

In 1993, for example, 10 million aluminum cans were collected and recycled for a total weight of over 90 tonnes, which is about equivalent to the weight of a hull of one British Airways aircraft. And at its **John F. Kennedy Airport** cargo terminal, the carrier recycles and reuses wooden products, including pallets and battening. Wood that cannot be reused is chipped and used for landscaping on state highways.

Also in the United States, Fort Worth-based **AMR Corporation** has introduced an extensive recycling program for paper products and aluminum cans used in offices and aboard aircraft. In 1993, this program diverted over 1,200 tonnes of waste from U.S. landfills.

The same year, the company's flight attendants collected over 500 tonnes of aluminum for recycling and, between 1989 and 1993, AMR reduced the use of "unfriendly" chemicals by 75% through reduction, replacement and recycling efforts in aircraft maintenance operations.

The use of hazardous paints, solvents and strippers has been avoided by not painting aircraft, which has the added benefit of reducing weight, thereby conserving fuel. Where painting is required, only water-based paints or coatings low in volatile organic compounds are used.

Energy is recovered for heating by burning waste oils and, since 1991, recognizing that successful recycling requires markets for used materials, AMR has more than doubled its spending on products with recycled content such as paper, solvents and plastics.

In 1990, **Swissair** initiated a garbage separation program for in-flight wastes, resulting in a reduction of incinerated garbage from 6,000 to 4,000 tonnes in its first year of operation. Garbage is separated into categories, including aluminum, glass, tin and polyethylene, and is sent to Zurich and Geneva for recycling. Wastage of unconsumed meals has also been reduced through refinement of in-flight catering services.

Air Canada has also substantially reduced waste production from in-flight operations by using dishes and food trays manufactured from a lightweight, reusable plastic. As a result, 60% fewer dishes are sent for disposal. In addition, flight attendants now sort both aluminum cans and bottles.

And in a study commissioned for the **Los Angeles International Airport**, a step-by-step plan has been developed for the eventual conversion of up to 60% of the waste stream from landfills. Plans call for the diversion of easily, economically recoverable and recyclable materials, purchasing modifications, source reduction programs, establishment of reuse and materials recovery depots, donation of excess food to food banks, and implementation of a wet-dry collection system.

NOISE POLLUTION

Perhaps the single issue that most concerns communities around airports, aircraft noise has two main components. Namely the noise of the jets and then the aerodynamic noise, which is the sound of air that is displaced by the body of the plane in flight.

In recent years it has become a very important issue in the aviation industry, because of increasing

pressures on airports in North America, Europe and Asia to accommodate growing traffic by adding more slots and runways.

Determined to meet its responsibilities in this regard, in 1990 ICAO reached a comprehensive worldwide agreement on phasing out the so-called "Chapter 2" noise-certificated aircraft at a special session of its Assembly in Montréal. This category of aircraft includes the Boeing 727, early models of the Boeing 737 and the McDonnell Douglas DC-9.

Some airports with particular noise problems began phasing them out in 1995 and may have them all withdrawn by the year 2002. In the next decade, this should help considerably to reduce noise levels at most airports around the world.

In the United States, for example, the **Federal Aviation Administration** (FAA) has calculated that by the year 2000, the number of people exposed to levels of aircraft noise that create a significant annoyance will fall from 2.7 million to 400,000 under the new FAA phase-out plan.

RESOURCE CONSUMPTION

Energy-saving plans at airports include using renewable energy sources, such as hydroelectric power, wherever possible. Also replacing older systems with more efficient systems, particularly in terms of buildings and vehicles.

Other measures include using energy-efficient and automatically controlled lighting, adding computer controls for boilers, chillers and air-conditioning plants, as well as improving efficiency of energy production in power stations. This is in addition to controlling electric