

*EUGENE AIRPORT
MASTER PLAN:
APPENDIX A –
RECYCLING, REUSE,
AND WASTE
REDUCTION PLAN*

JANUARY 2018



RS&H

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A-1 INTRODUCTION

The purpose of this appendix is to provide the history of and current Airport recycling practices, as well as identify opportunities where the Airport's recycling efforts could be increased. The Airport falls under the City of Eugene Department of Public Works whose mission statement reads:

*"Eugene Public Works is dedicated to excellence, integrity, and **stewardship**. We enhance the safety, welfare, and livability of the community by providing and managing infrastructure and services for parks and open spaces, airport, transportation, stormwater and wastewater systems."*

On September 30, 2014, the Federal Aviation Administration (FAA) provided guidance on preparing airport recycling, reuse, and waste reduction plans as an element of a master plan or master plan update.¹ This guidance was in response to the *FAA Modernization and Reform Act* (FMRA) of 2012² that added a requirement for all master plans and master plan updates to include a plan for "recycling and minimizing the generation of airport solid waste" to be consistent with the local recycling laws.

This appendix reviews the existing solid waste and recycling activity at the Airport. In reviewing the Airport's existing recycling activity, an effort was made to:

- » Review the current waste management sources;
- » Review local and Airport recycling programs and practices;
- » Review of waste audit;
- » Review the feasibility of recycling at the Airport;
- » Provide a summary of operations and maintenance requirements;
- » Review waste hauler management contracts;
- » Identify the potential for cost savings or revenue generation; and
- » Identify a plan to minimize solid waste generation at the Airport.

A-2 CURRENT AIRPORT WASTE MANAGEMENT SOURCES

As described in **Section 1.13, Environmental Conditions**, the closest landfill to the Airport is the Short Mountain Landfill (about 19 miles southeast of the Airport), which is the County's only municipal solid waste landfill. According to the County, a new cell at the landfill is being constructed that should provide capacity through 2025.³ As **Chapter 2, Aviation Forecasts** described, the Airport had over 16,000 commercial operations and over 429,000 enplanements in 2015, and is forecast to accommodate over 22,000 commercial operations and over 600,000 enplanements by the planning year 2035. The forecast increase in enplanements will result in increased waste generation with the potential to reach the Short Mountain Landfill. However, with the Airport's recycling practices and recycling efforts, the amount of

¹ FAA Memorandum, Guidance on Airport Recycling, Reuse, and Waste Reductions Plans, Accessed: <https://www.faa.gov/airports/environmental/media/airport-recycling-reuse-waste-reduction-plans-guidance.pdf>, September 2017.

² 49 United State Code (U.S.C.), §§ 132 and 133.

³ Lane County, Board of County Commissioners, Agenda Cover Memo, September 7, 2016. Accessed: http://www.lanecounty.org/UserFiles/Servers/Server_3585797/File/Government/BCC/2016/2016_AGENDAS/092016agenda/T.14.A.pdf, September 2017.

municipal solid waste that has the potential to reach the Short Mountain Landfill can be reduced, which will help to extend the life expectancy of the landfill.

Waste management at an airport includes many components and can be quite complex. For instance, the Airport has various tenants, agreements, differing operational requirements, and disposal processes that all contribute to the waste stream at the Airport. According the FAA's September 30, 2014 guidance, an Airport's waste management is broken down into three main areas:

- » Areas where an airport has direct control over the waste stream (e.g., public spaces, office space, main terminal, and airfield);
- » Areas where an airport does not have direct control over the waste steam, but can influence waste management (e.g., tenants and aircraft deplaned waste); and
- » Areas where an airport has no control over the waste stream (i.e., areas where the airport does not own or lease).

In addition, the FAA's 2013 Recycling Synthesis report⁴ identified seven main airport waste streams; terminals, airfields, cargo hangars, aircraft, airport construction, flight kitchens, and administrative offices (see **Figure A-1**).

The main generators of waste at the Airport are tenants, the main passenger terminal building, and the airfield. The airfield generates waste typically during construction projects and waste materials can range from runway concrete or asphalt to lighting and signage.

