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Greenhouse Gas Emissions Inventory Summary FACT SHEET

Greenhouse Gas Emissions Summary for Local, Regional, and Worldwide Tracking

[For Sea-Tac Airport Activity (2006)]

	Metric tons CO2/year	Percent of total
Port of Seattle owned/controlled	66,491	1.4%
On-Airport Total Emissions <i>[this includes POS, hotel/shuttles, passenger vehicle on-airport, aircraft approach, takeoff, taxi and ground support vehicles]</i>	117,000 approx.	2.5%
Total Regional Emissions <i>[this includes on airport emissions plus emissions from vehicles driving to and from airport]</i>	489,428 approx.	10.4%
Aircraft Cruise Altitude Emissions <i>[this includes aircraft emissions above 3,000 feet to its destination and beyond, until fuel loaded at Sea-Tac is completely burned off]</i>	3.8 million approx.	82%
Worldwide Emissions <i>[includes all activities associated with Sea-Tac worldwide, including eventual burning of fuel to an aircraft's destination and beyond, until fuel loaded at Sea-Tac is completely burned off]</i>	4.65 million approx.	100%

Visuals On Your Tour Today

Gate Electrification

By providing airlines the option to power their on aircraft electrical needs (lighting, instruments, etc), the need for on-board auxiliary power is greatly reduced while at the gate. Almost all Sea-Tac gates have electricity available for aircraft. The emission savings on average is nearly 20 pounds of CO2 for every 1 minute of gate electricity used.

Pre-Conditioned Air

Sea-Tac Airport is pursuing the opportunity to provide our airline tenants centralized pre-conditioned air. Pre-conditioned air supply at the gates will allow aircraft to reduce the need for on-board power generation. If fully implemented, this project alone could help reduce airport related GHG emissions by nearly 40,000 tons of CO2 annually. In conjunction with gate electrification, pre-conditioned air will allow an airplane to completely eliminate the need for jet turbine use while at the gate.

Ramp Control

Implementing ramp control for aircraft handling during taxiing and gate placement has been estimated to have increased ground aircraft movement by 5 percent. For every 1 minute reduction of taxiing time a Boeing 737 saves almost 4 gallons of fuel – a Boeing 747 will save 15 gallons.

Electric Ground Support Equipment

By implementing the use of electric pushback tractors for moving aircraft away from their gates, each electric unit is saving about 150 pounds of CO2 per day from being emitted. A comparable 150 pounds daily savings of CO2 is also seen with the conversion of diesel to electric powered baggage tractors.

Overview – Sea-Tac Airport

Seattle-Tacoma International Airport (Sea-Tac) is the primary air transportation hub of Washington State and the Northwestern United States. Ranked as the 17th busiest airport in the U.S., Sea-Tac serves non-stop 74 domestic and 19 international destinations. Approximately 73% of the travelers using the Airport are origin & destination passengers, meaning they begin or end their trip at Sea-Tac Airport; the remainder are on connecting flights. In 2007, Sea-Tac set a record for most passengers served during one year, over 31.3 million.