



Sustainability Management Plan

GULFPORT-BILOXI INTERNATIONAL AIRPORT

GULFPORT, MISSISSIPPI • DECEMBER 2014



**Gulfport-Biloxi
International Airport**



G R E S H A M
S M I T H A N D
P A R T N E R S
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EXECUTIVE LETTER

EXECUTIVE LETTER



Dear Friends:

For many years, Gulfport-Biloxi International Airport (GPT) has demonstrated we can adapt to the needs of our customers, tenants and airline partners. This ability to adjust and thrive has strengthened the Airport over time, providing a foundation for long-term growth.

Stewardship of our available resources is a conscious decision made daily for every project and opportunity we undertake. We are fortunate to have access to some of the most beautiful and rich natural environment in that of the scenic Mississippi Gulf Coast. As the regional aviation gateway, GPT is well positioned to connect national, and even global, business development with local commercial and industrial opportunities. The community in which we serve embodies the very definition of resilience and we support our employees and positive ways GPT enhances the neighborhoods where we live and work.

GPT has been operating with an eye toward sustainability before the term became popularly accepted. Keenly aware of our operational efficiency, financial responsibilities and potential impact on the environment, we have continually sought out ways to improve our performance and decrease our environmental footprint. The formal development of this Sustainability Management Plan represents the next step in this evolution.

The plan provides an opportunity to establish a baseline to track our progress and set goals in a way that will better communicate the best practices and stewardship to which Gulfport-Biloxi International Airport is committed. I ask you to please join us as we take this next step and fulfill the goals of this Plan.

Sincerely yours,

GULFPORT-BILOXI REGIONAL
AIRPORT AUTHORITY

A handwritten signature in black ink that reads "Clay Williams".

Clay Williams
Executive Director



Clay Williams,
GPT Executive Director



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INTRODUCTION

SECTION 1.0



Gulfport-Biloxi International Airport (GPT) is a small-hub primary airport serving the Gulfport-Biloxi metropolitan area in Gulfport, Mississippi. The joint civil-military use airport is owned by the Gulfport-Biloxi Regional Airport Authority. The Airport provides commercial passenger, general aviation, military, and cargo service as well as facilities now operated by the Mississippi Air National Guard.

Originally constructed in 1942 by the United States Army Air Forces as a training base, GPT has successfully transitioned from a military installation to a popular public airfield. As the aviation gateway for the Mississippi Gulf Coast, GPT is strategically located to enhance

the local and regional economy. Long-term planning, efficient use of resources and strong community ties have contributed to the continued implementation of sustainable strategies at GPT.

Selection to participate in the Federal Aviation Administration (FAA) Sustainable Master/Management Plan (SMMP) program has provided additional funding resources to document and measure existing practices in place at GPT and to formally identify areas for future focus. The development of this plan is an important output of the planning process and is intended to provide guidance for short- and long-term investment.

1.1 Sustainability Policy Statement

Looking to the future, GPT has identified a need to formally address sustainability and establish a plan for systematic implementation. A written sustainability policy provides the basis for employees and the public to understand the Airport's commitment and is the cornerstone to an effective program. As the organization changes and new conditions develop, the policy statement should be reviewed and updated to reflect the desired culture of the Airport.

The policy, which is located on the following page, will be posted on the Airport's website, discussed in staff meetings, posted in back-of-house tenant and staff areas, provided to new employees and badge recipients, and incorporated in employee reviews. Additionally, the policy will be communicated to the community through educational outreach programs, industry presentations, press releases and other marketing opportunities.





SUSTAINABILITY POLICY STATEMENT

Adopted June 2013

Gulfport-Biloxi International Airport understands that the economic growth and longevity of the region and the airport is inextricably bound to the health of the environment. Accordingly, we welcome our responsibility for environmental stewardship and therefore strive to promote environmental, economic and social considerations in all business decisions.

This policy is supported and embraced by management, and as such this policy and its requirements will be communicated to all stakeholders. Implementation of the policy is the responsibility of all GPT employees and training, tools and resources necessary to implement this policy will be provided. Progress will be reported on an annual basis and made available to the public.

Environmental

Air Quality, Climate and Energy – GPT commits to working toward improved air quality and climate by minimizing emissions of all pollutants and carbon dioxide through green building standards, energy efficiency enhancements, vehicle fleet improvements, clean diesel policies, anti-idling policies and a refrigerant management program.

Noise – GPT will continue to address noise issues in the community by managing the airport development and operations in keeping with the Noise and Land Use Compatibility Plan. This Plan will be available to the community through GPT's website.

Water – GPT will promote water quality and quantity enhancements by minimizing its use of City provided potable water for irrigation and cooling tower equipment and implementing green building and operations and maintenance practices. GPT is committed to the health and vitality of the Turkey Creek Watershed and will implement Best Management Practices in its stormwater management programs.

Waste – GPT will strive to reduce its waste by both source reduction and landfill diversion through the implementation of a green purchasing policy, green building practices and a recycling program.

Socioeconomic

Promote Local Program – GPT will continue to enhance the economic vitality of the region by promoting its local artists program, implementing a buy local component to its green purchasing plan and ensuring local providers of goods and services are aware of GPT opportunities.

Community Outreach - GPT will foster a strong commitment to community engagement and social contribution through strategic activities which have included established ties with the School of Agriculture at Mississippi State University, a school group tour program, the military through the USO program and Honor Flights, blood drives and charity events.

Employee/Passenger Health and Wellness – GPT will assist in providing a safe and clean indoor and outdoor environment by implementing green building and operations and maintenance procedures, limit smoking areas, implement a green cleaning program and green purchasing program.

PLAN DEVELOPMENT PROCESS

SECTION 2.0

Development of this plan is the next step in GPT's ongoing commitment to building and sustaining our community's Airport. The plan identifies focus areas where additional action is needed and a strategic approach to guide next steps, as resources become available. The plan also establishes baseline conditions for future comparison purposes to measure progress.

In 2013, GPT received grant funding from the FAA to complete a formal Sustainability Management Plan. Existing practices were documented and a systematic approach to continually improve, by way of this plan, was set.

Alignment with the FAA SMMP program, the Airports Council International - North America (ACI-NA) Environmental Goals and the U.S. Green Building Council's Leadership in Energy & Environmental Design (LEED) for Existing Buildings: Operations and Maintenance (EBOM) version 2009 standards are demonstrated in this plan. The criterion for each program were reviewed in conjunction with the existing policies and procedures at GPT. Though additional guidance documents and programs are available beyond these selected programs, applicability to the aviation sector remains in development.