A-3 LOCAL AND AIRPORT RECYCLING PROGRAMS

A-3.1 Lane County Recycling Program

Lane County (the County) has a recycling program and last updated its solid waste management plan in 2002.⁵ The recycling program for the County falls under the Public Works Waste Management Division. A goal has been set to reduce the County's waste to the landfill by 63% by the year 2050.⁶ The County offers a commingled recycling system⁷; however, does not offer curbside collection services for residents or businesses. The County works cooperatively with local jurisdictions to manage solid waste (see **Section A-3.2**).

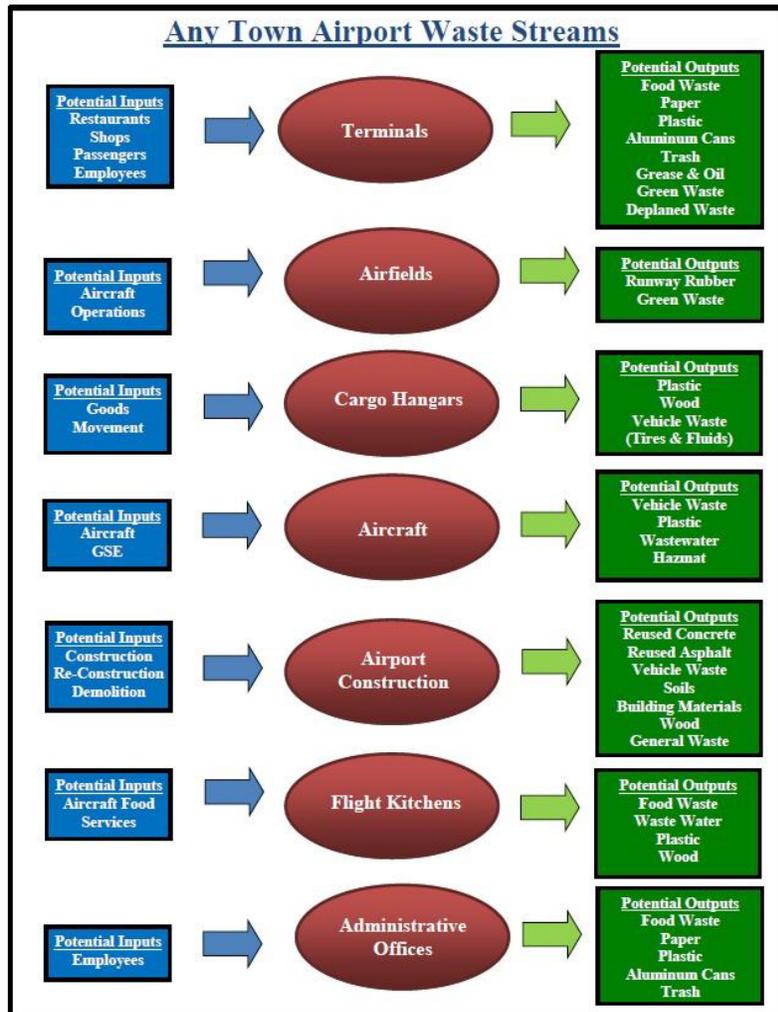
⁴ Federal Aviation Administration, *Recycling, Reuse, and Waste Reduction at Airports – A Synthesis Document*. FAA Office of Airports. April 24, 2013.

⁵ Lane County, *2002 Lane County Solid Waste Management Plan*. Accessed: http://www.lanecounty.org/UserFiles/Servers/Server_3585797/File/Government/County%20Departments/Public%20Works/Waste%20Management/2002swmp.pdf, September 2017.

⁶ Lane County, *Recycling Program—Waste Prevention is Best*. Accessed: <https://lanecounty.hosted.civicle.com/cms/One.aspx?portalId=3585881&pageId=4225344>, September 2017.

⁷ A comingled recycling system refers to a system in which all recyclable materials are mixed together in a collection truck as opposed to being sorted into separate recycling categories (e.g., newspaper, plastics, cardboard, etc.).

