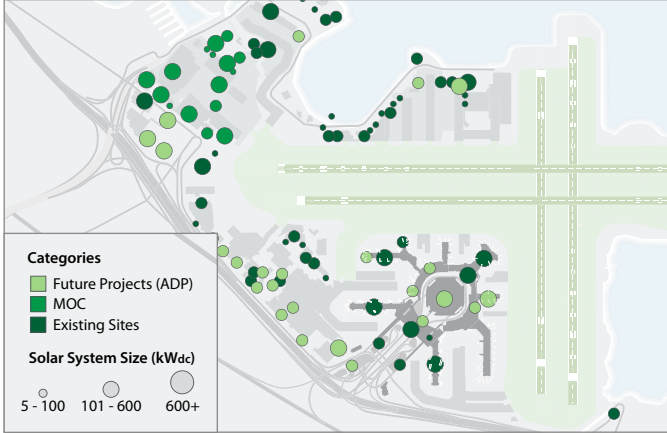
SFO

San Francisco International Airport

- 13 existing solar systems, 4 MW of installed generation
- 95 future sites identified, 50 MW of new generation potential

In support of its Zero Net Energy 2030 goal, SFO recently completed a Solar Feasibility Study to determine the potential size and scale of solar energy that can be generated across all current and planned parking garages, parking lots, and building rooftops. Using the updated 2021 FAA Solar Policy, study results indicate that 50 MW of new solar installations can provide approximately 30% of SFO's annual grid electricity use and campus-wide resiliency benefits. The study also involved creation of key documents to maximize the performance and energy output of the solar systems and include a design and construction guideline, a solar and battery standard, a commissioning checklist, and operating and maintenance requirements. Capital project delivery is initiating on these 95 sites in 2022.

For more information, contact:
Amy Nagengast, Energy Program Manager,
San Francisco International Airport,
amy.nagengast@flysfo.com



SFO Solar Feasibility Study

CRW

West Virginia International Yeager Airport

- 1,800 rooftop-mounted solar panels installed in 2019
- Powers the parking garage and helps reduce the airport's electricity bill

CRW installed a rooftop-mounted solar canopy on the top level of the parking garage, which provides covered parking for passengers. Icicles form on the elevated canopy system during cold months, which requires the Airport to close the top floor of the parking garage. During warm months, the solar array provides cover for parking on the top level of the garage.

For more information, contact: Paige Withrow, Marketing Manager, Central West Virginia Regional Airport Authority, paige@yeagerairport.com



CRW rooftop-mounted solar canopy

TLH

Tallahassee International Airport

- Two solar farms produce more than 60 MW
- Solar farms opened in 2018 and 2020
- More than 300,000 ground-mounted solar panels were installed on 360 acres

In line with the City of Tallahassee's mission to be the national leader in the delivery of public services, collaboration between various departments including electric utilities, the airport, and more, was critical to the success of the solar farm project at TLH, a City owned and operated airport. Identifying property for the world's largest airport-based solar farm, determining efficient tie-ins to existing electric grid infrastructure for the City's public utility, and rolling out the Tallahassee Solar program to utility customers required a highly coordinated, collaborative team approach. The energy produced by TLH's solar farms supplies the City's electric grid with enough renewable energy to sustain the City's municipal buildings, and the opt-in customer program was quickly fully subscribed, serving more than 10,000 customers.

For more information, contact: Jim Durwin, Deputy Director of Aviation, Tallahassee International Airport, Jim.Durwin@Talgov.com



TLH solar farm

AIRPORTS & ENVISION WORKSHOP

ISI Envision Update

Contributed by Josh Ainley, Environmental Affairs, Airports Council International – North America

On August 31, the Institute for Sustainable Infrastructure (ISI) hosted an Airports & Envision Workshop as an opportunity for peer information exchange and learning around the use of Envision at airports. The workshop was a great success with guest speakers from FAA, The Volpe National Transportation Systems Center, San Diego International Airport, Hartsfield-Jackson Atlanta International Airport and Washington State Ferries.