2.1 Current Resource Use

To start, a review of current Airport operations, maintenance, purchasing, engineering and construction at GPT was completed. Each functional area was reviewed to measure the impact to the environment and/or community and employee health as well as

costs to the Airport in the selected 2012 baseline year. Information was collected from both employees and tenants to better assess existing conditions. A summary of the resource areas assessed are presented in **Figure 1**.

FIGURE 1: RESOURCE AREAS ASSESSED

Air	Energy	Waste	Water	Community
Greenhouse Gas Emissions	Energy Use	Waste Produced	Water Use	Outreach Programs
Indoor Air Quality	Operational Efficiency	Diverted Landfill Waste	Potable versus Non-potable Water Sources	Good Neighbor Programs
	Alternative Vehicle Fuel Options	Recycling	Water Quality Protection	Veteran Support
	Renewable Energy Sources	Reuse		

*Note: The economic impact of each resource area was qualitatively assessed.

2.2 Best Industry Practices

Best practices in the aviation industry were reviewed for possible inclusion in this plan and for implementation by GPT. Representatives from four airports—including Dallas Love Field, Orlando International Airport, Pensacola International Airport and Newport News/Williamsburg International Airport—were interviewed to identify best practices and sustainability program

lessons learned. In addition, a review of the Sustainable Aviation Guidance Alliance (SAGA) database, a consolidated resource for airport-related sustainability practices, was completed. Information collected from these reviews further informed the focus areas and action items included in the planning process.

2.3 Focus Area Selection

Prioritizing areas to focus the Airport's finite resources was completed to assist in the success of this plan. A systematic review of Airport activities resulted in the identification of five areas of focus—air, energy, waste, water and community.



2.4 Employee, Tenant and Community Involvement

GPT recognizes our actions contribute to enhancing our community's resilience to change. To this end, coordinating the Airport's sustainability efforts with the greater Mississippi Gulf Coast community is ongoing.

During the development of this plan, GPT coordinated with the Gulf Regional Planning Commission (GRPC) as well as interested community members. This plan includes actions complementary to the GRPC's Plan for Opportunity, a collaborative regional

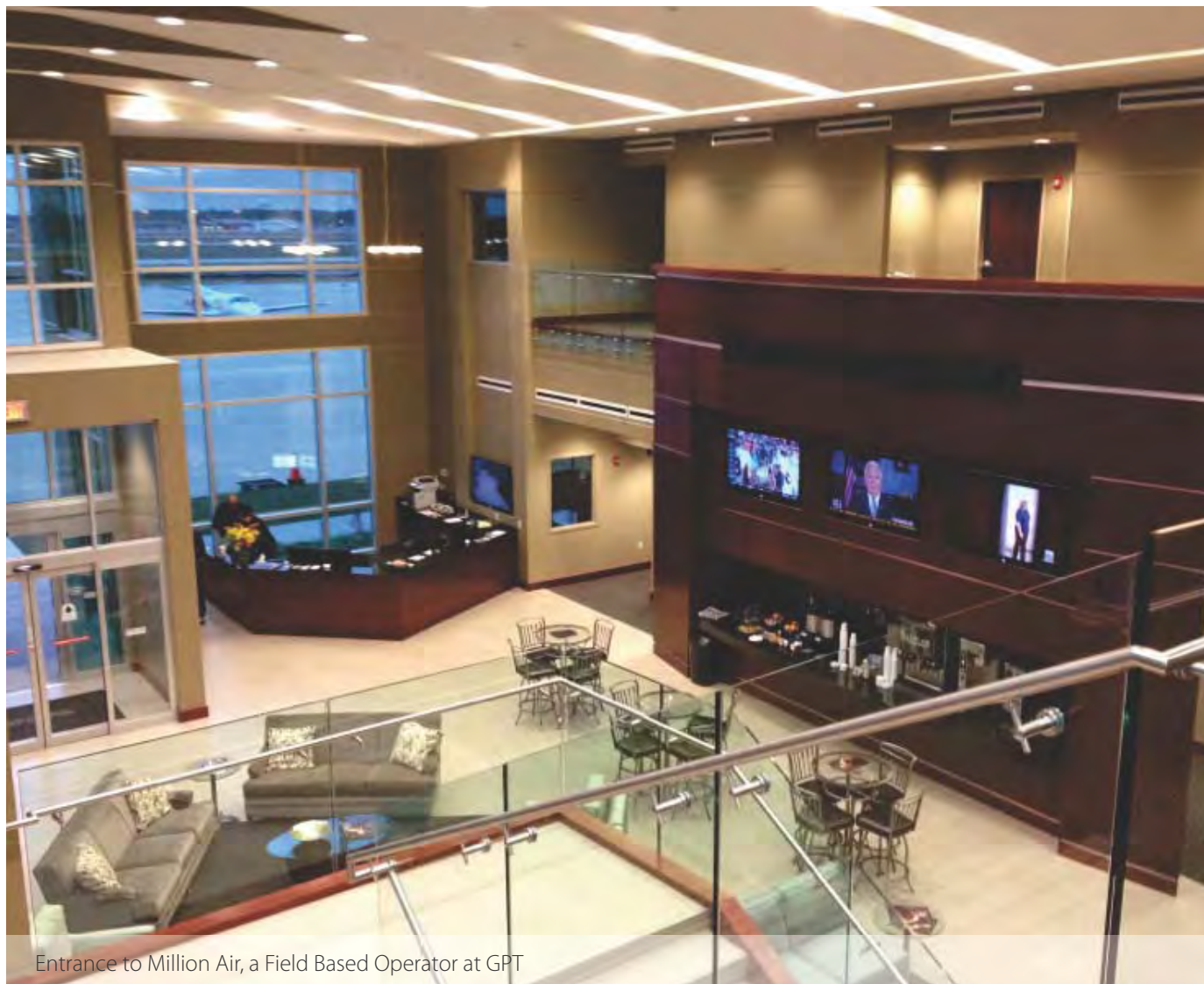
planning project completed in 2013 that seeks to improve the regional economy and improve transportation opportunities. (<http://www.gulfcoastplan.org/>)

Critical to the success of this plan are GPT's employees and tenants. A survey was issued to employees and tenants at the beginning of the data collection process. More than 20 responses were received. Many suggestions and best practices provided through the survey process have been incorporated into the plan.

