



AIRCRAFT OPERATIONS – LANDING, TAXI, & TAKEOFF

ENVIRONMENTAL GUIDELINE



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PURPOSE

The purpose of the guideline is to provide guidance on DEN's expectations for the Landing and Takeoff (LTO) Process. Aircraft emissions are a major source of criteria air pollutants and the largest component of DEN's Scope 3 Greenhouse Gas emissions. DEN expects business partners to reduce LTO emissions in support of its voluntary GHG reduction commitment and goal to be the greenest airport in the world.

ACTIVITY DEFINITION

The Landing and Takeoff Process includes aircraft landing and takeoff, taxiing, and parking at the gate between cycles. Specifically, the reduction action to focus on is minimization of the use of the emitters.

EXPECTATIONS

Best Practices:

- While at Gate:
 - Maximize use of GPUs while parked at gate
 - Minimize wherever possible use of Auxiliary Power Unit at gate
- While Taxiing:
 - Utilize pushback tractors when feasible to minimize use of jet engine for movement in taxi area
 - Single engine taxiing should be encouraged where it is safe to do so
 - Optimize scheduling to minimize congestion and idling of aircraft
- Ongoing Fleet Analysis: Airlines should, at regular intervals, examine aircraft fleet mix and identify opportunities to upgrade to newer, more efficient aircraft
- Ground Support Equipment: Use Electric and/or Natural gas GSE at DEN where possible and examine GSE fleet mix at certain intervals to determine ability to transition to lower emissions options
- Emissions calculations: Airlines should conduct LTO emissions calculations on an annual basis and identify opportunities for reductions where possible

Shall Not:

- Use of the Auxiliary Power Unit (APU) while at a gate with a functioning and appropriate Ground Power Unit and Pre-Conditioned Air should be discouraged



REFERENCES

Contacts

- DEN Environmental Services (Main Line): 303-342-2730; DENEnvironmental@flydenver.com

Additional Resources

- DEN Rule & Regulation 180