FIGURE A-1
AIRPORT WASTE STREAMS



Source: FAA, 2013

A-3.2 City of Eugene Recycling Program

The City of Eugene has a recycling program for residents and businesses within the City limits.⁸ Recyclable materials accepted as part of this recycling program are dependent upon the waste hauler, but generally includes the following materials:

- » **Aluminum.** Cans, foil, and trays.
- » **Cardboard.** Corrugated boxes and paper bags.
- » **Cartons.** Milk cartons and soup boxes.
- » **Glass Bottles and Jars.** Not to be placed in the commingled recycling bin.
- » **Motor Oil.**

⁸ City of Eugene, Recycling and Solid Waste, Recycling and Solid Waste Programs in Eugene. Accessed: <https://www.eugene-or.gov/427/Recycling-and-Solid-Waste>, September 2017.

- » **Newspaper.**
- » **Paper.** Computer paper, junk mail, magazines, catalogs, gift wrap, and shoe boxes.
- » **Plastics.** Plastic bottles, tubs, jars, and jugs.
- » **Steel Cans.**

The City also offers curbside yard debris collection as part of the waste service. Additionally and as a result of City Ordinance No. 20498,⁹ beginning on May 1, 2013, the City banned the use of single-use plastic bags at retail establishments within the City limits.¹⁰

A-3.3 Airport Recycling Practices

The Airport currently has an undefined recycling program. Although the Airport recycles materials, it does not have set goals or policies. The Airport contracts with Sanipac for its recycling and waste hauling needs. Sanipac offers commercial commingling recycling¹¹ that allows for the recycling of the following materials:

- » **Paper.** Newspaper, magazines, phone books, catalogs, paper-backed books, computer paper, and shredded paper.
- » **Cardboard.** All cardboard, except for waxed cardboard.
- » **Plastic.** Jugs, tubs, and bottles minus the caps and lids.
- » **Metal.** Food and beverage cans, and aluminum foil.

The Airport has receptacle bins in the main passenger terminal for paper, and cans and bottles, and has a separate receptacle for waste or refuse (see **Figures A-2 and A-3**). Additionally, paper recycling receptacles are placed in airline ticket office spaces, with each airline responsible for emptying mixed paper into the appropriate receptacles.

⁹ City of Eugene, Ordinance No. 20498. Accessed: <https://www.eugene-or.gov/DocumentCenter/View/9609>, September 2017.

¹⁰ City of Eugene, Informational Materials, Bring Your Bag FAQs for Retailers. Accessed: <https://www.eugene-or.gov/2169/Informational-Materials>, September 2017.

¹¹ Sanipac, Commercial Commingling Recycling. Accessed: http://www.sanipac.com/commercial_recycling/, September 2017.

FIGURE A-3
PAPER RECYCLING RECEPTACLE IN AIRPORT TERMINAL



Source: City, 2016; RS&H, 2016

FIGURE A-2
WASTE AND PLASTIC & CANS RECEPTACLE IN AIRPORT TERMINAL



Source: City, 2016; RS&H, 2016

A-4 WASTE AUDIT

The City contracted with Bring Recycling, a non-profit recycling organization to conduct a waste audit on September 29, 2016 for solid waste generated at the Airport (see **Appendix A-1**) and on October 14, 2016 for recycled materials generated at the Airport (see **Appendix A-2**). The waste audit focused on the main passenger terminal and passenger aircraft only.¹² The results of those waste audits are summarized in the following sections.

A-4.1 Solid Waste Material

During the solid waste audit, waste was collected from two-30 yard roll off containers located at the south end (Container #1) and north end (Container #2) of the Airport. Each container contained solid waste materials that had been collected over the course of one week at the Airport main terminal, offices, eateries, and also included solid waste from passenger aircraft.¹³ Solid waste was weighed and measured in tons. Container #1 on the south end of the Airport was half-full prior to the waste audit and contained 0.9 ton of waste. Container #2 on the north end of the Airport was three-quarters full prior to the waste audit and had 1.54 tons of solid waste.