2.5 Plan Format and Use

This Sustainability Management Plan identifies the goals, corresponding objectives, action steps, and resources to continue to advance operational efficiency and implement GPT's adopted Sustainability Policy. Action items include individual target dates to assist with prioritization of resources. A regular progress update will be completed and communicated via the Airport's website.

A complementary document, titled Sustainability Assessment and Implementation Plan, which is referenced throughout this document, has been completed in coordination with this effort. The Sustainability Assessment and Implementation Plan includes detailed data sets, analyses and many of the associated, individual plans supporting the overall Sustainability Management Plan and is intended for Airport operational-level use.



Entrance to Million Air, a Field Based Operator at GPT



FOCUS AREAS

SECTION 3.0

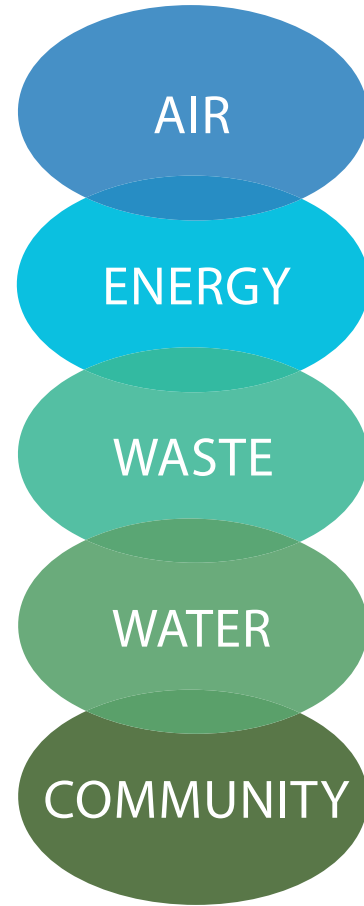
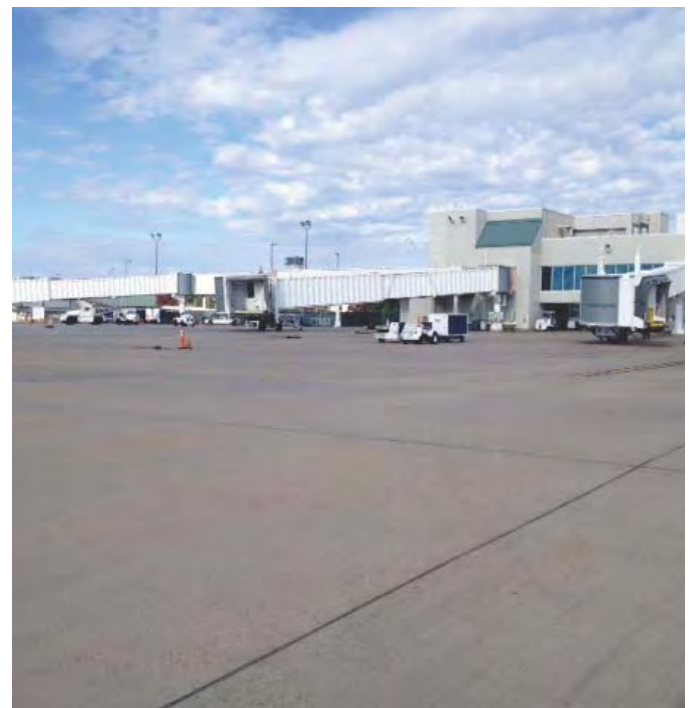
3.0

FOCUS AREAS

GPT has identified five main areas of focus—air, energy, waste, water and community. Each focus area has at least one goal, a series of related objectives, and corresponding action steps for each objective. Required criterion, identified by a representative icon, are listed next to each applicable action item. Relative costs, assessed qualitatively, are assigned to each action step for comparison purposes only. At the end of each section are listed the required resources to achieve the goal(s) for the focus area.