Currently, ISI has 124 verified projects, ranging from runway reconstruction and rental car facilities to geothermal systems, demonstrating a diverse single tool that can be applied to multiple project types. A key takeaway from the workshop was the importance

of incorporating Envision early into infrastructure projects to provide the best opportunity for meaningful contributions, such as the ability to leverage multiple credit categories and to promote cost savings. The workshop attracted over 140 participants, highlighting the airport sector's excitement in Envision and the value it can provide. A standing working group has since been developed with those indicating interest via the post-event survey. If you would like to get involved, reach out to Carly Shannon at Carly@linxstrat.com.



Josh Ainley
ACI-NA

Workshop Hosts



Erin Cooke
SFO and ISI Board Member



Kailey Eldrege
ISI



Kari Hewitt
Hewitt Sustainability Strategies



Anthony Kane
ISI



Mellisa Penycad
ISI



Carly Shannon
Linx Strategies LLC



Kristi Wamstad
ISI

ISI Envision Workshop Agenda

- Envision Overview
- Value to Airports & Envision Uses
- SFO & SAN Spotlights
- Available Resources
- Verifier Insight & Airports Guidance Document Preview
- Resilience Discussion (with FAA/Volpe)
- ATL Spotlight
- Input on Best Practices and Challenges
- Learnings from Outside the Industry

Workshop Guest Speakers

- Federal Aviation Administration
- US Department of Transportation Volpe Center
- San Diego International Airport
- Washington State Ferries
- Hartsfield-Jackson Atlanta International Airport
- San Francisco International Airport

Download the Executive Brief



YOUNG PROFESSIONAL SPOTLIGHT

Meet An Airport Young Professional

*Eric Caplan, Sustainability and Resilience Program Director, Hillsborough County Aviation Authority (HCAA)
Contributed by: Ashley Zayed, Ricondo & Associates, Inc.*

Welcome to the second annual Young Professional (YP) Spotlight! ACI-NA's YP program recognizes younger industry professionals who are paving the way in aviation. For this year's spotlight, I had the pleasure of speaking with Eric Caplan, the Sustainability and Resilience Program Director for the Hillsborough County Aviation Authority (HCAA). The feature below captures Eric's passion for sustainability and desire to institute sustainable initiatives across HCAA's four airport campuses.

Meet Eric

Eric's interest in sustainability led him to pursue a degree in environmental studies. Shortly after, Eric received master's degrees in both environmental policy and environmental engineering. With a background in managing municipal sustainability programs, Eric seized the opportunity to contribute his knowledge and experience to the aviation industry and hit the ground running to explore the not-so-obvious connection between sustainability and aviation.

Eric dove headfirst into exploring vulnerabilities such as severe storm impacts in the Tampa area, which will assist him in drafting Tampa International Airport's (TPA) first Resilience Action Plan. Eric is also focusing on updating TPA's Sustainable Management Plan and is exploring options for electrifying TPA's rental car, transportation, and ground support equipment fleets. As impactful as his work is, Eric is beyond grateful to be supported by



HCAA's executive team, which values and supports these initiatives as much as he does.

Above all else, Eric finds community engagement to be the most rewarding aspect of his role, whether that involves partnering with local universities or sharing information about HCAA's sustainability initiatives. The best part about the job is feeling that he is doing right by his community and knowing that his role is valued by countless members of the community.



Eric Caplan
HCAA



Ashley Zayed
Ricondo &
Associates, Inc.

Involvement in ACI-NA

Eric became an active member of ACI-NA primarily through serving on the Environmental Affairs Committee. He enjoys participating in committee meetings and learning about the sustainability and resilience initiatives other airports are enacting. Eric takes advantage of all that ACI-NA has to offer, including Airports@Work Conferences, where he can expand his knowledge of complex airport operations and engage with fellow aviation professionals. Eric was most excited to share that HCAA airports represent 4 of the 59 Airport Carbon Accreditation program-certified airports in North America!