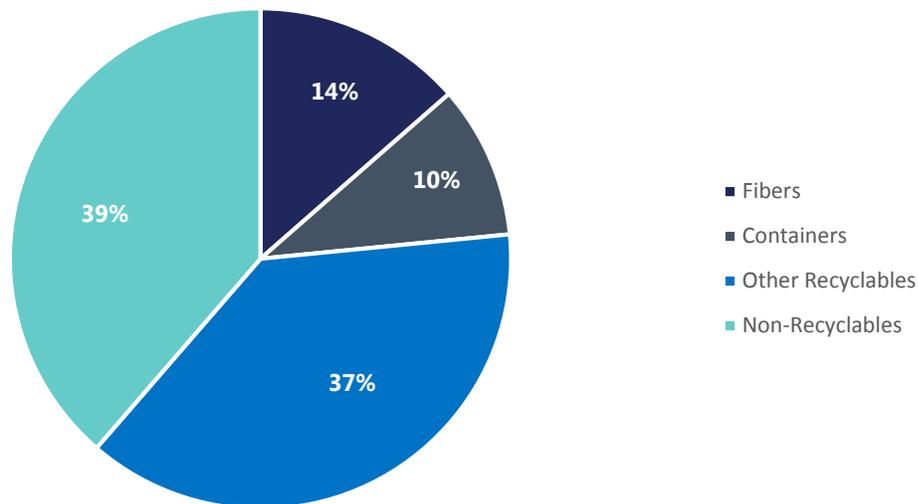
The solid waste was divided into four main material categories; fibers, containers, other recyclables, and non-recyclables. Solid waste for each main material category was weighed to provide a breakdown for each category (see **Figure A-4**). Non-recyclables accounted for 39% of the solid waste collected, while other recyclables accounted for 37% of the solid waste collected. Additionally, fibers and containers accounted for 14% and 10% of the waste stream, respectively. Each of the four main material categories were further divided in the subcategories (see **Table A-1**). **Figure A-5** shows the breakdown of the solid waste subcategories as a percentage of the solid waste stream categories at the Airport. Trash accounted for most of solid waste stream for all of the subcategories at 36%, which is expected. A combined 37%

¹² It should be noted that the waste audit conducted by the City of Eugene only included waste generated at the Airport terminal and from aircraft passengers. It did not include tenant waste generation activities.

¹³ City of Eugene. (2016, September 29). *Waste Characterization Report – Trash*. City of Eugene – Airport.

were materials found in the solid waste stream that could be recycled (e.g., mixed paper at 14%; tin, aluminum cans, plastic bottles at 8%; glass bottles, jars at 2%; and container liquids at 12%). Additionally, 10% of the other recyclables category was compostable food and fibers.