REPRESENTATIVE ICONS

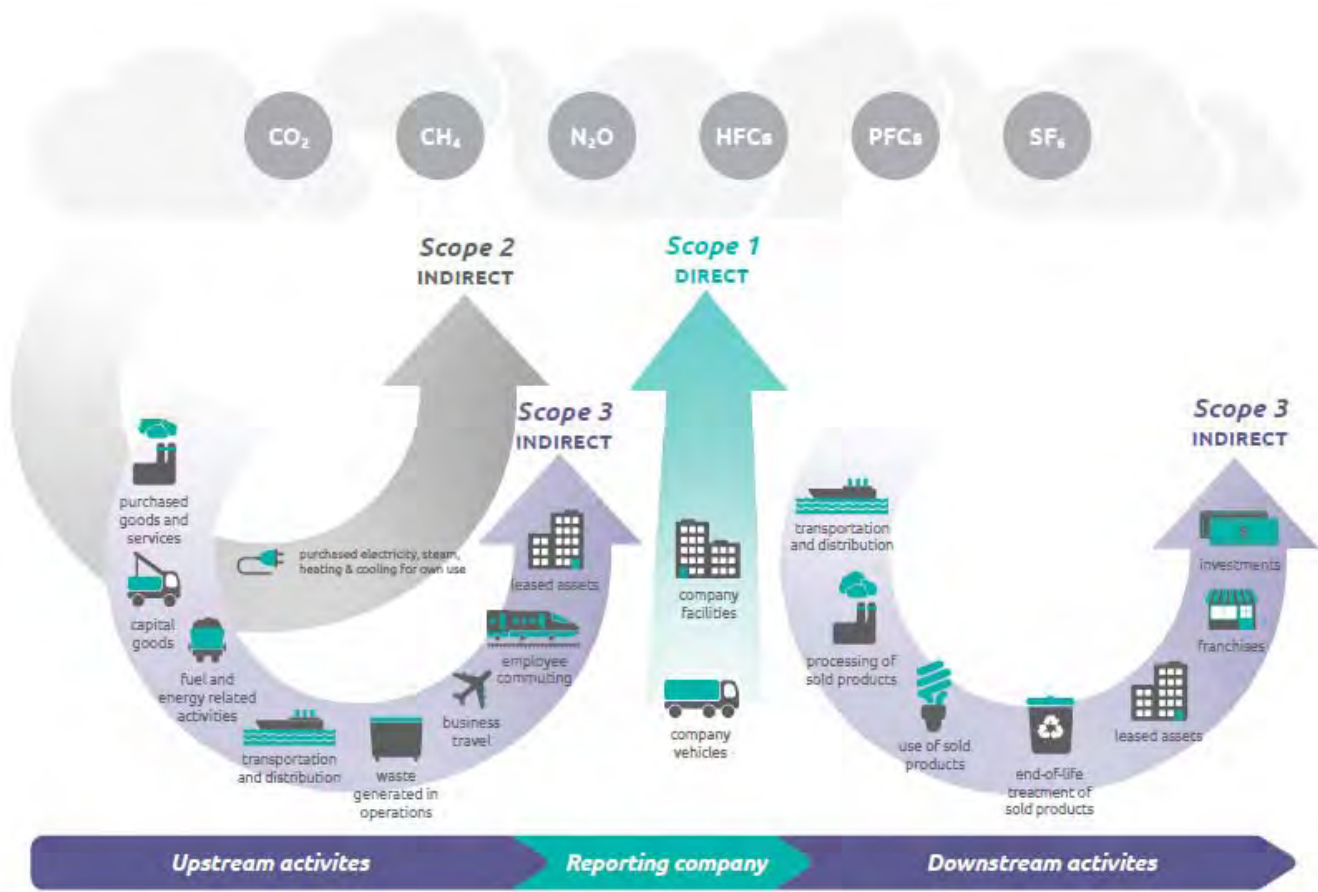
ACI-NA	FAA	U.S. EPA	LEED: EBOM
			



3.1 Air

Airport-related activities associated with the burning of fossil fuels and leaking refrigerants result in the emission of air pollutants that negatively affect public health and the environment. Activities such as running fossil fuel powered generators, driving gasoline or

diesel-fueled vehicles, and purchasing electricity from coal and/or natural gas powered plants contributes to local and regional air pollution.



WORLD RESOURCES INSTITUTE, ET. AL., N.D.

The Earth maintains a protective atmospheric layer that maintains the surface temperature at a comfortable level. Certain chemicals, often emitted into the air through the burning of fossil fuels, decrease the effectiveness of the atmospheric layer. Of primary concern are what are referred to as greenhouse gases (GHGs). Typical operations at an airport can result in the release of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and chlorofluorocarbons (CFCs). While other GHGs exist, these four gases are the primary

source of concern to GPT due to the nature of our activities. The GHGs are separated into direct (Scope 1) and indirect emissions (Scope 2 and 3). Emissions resulting from GPT operational control fall under Scope 1. Electricity purchased by GPT that produce emissions, such as by a coal-fired plant, fall under Scope 2. Activities that produce GHG emissions out of the direct control of GPT, including the activities of Airport tenants, are referred to as Scope 3 and are often difficult to calculate due to limited data availability.



Greenhouse Gas Emissions

Over 88 percent of the Airport’s GHG emissions are from jet fuel. GPT does not have financial or operational control over the purchase and use of jet fuel used for aircraft, and the emissions are therefore considered indirect (Scope 3). However, the emissions are associated with the Airport for inventory purposes.

Approximately 11 percent of the Airport’s GHG emissions are from purchased electricity. Though considered indirect emissions because electricity is generated offsite to the Airport, the emissions are counted against the Airport since that is where the electricity is consumed. A distribution of direct and indirect GHG emissions at GPT in 2012 are presented in **Figure 2**.

The Airport has operational and financial control over such activities as the purchase of electricity and natural gas, the amount of waste sent to or diverted from the landfill, and the amount of gasoline and diesel fuel used to maintain a fleet of vehicles and maintenance equipment. Of the emissions originating from sources within the Airport’s operational and financial control, approximately 93 percent originate from purchased electricity, 3 percent from the burning of natural gas and another 3 percent associated with landfilling waste produced at the Airport. GPT’s recycling program contributes to a decrease in approximately 1 percent of the total emissions produced by the Airport; the reuse and recycling of materials eliminates the

Indoor Air Quality

Indoor air quality can contribute to building occupant discomfort and sickness. The presence of toxic cleaning agents and pesticides to remove unwanted insects and rodents are examples of potentially unhealthy indoor air practices that may be harmful to building occupants. Implementing non-toxic cleaning and indoor pest management practices, in combination with targeted building occupant thermal and humidity controls, are best practices for ensuring a healthy, comfortable indoor environment, which GPT supports.

The Airport has identified a goal to decrease emissions from Airport activities and to proactively continue to phase out the remaining refrigerants utilized in equipment. Protection of the health of building occupants is of importance and diligent efforts to decrease exposure to toxic indoor air pollutants within Airport facilities will continue. The Airport’s air quality related goals, objectives and action steps are listed in the following tables.

decomposition of these materials in the landfill that would otherwise result in the emission of GHGs. By recycling and reusing materials, a GHG emissions “credit” is applied to GPT. GPT’s Scope 1 and 2 GHG emissions released in 2012 are presented in **Figure 3**.

FIGURE 2: DISTRIBUTION OF DIRECT AND INDIRECT GREENHOUSE GAS EMISSIONS AT GPT IN 2012

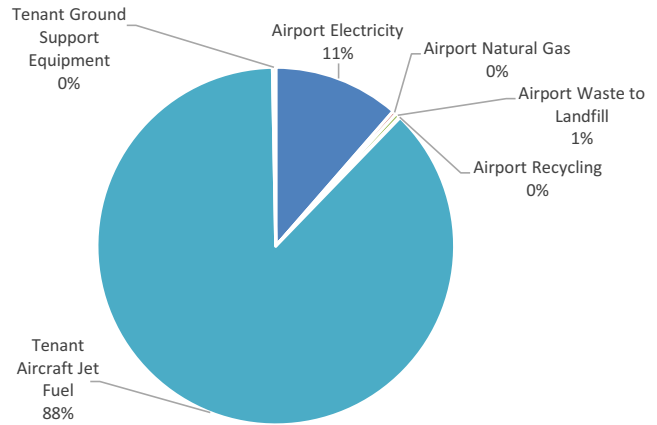
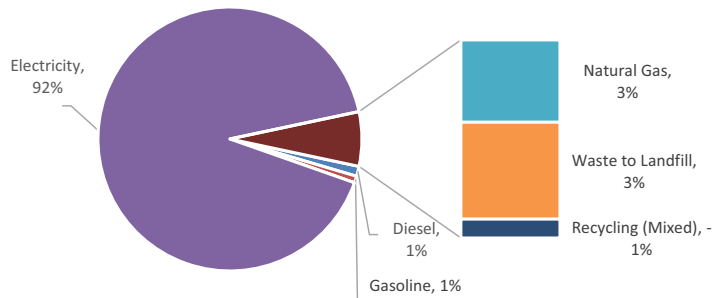




