

(Continued from page 21)

food waste that is collected from tables cleared in the dining areas is recycled as well. PDX, however, is not capturing 100 percent of the food waste — some of the food is cleared by the consumer in food court areas.

"It is a huge diversion of waste from the landfill," says Koshuta, who has been working closely with the concessionaires at PDX. "We did a lot of outreach [to vendors] when we started the program. We do a lot of training for their kitchen staff, because that's really where the rubber hits the road." The kitchen workers have three separate trash bins: recyclable, compostable — which uses different, compostable bags — and regular trash.

While it may be an environmentally friendly practice, it has yet to translate to the bottom line. "We don't think we're saving any money yet in terms of overall cost," says Phil Ralston, general manager of aviation, environmental and safety with the Port of Portland. "We invest in doing pilot projects that are costing us money that we feel are worth doing. The whole intent is to drive up diverted waste from landfills and the amount of landfill waste per passenger."

Right now, the food waste program is actually costing PDX about five dol-

lars more per ton. They currently pay \$98 per ton for the costs associated with the collection and shipping of food waste. PDX is paying \$93 per ton for garbage transportation and disposal.

"With this program, there is still a gap between making us money and costing us money, but we want to be the leaders and we want to make sure this thing gets off the ground," says Ralston. "By pulling more partners into this program of collecting food waste, the volume and the benefits of the scale will bring the cost down to what garbage will be and hopefully, at some point, cheaper."

PDX is looking to generate greater outside interest within the Portland community to increase volumes of compost material and hopefully encourage a composting facility to relocate closer to the airport, thus eliminating additional shipping costs and harmful emissions. PDX is currently shipping the compost nearly 170 miles to Cedar Grove, WA.

The airport also recycles grease collected from fryers to be used to make biodiesel, and is looking into a deplaned waste recycling program.

REUSING MATERIALS AT IND

As IND went through the design for its midfield terminal project, the

Earning LEED Certification Points

While some LEED (Leadership in Energy and Environmental Design) certification points may be counterintuitive for an airport, there are some that, according to members of the industry, should be a "no-brainer." Some of the initiatives may appear to be common sense, but there still is the matter of initial cost incurred and also convincing airport authorities and airlines as to whether or not the cost is worth the investment.

"There might be some initial sticker shock," says T.J. Schulz, vice president of the Airport Consultants Council. "But at the end of the day, [airports] see a lot of savings in the lifecycle costs of the improvements over the projects."

According to Ron Steinart, president of Gensler, an architect firm, it will take about a one-to-five percent increased investment in a project, depending on the level of LEED certification that an airport is seeking. He suggests that for a silver and/or gold certification, it will range from the four-to-five percent range and eight-to-ten percent if a project is seeking platinum certification.

Comments Steinart, "Airlines have yet to embrace the value of the extra cost and they have, in some cases, nixed the extra money, just to save money. [The additional investment] isn't a lot, because you will make that back over time in saved energy costs and, even though airlines pay for that too, they haven't made that connection yet."

Gensler is currently working on the construction of the North Concourse at the San Jose International Airport and according to Steinart the project is registered for silver certification. "Going to silver made a lot of sense," Steinart says. "With going to gold, there wasn't a lot of return on the investment that we would have to put into it. There were things we just couldn't do in an airport facility, primarily using materials from local sources."

The new facility capitalizes on natural light by using a trelliswork roof that acts much like a skylight and allows natural light into the area, cutting electricity costs. When there is insufficient natural light, the facility uses high-efficiency lighting sources that are controlled by motion detectors.

The design also allows the flow of natural air through the facility, limiting the amount of necessary cooling and heating, and calls for the use of non-volatile adhesives to limit the amount of toxins released into the air. Recycled fiber carpets and waterless urinals are two other features helping the facility achieve LEED certification.

The new concourse will also promote alternative methods of transportation. "There will be facilities and showers on the landside of the concourse for people to bike to the airport and shower before taking off," Steinart says.

According to Steinart, a number of cities have already made LEED certification a requirement of all civic buildings. He cites the Consolidated Rental Car Facility (CONRAC) at Los Angeles International Airport (LAX) as an example of a city-required gold LEED-certified building. Steinart calls the proposed use of photocells on the roof to create electricity a "no-brainer." He says that he has seen the use of photovoltaic lights at other facilities and questions why they have yet to become common practice.

One other idea that is being batted around the airport community is the installation of green or planted roofs. "We haven't quite got to the use of the green roof, because it might be difficult to maintain," says Steinart. He relates that maintenance difficulties may result from security issues with planted roofs on the airside of the facility. That, coupled with the potential to attract wildlife, may nix the green roof, but Steinart remains confident that it can be achieved.

Having seen planted roofs installed on office buildings to absorb the water drain-off and improve air quality, he says that "because of the large roof space it seems like a logical thing to do at an airport." He has yet to see an airport do it.

"Hopefully we'll see in the fall, with the new [Congressional] appropriations bill, some funds available that will finally allow airports with aging infrastructure to begin either expanding or replacing facilities," Steinart says.



The trelliswork roof at San Jose International's North Concourse will act similar to a skylight and allow natural light into the area.

ITA, The American Leader In Aircraft Refueling Equipment, Is
Strengthening The Industry By Teaming Up
With The European Leader, Titan Aviation, To Become...

Dukes Titan Aviation

"Dedicated To Aviation"

Worldwide Association

Dukes Titan Aviation, LLC.
1525 Lima Avenue • Findlay, Ohio 45840
Phone: (419) 422-9653 • Fax: (419) 422-2896
e-mail: sales@dukes-titan.com
check us out on the web at... www.dukes-titan.com