The Key to Success

Eric's profound success is attributed to his genuine passion for sustainability. He found something he truly believes in, so taking on sustainability initiatives no longer feels like work; it's simply something he loves to do. Eric credits part of his success to his connection to the local sustainability community. Community engagement drives him to participate in work that is not only rewarding for him but is beneficial on a larger scale.

Words of Wisdom

As this year's spotlighted YP, I asked Eric what recommendations he would give to young professionals that would guide them toward a successful career. I hope you find his insight as valuable as I did.

- Pursue every possible opportunity: Never shy away from any opportunity, even if it seems a little scary or you feel underqualified – this inhibits YPs from reaching for a position they want or would be a great fit for. Do not be afraid to take that leap; if you have an interest you must try to pursue it. Without fail, you will always learn from the experience, and many times you will succeed.
- Early career advice: Every single position and opportunity is a building block of experience. You will always recognize this looking back on it, but it is crucial to also recognize it in the moment. When you are just starting out in your career, you may not land a position that you fall in love with immediately, and that's ok. However, it's important to stick it out. If you value sustainability and aviation, don't bail! There is so much opportunity and room for growth throughout your career.
- Listen to those who have been through it: You often hear a lot of the same advice over and over, but those that have been through what you are currently going through can offer quality support and guidance. Have faith in the process, don't try to rush or force it, and trust that it will all work out.



AIRPORTS GOING GREEN

15th Annual Conference Recap



Contributed by Aaron Frame, Chicago Department of Aviation, Deputy Commissioner of Planning, Noise, and Environment, in collaboration with Steve Johnson (Aptim) and Daniel Guico (Aptim)



Aaron Frame
Chicago
Department of
Aviation

Last month, Airports Going Green® (AGG) returned to downtown Chicago to celebrate the 15th gathering of the conference. The Chicago Department of Aviation (CDA) founded the AGG conference in 2007 to foster information sharing and partnerships among peer airports, aviation thought leaders, and all other stakeholders who

share in a vision for aviation sustainability. Co-hosted by the American Association of Airport Executives (AAAE), this annual conference has welcomed attendees to participate in key discussions with airport business partners, government leaders, and top-level speakers from around the world.



AGG opening session panelists featuring Jeffrey Denno (Hartsfield-Jackson Atlanta International Airport), Stephanie Katsaros (Bright Beat), Aaron Frame (CDA), Monica Eng (Axios), Marion Town (formerly Vancouver International Airport), Carter O'Brien (Chicago Department of Streets and Sanitation), and Liam Donnelly (WasteNot Compost)

2022 AGG Discussion Topics

Climate Change & Resilience	Electrification
Communications & Engagement	Embodied Carbon
Decarbonization: Renewable Natural Gas, Hydrogen, Sustainable Aviation Fuel, Buildings & Central Utility Plants	Green Concessions
	Waste Management & Plastic Reduction
	Water Conservation & Stewardship

In 2007, the first AGG was held as a green construction workshop and airfield tour at Chicago O'Hare International Airport. In 2009, the Sustainable Airport Manual™ was unveiled at AGG after several months of working group meetings of airport industry experts. From 2016-2018, AGG traveled beyond Chicago



First Deputy Commissioner Andrew Velasquez III giving the opening address. Aaron Frame, CDA (right)

and was hosted in Amsterdam, Dallas, and Atlanta, respectively, before returning to Chicago in 2019. In 2020 and 2021, AGG continued virtually providing timely discussion in a forum adapted to meet the safety and information needs of attendees around the world. This year's conference featured twelve plenary sessions that incorporated panelists with insights from airport leadership, academic and non-profit research institutions, and the aviation industry. The opening session brought together Chicago environmental leaders and two influential airport leaders for a discussion on communication and leadership. The program also featured insights from federal agencies including Shannetta Griffin and Kevin Welsh from the Federal Aviation Administration, Don Horn from the Office of Federal High-Performance Buildings at the U.S. General Services Administration, Veronica Blette from U.S. Environmental Protection Agency's WaterSense Program, and Dr. Amity Wilczek from the U.S. Department of Transportation Volpe Center.