FIGURE A-4
MAIN SOLID WASTE MATERIAL CATEGORIES AS A PERCENTAGE OF AIRPORT WASTE STREAM



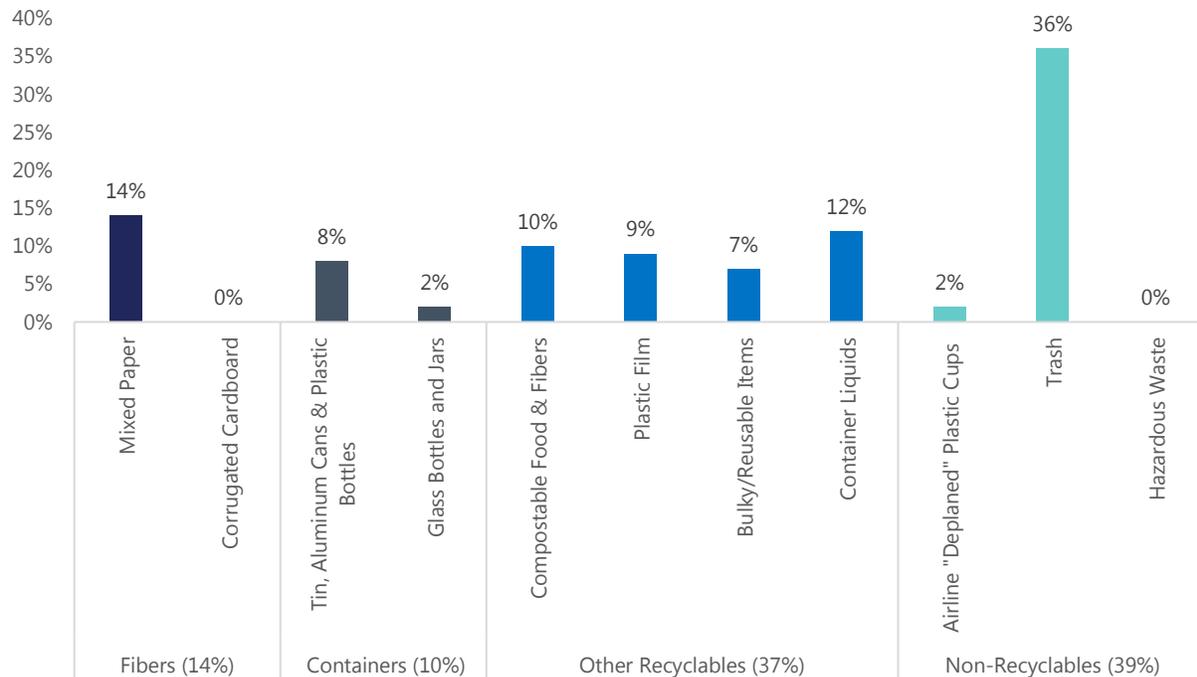
Sources: City, 2016; RS&H, 2017

TABLE A-1
SOLID WASTE MATERIAL MAIN CATEGORIES AND SUBCATEGORIES

Main Category	Subcategory
Fibers	
	Mixed Paper
	Corrugated Cardboard
Containers	
	Tin, Aluminum Cans, Plastic Bottles
	Glass Bottles, Jars
Other Recyclables	
	Compostable Food and Fibers
	Plastic Film
	Bulky/Reusable Items
	Container Liquids
Non-Recyclables	
	Airline "Deplaned" Plastic Cups
	Trash
	Hazardous Waste

Sources: City, 2016; RS&H, 2017

FIGURE A-5
SOLID WASTE MATERIAL SUBCATEGORIES AS A PERCENTAGE OF AIRPORT WASTE STREAM



Sources: City, 2016; RS&H, 2017

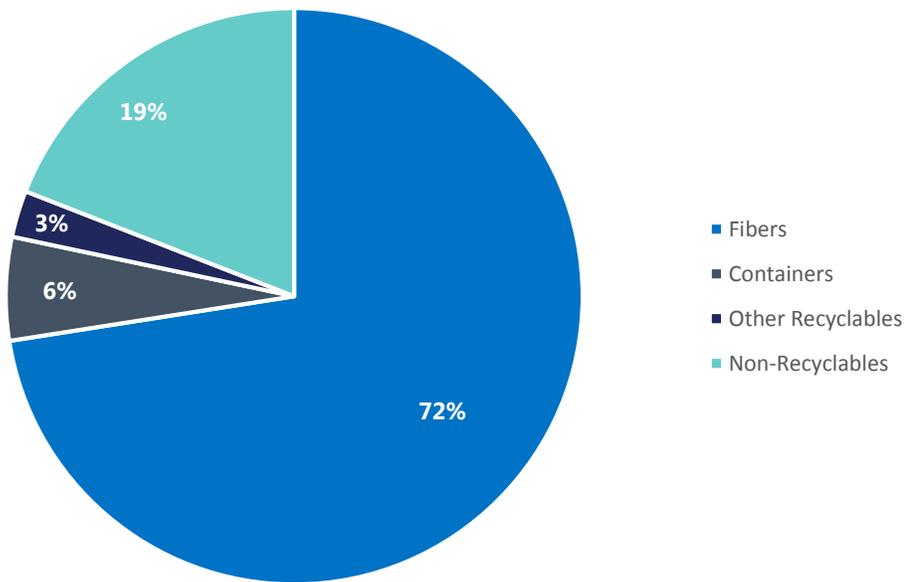
A-4.2 Recycled Material Audit

On October 14, 2016, the City contracted with Bring Recycling to conduct a waste audit for recyclable materials being collected at the Airport. The recycled materials were collected from two-four yard recycling containers. Each container contained recyclable materials that had been collected over the course of one week at the Airport main terminal, including airlines and passengers, rental car companies, and eateries.¹⁴ Recycled materials were weighed and measured in tons.