FIGURE 3: GPT’S SCOPE 1 AND 2 GREENHOUSE GAS EMISSIONS IN 2012







Goal 1: Reduce greenhouse gas emissions by 10 percent by 2020

Goal 2: Improve indoor air quality for building occupants








OBJECTIVE: WRITE A REFRIGERANT MANAGEMENT PLAN TO PHASE OUT HFCS, HCFCs AND HALONS USED BY THE AIRPORT

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Develop a refrigerant management plan and policy	Plan developed	3/1/2015		\$
Implement the refrigerant management plan and policy	Plan implemented	6/1/2015		\$\$

OBJECTIVE: IMPROVE AIR QUALITY THROUGH REDUCED AIRPORT-OWNED VEHICLE AND EQUIPMENT FOSSIL FUEL USAGE


Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Develop a purchase policy for fleet vehicle replacement that meets the provisions of Section 141 of the 2007 Energy Independence and Security Act, which requires federal agencies to acquire low GHG emitting vehicles	Policy implemented	3/1/2015		\$\$
Develop a purchase policy for maintenance replacement equipment that prioritizes low GHG emitting equipment	Policy implemented	3/1/2015		\$\$
Institute an anti-idling policy for all Airport-owned vehicles and equipment	Policy implemented	6/1/2015		\$
Partner with Mississippi State University to evaluate the pilot testing area of drought-tolerant, slow growing grass varieties that require little to no watering or mowing for widespread implementation	Analysis complete and decision to pursue or not documented	6/1/2015		\$
Encourage the use of low emission alternative-fueled vehicles, such as electric or compressed natural gas-fueled vehicles, by designating preferred parking spaces in the employee parking lot for low emission vehicles	Spaces signed and employee awareness training completed	12/31/2015		\$

OBJECTIVE: IMPROVE AIR QUALITY THROUGH REDUCED FOSSIL FUEL USAGE AT THE AIRPORT







Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Upgrade Airport-owned stationary generators to decrease emissions and maintain compliance with Mississippi Department of Environmental Protection and the U.S. EPA	Upgrade completed	Completed		\$\$\$\$\$
Engage with ground transportation permit holders regarding the Airport's Clean Diesel Policy and encourage utilization through education and outreach	Annual training completed	12/31/2015		\$
Evaluate operational modifications, signage or other options to reduce the "circling" of drivers awaiting arriving passengers	Evaluation completed	6/1/2015	 	\$\$
Implement a strategy to reduce "circling" of drivers awaiting arriving passengers	Strategy implemented	12/31/2015	 	\$
Systematically phase out HCFC and HFC utilizing HVAC and refrigeration equipment by identifying anticipated replacement dates for existing equipment	Phase out completed	12/31/2025		\$\$



OBJECTIVE: TRACK GREENHOUSE GAS EMISSIONS TO DOCUMENT THE IMPACT OF AIRPORT OPERATIONS AND PRACTICES

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Engage Airline representatives to track flight distance of flights originating from GPT	Information shared	6/1/2015		\$
Conduct a follow up GHG emission inventory to compare results to the baseline inventory	Inventory completed	6/1/2017		\$\$

OBJECTIVE: IMPROVE INDOOR AIR QUALITY IN AIRPORT FACILITIES THROUGH STRATEGIC MANAGEMENT PRACTICES

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Control environmental tobacco smoke by becoming a smoke-free facility	Policy implemented	Complete		\$
Provide at least 50 percent of building occupants (not passengers) with lighting controls for task preferences	Task lighting control option provided	Complete		\$\$\$\$
Modify the existing indoor pest management protocol to include an integrated pest management program that minimizes the use of toxic pesticides	Protocol modified	9/1/2015		\$\$
Conduct an occupant comfort survey to assess the overall satisfaction with building performance	Survey completed	12/31/2015		\$\$
Develop and implement a green cleaning policy and program addressing the purchase, storage and safe handling of cleaning supplies and equipment	Policy and program implemented	6/1/2016		\$\$
Develop and implement an indoor air quality management plan for construction and occupancy phases of any construction or renovation projects	Plan implemented	As needed		\$\$

RESOURCES

Completion of the action steps described above will require:

- Executive and senior management support
- Stakeholder buy-in and support
- Additional training to end users
- Capital investment in operational modifications, if required
- Marketing of sustainability efforts to traveling public



3.2 Energy



Energy use at an airport includes electricity and natural gas to power lights and condition the interior space. In addition, energy in the form of gasoline and diesel fuel to power vehicles and equipment are also used. Energy is often the second largest airport operating expense, exceeded only by employee labor.

Non-renewable energy, such as the burning of fossil fuels, contribute to local and regional air pollution that negatively affect public health and the environment. Due to a limited supply of fossil fuels globally, price variability is common. Conversely, renewable energy sources, such as solar, geothermal and wind, do not degrade the environment when producing electricity. Renewable energy sources use emerging technology that often have a higher first cost but provide reliable onsite electricity.




GPT established a 2012 baseline annual electricity usage of 7.4 MWh and over 26,000 MBtu of natural gas. Activities to conserve energy were identified as part of an ASHRAE Level 1 Energy Assessment Report with energy conservation measures prioritized based on estimated energy savings, costs and length of time to complete. The Energy Assessment Report is included in the Sustainability Assessment and Implementation Plan.

Proactive management practices such as the upgrade of runway lighting to LEDs—a first for an airport in the U.S. and a precedent-setting upgrade for the FAA—demonstrates GPT’s commitment to optimizing energy use. Maximizing available resources and strategically selecting energy conservation measures to further decrease energy use while diversifying GPT’s energy source portfolio will contribute to the Airport’s long-term sustainability and resiliency.