The Airports Going Green Awards were created in 2010 to celebrate groundbreaking leadership in the field of aviation sustainability. During Tuesday's luncheon, a record-breaking fourteen AGG Awards and seven Honorable Mentions were presented to projects, people, and programs that exemplify influence and innovation



FAA Associate Administrator for Airports, Shannetta Griffin, P.E., presenting the keynote speech.

in sustainability. AGG Awards recipients were invited to receive their award, custom-made locally with reclaimed wood from the CDA's Deputy Commissioner of Planning, Noise, & Environment, Aaron Frame. The wood came from a Chicago non-profit organization, Rebuilding Exchange. Each plaque is made with old-growth Douglas fir recovered from buildings deconstructed as part of their workforce training program.



Marion Town receiving the James M. Crites Pioneer in Aviation Sustainability Award from the CDA's Aaron Frame.

Airports Going Green Awards

James M. Crites Pioneer in Aviation Sustainability:

- Marion Town, Vancouver International Airport

Outstanding Sustainability Infrastructure Development Awards:

- PHL Remain Overnight Apron, City of Philadelphia, Department of Aviation
- El Dorado Sostenible, Bogota El Dorado International Airport
- Concourse E Extension, Portland International Airport
- PDX Next, Portland International Airport
- Runway 5R-23L, Indianapolis Airport Authority
- SDF Geothermal and Infrastructure Improvements Project, Louisville Regional Airport Authority

- The New SLC, Salt Lake City Department of Airports
- Harvey Milk Terminal 1 Boarding Area B, San Francisco International Airport
- TPA Master Plan Phase 2, Hillsborough County Aviation Authority

Outstanding Sustainability Program Awards:

- SAN All-Electric Shuttle Program, San Diego International Airport
- Sustainable Carbon Management - Climate Change Impact Mitigation & Adaptation, Bangalore International Airport Ltd
- SFO Electrification Action Plan of Existing Buildings, San Francisco International Airport

Outstanding Tenant, Concession, or Vendor Program:

- Rental Fleet Electrification, The Hertz Corporation

Honorable Mentions

Outstanding Sustainability Program:

- Alliance for Water Stewardship, Green Bay Austin Straubel International Airport
- Be Better: Leveraging a Mature EMS to Build a Sustainability Program at MDOT MAA, Maryland Aviation Administration
- MWAA Sustainability Plan, Metropolitan Washington Airports Authority
- SFO Sustainable Planning Design & Construction Guidelines, San Francisco International Airport
- SFO Zero Waste Concessions, San Francisco International Airport
- YVR Roadmap to Net Zero, Vancouver International Airport
- Salvador Bahia Airport, VINCI Airports

Interested in sharing and enhancing your airport's sustainability goals? Stay in touch through AGG's LinkedIn community and plan to join AGG in 2023!



Connect with the AGG Community

More information on AGG, 2022 speakers, and award winners are featured here:

<https://www.linkedin.com/company/airports-going-green/>

🏠 See You in 2023!

Upcoming Events

Airports@Work Conference

April 24–27, 2023
Sheraton Grand - Seattle, WA

Business of Airports Conference

June 26–29, 2023
Phoenician Scottsdale - Scottsdale, AZ

Annual Conference & Exhibition

September 30–October 3, 2023
Long Beach, CA

AAAE/ACI-NA Airport Noise Conference

October 2023
Dallas, TX

ACI-NA Cross-Functional Electrification Workshop

Date and Location TBD

Airports Going Green

Date and Location TBD



ACI-NA Conference Highlights



Send ideas to:

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Gene Peters, Technical Support | email epeters@ricondo.com | tel 773.368.7169

ACI-NA Conference Highlights

