

## CHAPTER 10 – AIRPORT RECYCLING, REUSE, AND WASTE REDUCTION PLAN

This Chapter provides an overview of the Airport’s recycling, reuse, and waste reduction practices as outlined in the FAA Guidance of Airport Recycling, Reuse, and Waste Reduction Memorandum, dated September 30, 2014.

### 10.1 TYPES OF WASTE GENERATED AT AIRPORTS

Airports generate various types of solid waste depending on the size of the facility, number of operations, passengers, etc. Per the FAA Memorandum, guidance is provided to address material that can be legally disposed of in a landfill or equivalent state-permitted facility. The guidance applies to the following:

- *Municipal Solid Waste (MSW)* consists of everyday items that are used and discarded (aluminum and steel, glass bottles and containers, plastic bottles and containers, packaging, bags, paper products, and cardboard).
- *Construction and Demolition (C&D) Debris* is generally categorized as MSW. C&D debris is any non-hazardous solid waste that results from land clearing, excavation, or construction, demolition, renovation, or repair of structure, roads and utilities.
- *Compostables* are also categorized as MSW. They are sometimes referred to as green waste and food waste. Green waste consists of tree, shrub, and grass clippings, leaves, weeds, small branches, seeds, pods, and similar debris generated by landscape maintenance activities. Food waste is food that is not consumed or generated during food preparation activities and discarded.
- *Deplaned Waste* is MSW that is removed from passenger aircraft. These materials include bottles and cans, newspapers and mixed paper, plastic cups and utensils, food waste, food-soiled paper, magazines, unconsumed or surplus food, and paper towels.

Sources of waste per the FAA September 30, 2014 memo, is broken down by how much control the airport has on the generation and disposal of waste. The three levels of control are:

- 1) Areas where the airport has *direct control* of waste management (public space, office space, terminal building, airfield, etc.). These areas are under the control and custody of the airport, and they are able to introduce recycling, reuse, and waste reductions programs directly.
- 2) Areas where the airport has *no direct control* but can *influence* waste management (i.e. tenant facilities and deplaned waste). These areas are owned by the airport; however, they are leased out to tenants.
- 3) Areas over which the airport has no direct control or influence. These are areas the airport neither owns nor leases. Therefore, these areas are excluded from further discussion in this chapter.

## 10.2 CURRENT AIRPORT AND TOWN PRACTICES

Currently, the Airport has the following practices in place to address recycling, reuse, and waste reduction:

- The Airport has several waste receptacles located throughout the main building, which are emptied regularly into the Airport’s dumpster by Airport Management.
- The Airport has two general recycling bins located in the main building, which are emptied and brought to the town recycling center by Airport Management.
- The Airport and the restaurant each have one dumpster located on the easterly side of the “Rear Hangar”. Both dumpsters are covered and are periodically replaced by the disposal company as a maintenance measure to prevent leakage. The Airport’s dumpster is emptied monthly, and the restaurant’s dumpster is emptied weekly.
- The onsite restaurant has one dumpster for recyclables, which is also emptied weekly.
- The Hangar B Eatery utilizes a recycling dumpster for all cardboard.

Additionally, the Town of Chatham offers waste disposal and recycling to Chatham residents through the Town Transfer Station for a fee of \$120 per year for a general garbage permit, which includes a recycling permit. The Chatham Transfer Station encourages recycling and abides by the Massachusetts Department of Environmental Protection’s (MassDEP) waste disposal ban, which prohibits the disposal of easy-to-recycle and toxic materials. The goal of this ban is to increase recycling and support the recycling economy, thereby capturing valuable resources and reducing the need for landfills and incinerators. Items banned from disposal include:

- Glass, metal, and plastic containers (bottles and jars)
- Paper, paperboard, and cardboard
- Leaves, grass, and brush (less than 1 inch in diameter)
- Large appliances such as refrigerators, freezers, stoves, washers, and dryers
- Tires
- Cathode ray tubes (older televisions and computer monitors)
- Vehicle batteries
- Construction materials including asphalt pavement, brick, concrete, metal, wood, and clean gypsum wallboard
- Food material (only from businesses or institution that dispose of one ton or more per week)

In addition to providing separate receptacles for different categories of recyclable/banned items, the Chatham Transfer Station encourages donation of noncontaminated clothing items and media swapping for items such as books, CDs, and DVDs. The Chatham Transfer Station also offers a “swap shop” for reusable items that are clean and undamaged, and a composting station for kitchen scraps such as fruit, vegetables, egg shells, and coffee grounds. This all-encompassing program provides Chatham residents with an accessible place and a clearly defined system for recycling and waste disposal.

### 10.3 RECOMMENDATIONS FOR IMPROVEMENT

The Chatham Airport recognizes the importance and impact of a sound recycling, reuse, and waste reductions program. As described above, the Airport makes efforts in areas of direct control to minimize its waste. However, there are areas and basic improvements that can be made to strengthen the Airport's existing practices, such as:

- Providing adequate recycling bins throughout the terminal area clearly identifying the type of materials accepted.
- Providing educational materials to airport employees and tenants on what material should be recycled.
- Adding recycle, reuse, and reduce waste objectives to future tenant leases.

Further, the FAA's *Recycling, Reuse and Waste Reduction at Airports: A Synthesis Document*<sup>1</sup>, using examples from the experiences of airports around the country, along with input from the Environmental Protection Agency (EPA), identified ten primary steps to design and implement an effective airport recycling/waste minimization program. These steps are illustrated in Figure 10-1 below.



<sup>1</sup> <https://www.faa.gov/airports/resources/publications/reports/environmental/media/RecyclingSynthesis2013.pdf>