Goal 1: Decrease the Airport’s energy usage by 5 percent by 2018

Goal 2: Diversify the Airport’s energy portfolio to include renewable energy sources by 2020

OBJECTIVE: IMPLEMENT AN ENERGY CONSERVATION PROGRAM TO REDUCE NON-RENEWABLE ENERGY CONSUMPTION

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Evaluate new expenditures and capital improvement projects for energy use and prioritize more efficient options	Evaluations completed for capital improvement projects	1/1/2015		\$\$
Select to implement at least one recommendation from the Energy Assessment Report during each budget cycle	Recommendation(s) completed	9/1/2015		\$ to \$\$\$\$
Complete an ASHRAE Level 2 Energy Analysis on yellow and red energy conservation measures identified in the Energy Assessment Report prior to implementation	Energy analysis completed and recommendations provided	12/31/2015		\$\$\$
Set a long-term, non-renewable energy reduction goal	Goal set	3/1/2017		\$
Update U.S. EPA Energy Star Portfolio Manager data monthly	Update entered	Ongoing		\$
Report on electricity usage and cost, and communicate during budget review with Commissioners	Agenda item to be added	Annually		\$
Communicate electricity or fossil fuel savings with equipment or operational efficiency modifications based on U.S. EPA Energy Star Portfolio Manager data	Communication(s) completed	Ongoing		\$
Monitor renewable energy subsidies and funding opportunities for economically feasible renewable energy investments	Research completed and reported	Annually		\$
Require new construction and renovation projects to meet the most recent ASHRAE 90.1 standard	Specification added for all vertical construction projects	Ongoing		\$\$

OBJECTIVE: EVALUATE ONSITE COMPRESSED NATURAL GAS (CNG) INFRASTRUCTURE FOR COMMUNITY AND AIRPORT VEHICLE FUELING



Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Meet with vendors on the infrastructure, economic and legal requirements of an onsite CNG fueling island	Data collection completed	6/1/2015		\$
Assess feasibility of an onsite CNG fueling island	Feasibility assessment completed and recommendation provided	9/1/2015		\$\$
If feasibility assessment results in a recommendation to install CNG infrastructure, develop a detailed project action plan for installation	Installation plan developed	12/31/2015		\$\$

OBJECTIVE: INSTALL RENEWABLE ENERGY ONSITE

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Monitor funding resources for renewable energy facility installation incentives	Review completed	Annually		\$
Maintain land availability to support the installation of an onsite renewable energy facility	Potential siting area protected from development	12/31/2019		Unknown
Develop partnership(s) with neighboring stakeholders and leverage resources, if possible, to install a renewable energy facility onsite	Partnerships identified and secured	12/31/2019		\$
Identify and evaluate the required permits prior to installing a renewable energy facility onsite	Installation permitting process evaluation complete	12/31/2019		\$\$
Determine the economic feasibility, including return on investment, of any renewable energy facility identified for onsite installation	Economic feasibility completed	12/31/2019		\$\$

RESOURCES

Completion of the action steps described above will require:

- Executive and senior management support
- Stakeholder buy-in and support
- Additional training to end users
- Capital investment in operational modifications, if required
- Marketing of sustainability efforts to traveling public



3.3 Waste

Nationally, the amount of space in landfills is decreasing and the cost of managing, including transporting the waste and associated landfill tipping fees, is increasing. As stewards of the environment and financial resources, GPT is committed to the strategic management of Airport generated waste.

Eliminating waste products through the implementation of a green purchasing policy to reduce the amount of material consumed at the source is the most cost-effective approach to waste management. Practices such as reuse of onsite materials removes the often costly fees associated with transportation offsite for disposal.

A recycling program, such as the one in place at GPT, diverts waste from the landfill. Expanding the program to include composting and specific construction and demolition materials provides new opportunities for potential financial savings.

Materials Currently Recycled at GPT







- Aluminum
- Cardboard
- Plastics
- Paper
- Waste oil
- Cooking oil*
- Batteries
- Light bulbs



*Waste cooking oil provided by an Airport tenant is converted to biodiesel.

■ Goal: Decrease the total amount of landfilled waste by 10 percent by 2020

OBJECTIVE: INCREASE THE AMOUNT OF WASTE DIVERTED FROM THE LANDFILL

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Implement a recycling program	Program implemented	Completed		\$\$\$
Implement a mercury containing lamp phase out plan	Plan implemented	Completed		\$\$
Require contractors to report on the volume of waste diverted and total recyclables for projects with construction and demolition waste	Program implemented	3/1/2015		\$
Evaluate the option for recycling carpet including vendor(s), costs and transportation logistics	Evaluation completed and results reported	3/1/2015		\$
Implement an Environmentally Preferable Purchasing Policy that includes sustainable cleaning products and materials	Policy implemented	12/31/2015		\$\$
Evaluate feasibility of a liquid collection station at the security checkpoint	Evaluation completed and results reported	12/31/2015		\$\$
Evaluate food waste composting options	Evaluation completed and results reported	12/31/2015		\$\$
Evaluate benefits and maintenance required for composting Airport-generated wood products on Airport property	Evaluation completed and results reported	12/31/2015		\$\$
Develop a specification to include in all construction projects to require achievement of 75 percent waste diversion on each project	Specification in use	12/31/2015		\$\$
Address and report construction, deconstruction and demolition waste on a project-by-project basis to maximize recycling and waste diversion practices	Recycling/reuse of waste	Ongoing		\$
Maintain practice of onsite mulching of grass clippings	Grass mulching practice maintained	Ongoing		\$
Where feasible, repurpose/reuse onsite materials for Airport benefit	Onsite material reuse completed	Ongoing		No Cost Anticipated



OBJECTIVE: INCREASE THE AMOUNT OF WASTE DIVERTED FROM THE LANDFILL

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Install a liquid collection station at the security checkpoint, pending the results of the evaluation	Install liquid collection station	12/31/2017		\$\$\$
Contract with a vendor to service the Airport for glass recycling	Contract services in place	12/31/2018		\$

RESOURCES

Completion of the action steps described above will require:

- Executive and senior management support
- Employee participation
- Reinvestment of waste budget savings on future diversion projects
- Additional training to end users
- Capital investment in operational modifications, if required
- Marketing of sustainability efforts to traveling public



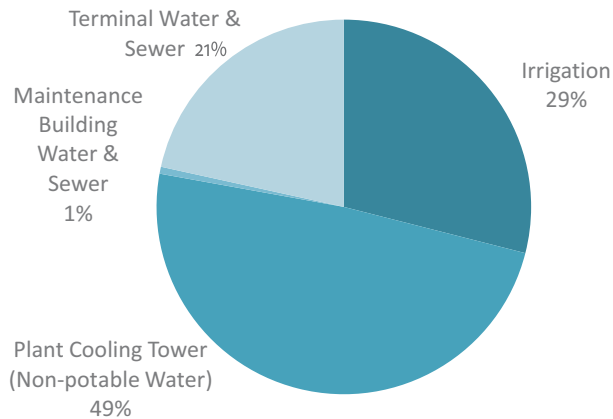
3.4 Water

GPT is located in the environmentally-sensitive Turkey Creek Watershed. As stewards of the environment and financial resources, GPT continually evaluates best practices and technology options for protecting water quality and decreasing water consumption.