Recyclables were divided in four main material categories; fibers, containers, other recyclables, and non-recyclables. Recycled materials for each main material category were weighed to provide a breakdown for each category (see **Figure A-6**). Fibers accounted for 72% of the recyclable materials collected, while non-recyclables (e.g., non-compostable food waste, disposable food containers not used to package food, consumer durables, etc.) accounted for 19% of the recyclable materials collected. Additionally, containers and other recyclables accounted for 6% and 3% of the recycling stream, respectively. Each main recyclable material category was further divided into the subcategories (see **Table A-2**). **Figure A-7** shows the breakdown of the recyclable materials subcategories as a percentage of all the recyclables collected at the Airport. Corrugated cardboard accounted for the most recyclables at 38%, followed closely by mixed paper at 34%. Waste or trash accounted for 8% and liquid container waste accounted for 9% of the recycled materials collected.

¹⁴ City of Eugene. (2016, September 29). *Waste Characterization Report – Trash*. City of Eugene – Airport.

FIGURE A-6
MAIN RECYCLABLE MATERIAL CATEGORIES AS A PERCENTAGE OF AIRPORT RECYCLING STREAM



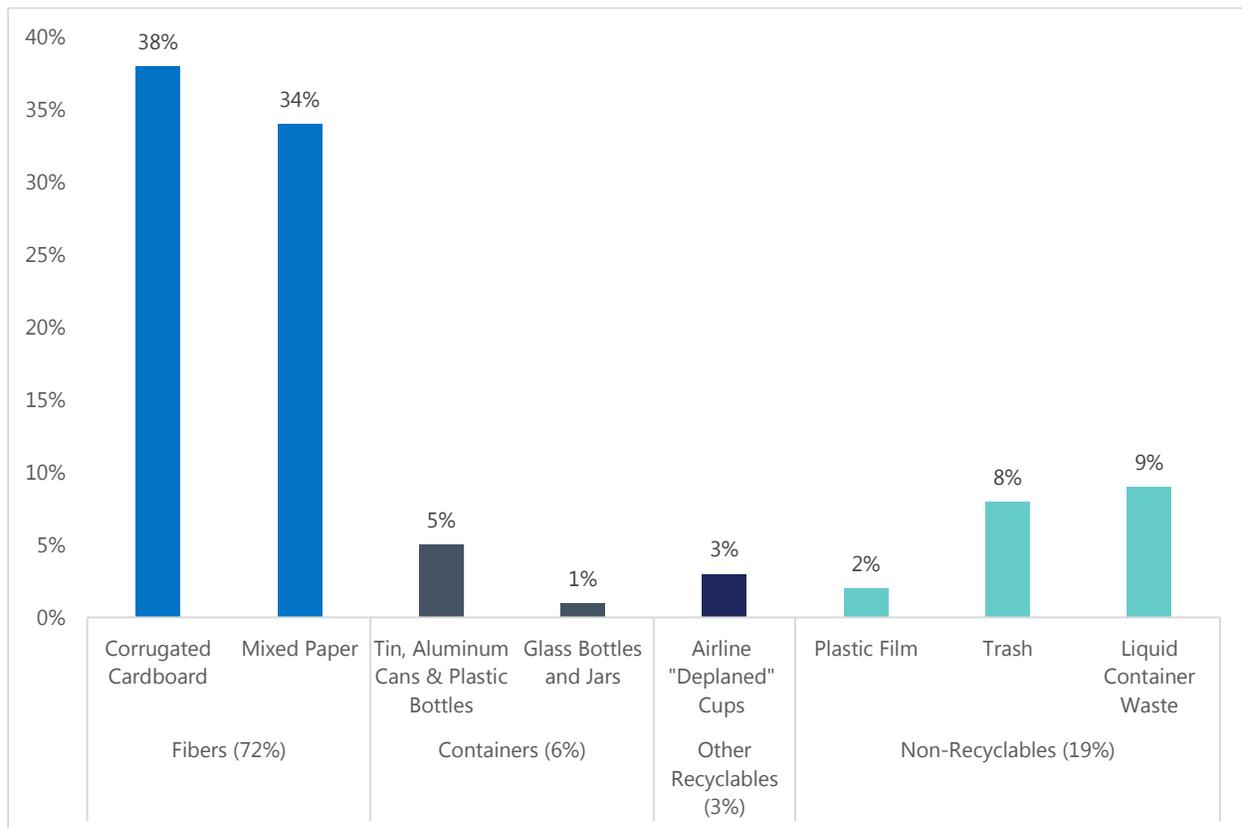
Sources: City, 2016; RS&H, 2017

TABLE A-2
RECYCLABLE MATERIAL MAIN CATEGORIES AND SUBCATEGORIES

Main Category	Subcategories
Fibers	
	Corrugated Cardboard
	Mixed Paper
Containers	
	Tin, Aluminum Cans, Plastic Bottles
	Glass Bottles, Jars
Other Recyclables	
	Airline "Deplaned" Cups
Non-Recyclables	
	Plastic Film
	Trash
	Liquid Container Waste

Sources: City, 2016; RS&H, 2017

FIGURE A-7
RECYCLABLE MATERIAL SUBCATEGORIES AS A PERCENTAGE OF AIRPORT RECYCLING STREAM



Sources: City, 2016; RS&H 2017

A-5 RECYCLING FEASIBILITY AT THE AIRPORT