Potable water, which is treated and pumped to the Airport by the City of Gulfport Water Department, is the primary source of water for the Airport. In 2011, GPT's potable water use was more than 10

million gallons. In an effort to decrease the amount of treated, potable water used by the Airport and diversify water source options for non-drinking water activities, GPT upgraded an existing onsite groundwater well to supplement water use. The well now provides enough untreated, non-potable water to the Airport to operate two cooling towers, which is GPT's largest operational use of water at 49 percent. **Figure 4** presents an overview of water use by operational area at GPT.

FIGURE 4: WATER USE AT GPT BY OPERATATIONAL AREA












Irrigation of Airport vegetation and landscape represents almost a third of the total water used. Best practices such as collecting rainwater to supplement landscape watering and transitioning to drought-tolerant, slow growing grass are being evaluated for implementation at GPT.

The protection of water quality at GPT is addressed as part of the Airport's comprehensive Stormwater Pollution Prevention Plan, required by the Mississippi Department of Environmental Protection and the U.S. EPA. This plan establishes management practices to protect waterways and drainage areas from any spills, and requires employee training and regular water sample collection with laboratory analysis to confirm management practices are working.



Goal: Decrease water consumption by 5 percent by 2020 and protect water quality


OBJECTIVE: IMPLEMENT A WATER CONSERVATION PROGRAM

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Baseline water consumption inventory measured	Inventory completed	Complete	  	\$
Evaluate water usage for indoor plumbing fixtures and fittings	Inventory completed	Complete		\$
Calculate the amount of water usage for irrigation	Measurement completed	Complete		\$
Investigate additional water savings measures associated with the cooling tower or use for condensate water	Options identified for more detailed analysis	1/1/2015		\$
Partner with Mississippi State University to evaluate the pilot testing area of drought-tolerant, slow growing grass varieties that require little to no watering or mowing for widespread implementation	Analysis complete and decision to pursue or not documented	5/1/2015		\$
Evaluate stormwater runoff quantity on site-specific and project-specific basis to determine infiltration rate and compare to best management practices	Runoff rate compared to best management practice	6/1/2015		\$
Evaluate new expenditures and capital improvement projects for water use and prioritize more efficient options	Evaluations completed for capital improvement projects	Ongoing		\$\$
Replace existing landscape plantings with drought-tolerant and native plants as part of the annual landscape maintenance procedure	Replace plants	Ongoing		\$\$
Update U.S. EPA Energy Star Portfolio Manager data monthly	Update entered	Ongoing		\$
Report on water usage and cost during budget review with commissioners	Agenda item to be added	Annually		\$

OBJECTIVE: REDUCE POTABLE WATER UTILIZATION FOR IRRIGATION



Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Pursue the parking lot retention pond diversion plan to provide irrigation water from stormwater runoff detained under the employee parking lot	Identify funding source and implement plan	12/31/2019		\$\$\$

OBJECTIVE: REDUCE POTABLE WATER USAGE FOR INDOOR FIXTURES AND FITTINGS

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Bring all terminal plumbing fixtures and fittings up to 2006 International Plumbing Code standards	Installation complete	12/31/2016		\$\$
All new construction projects and renovations to utilize U.S. EPA WaterSense labeled fixtures and meet the most recent version of the International Plumbing Code regarding fixture efficiency	Specification added to all facility construction projects	Ongoing		\$



OBJECTIVE: REDUCE WATER USAGE IN COOLING TOWERS

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Document the current water management plan addressing chemical treatment, bleed-off, biological control and staff training	Complete plan	12/31/2015		\$\$
Prioritize cooling tower water reduction/ condensate reuse initiatives	Installation complete	12/31/2016		\$

OBJECTIVE: MAINTAIN THE AIRPORT'S STORMWATER MANAGEMENT PROGRAM TO MEET REGULATORY REQUIREMENTS AND PROTECT THE ENVIRONMENT

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Maintain the deicing stormwater management plan	Update the plan, as needed	Annually		\$
Document number of spills per year	Update the Stormwater Pollution Prevention Plan	Ongoing		\$
Maintain the Stormwater Pollution Prevention Plan including targeted petroleum spill training and awareness programs	Update the Stormwater Pollution Prevention Plan	Ongoing		\$\$

RESOURCES

Completion of the action steps described above will require:

- Executive and senior management support
- Stakeholder buy-in and support
- Additional training to end users
- Capital investment in operational modifications, if required
- Marketing of sustainability efforts to traveling public



3.5 Community


As the aviation gateway for the Mississippi Gulf Coast community, GPT is well positioned to enhance the local and regional economy. Programs that promote local businesses, showcase local artists and support critical community events such as blood drives and health-based fundraisers demonstrate this commitment to our neighbors. In alignment with the Gulf Coast Sustainable Communities' Plan for Opportunity Livability Principles, GPT is committed to working with the surrounding community to promote safe and healthy neighborhoods, provide competitive employment opportunities at the

Airport, and promote local goods and services through a targeted retail program. **GPT understands the unique role we have in enriching our own neighborhood.**

Remembering the Airport's rich military history, popular community programs such as the veteran appreciation Honor Flights are integral to the character and value of service at GPT. In partnership with our provider Airlines and Airport tenants, GPT seeks opportunities to support veterans along with other good neighbor programs.

Goal: Foster a strong commitment to our community through the implementation of strategic activities

OBJECTIVE: ENHANCE EXISTING GOOD NEIGHBOR PROGRAMS

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Continue to partner with provider Airlines to promote Airport-sponsored good neighbor programs	Airline participation tracked	Ongoing		\$
Continue to host regular blood drives at the Airport	Number of events	Ongoing		\$
Continue hosting and supporting veteran appreciation Honor Flights	Number of Honor Flights	Ongoing		\$
Continue the Airport Ambassador Program to enhance visitor travel experience	Program in place	Ongoing		\$
Continue to implement the Airport's Noise and Land Use Compatibility Plan and program	Plan implemented	Ongoing		\$\$
Track and communicate employee participation in the various community-sponsored charity events on the Airport website	Number of communications	Annually		\$
Track and communicate employee United Way support on the Airport website	Number of communications	Annually		\$



GPT Sponsored Honor Flight 2014; Images Provided By Andrew Hinkebein



OBJECTIVE: EXPAND INVOLVEMENT WITH LOCAL AND REGIONAL COMMUNITY

Action Steps	Metric	Target Date	Organization Criterion	Relative Cost
Provide retail options at the Airport for locally made goods	Number of local vendors participating	6/1/2015		\$
Establish an outreach program to identify potential vendors and solicit participation in locally-sourced retail at the Airport	Program created	6/1/2015		\$\$
Evaluate the current local service provider participation goal for contracted Airport services and expand the program, if needed	Evaluation completed and recommendations provided	12/31/2015		\$\$
Evaluate the economic impact, including job creation, of expanding the “promote local” program	Evaluation completed and results communicated	12/31/2015		\$\$
Collaborate with other Gulf Coast Airports to leverage resources and contribute to common economic, environmental and community goals	Number of initiatives addressed	Quarterly		\$
Promote general aviation and air cargo services at the Airport through the Airport website and topic-specific meetings and events	Number of communications	Quarterly		\$
Participate in local and regional civic groups	Number of meetings attended	Annually		\$
Support aviation-related career development by offering internship opportunities for college students	Number of internships	Annually		\$
Identify opportunities to continue to engage with the Gulf Regional Planning Commission	Number of meetings attended	Annually		\$
Maintain the Airport Arts Program showcasing local artists in a rotating art exhibit located in the Airport terminal	Number of collections showcased	Annually		\$

RESOURCES

Completion of the action steps described above will require:

- Executive and senior management support
- Stakeholder buy-in and support
- Additional training to end users
- Capital investment in operational modifications, if required
- Marketing of sustainability efforts to traveling public



GPT Sponsored Honor Flight 2014; Images Provided By Andrew Hinkebein



PROGRESS REPORTING

SECTION 4.0

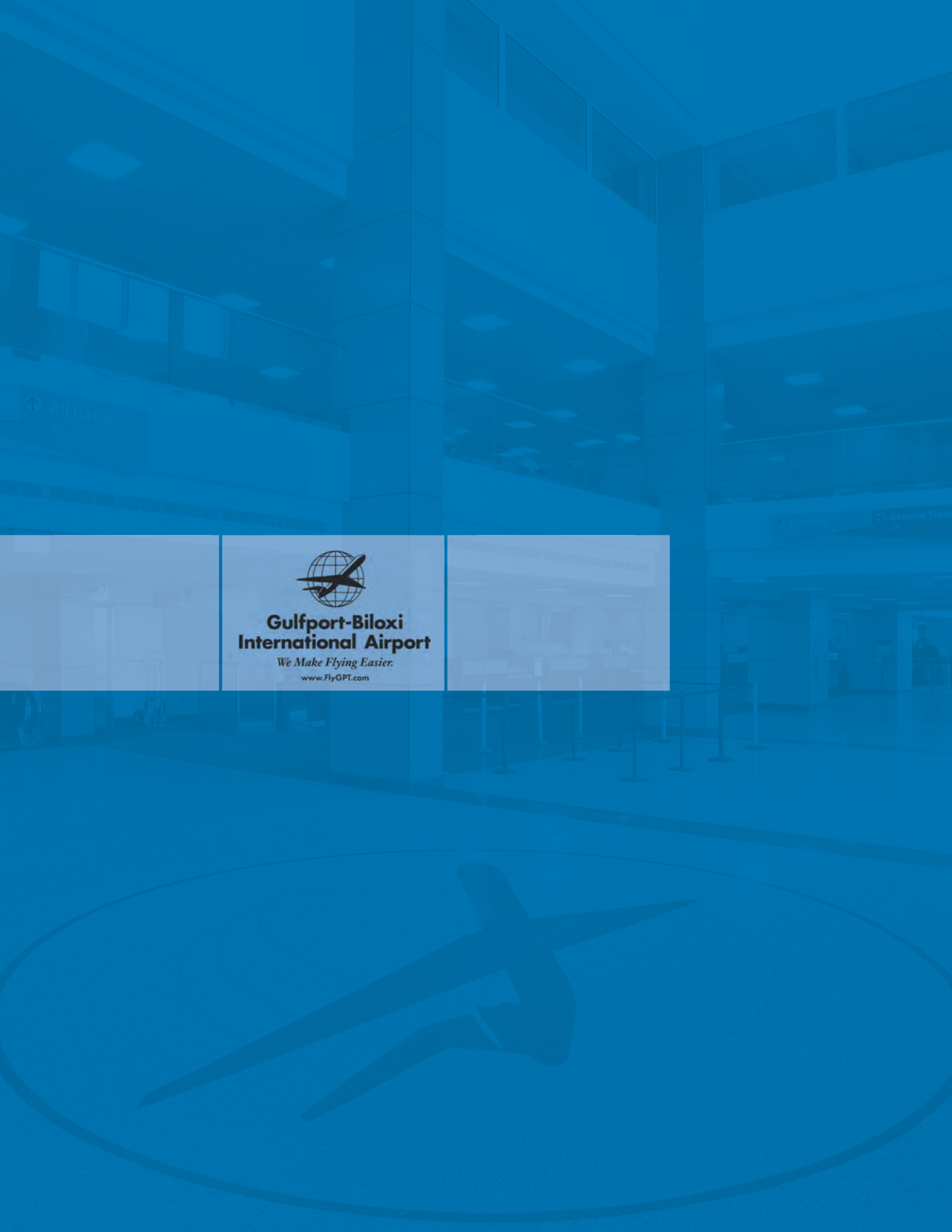
4.0

PROGRESS REPORTING

GPT employees will review and document the progress toward each goal area in an annual report. Communication of the Airport's progress will be provided annually to the Gulfport-Biloxi Airport

Authority Commissioners during a regularly scheduled monthly meeting which is open to the public as well as via the Airport's website.





All Gates

Traveler

Ground Trans



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