The Oregon Revised Statutes (ORS) Chapter 459 delegates the state's authority to establish a solid waste management program to the counties.¹⁵ As stated earlier, the County works jointly with the City to regulate waste collection activities. The City of Eugene regulates solid waste, recycling and yard debris collection, including setting rate schedules within the City limits through Administrative Order No. 53-15-05-F (Administrative Order)¹⁶ and Eugene City Code, Chapter 3.¹⁷ As described earlier, the City banned one-time use plastic bags from retail establishments in 2013. Despite the Airport not having a formal recycling plan in place, the Airport does recycle, which is conducted on a voluntary basis at their own discretion. Since the Airport conducted a waste audit for the main passenger terminal and now has an understanding of the types and quantities of materials being recycled, the Airport can begin to identify opportunities to increase recycling efforts (see **Section A-8**).

¹⁵ Lane County, *2002 Lane County Solid Waste Management Plan*. Accessed: http://www.lanecounty.org/UserFiles/Servers/Server_3585797/File/Government/County%20Departments/Public%20Works/Waste%20Management/2002swmp.pdf, September 2017.

¹⁶ City of Eugene, Administrative Order Garbage Regulations and Rates, June 26, 2015. Accessed: <https://www.eugene-or.gov/documentcenter/view/2720>, September 2017.

¹⁷ City of Eugene, Eugene City Code, Chapter 3. Accessed: <https://www.eugene-or.gov/documentcenter/view/3073>, September 2017.

A-6 SUMMARY OF OPERATION AND MAINTENANCE REQUIREMENTS

Although the Airport does not have a formal waste reduction program in place, the Airport and its tenants recycle a variety of materials at a variety of locations. Locations throughout the Airport that recycle include the Airport tower, the air field shop, the air cargo building, Transportation Security Administration (TSA), and the main passenger terminal. Container sizes range from 35-gallon size to four-cubic yard size and waste hauler pick-up frequency ranges from once per week to once every other week.

A-7 REVIEW OF WASTE HAULER CONTRACTS

Waste hauler contracts were not readily available for review; however, the Airport provided a year's-worth of waste hauler invoices. Waste hauler invoices included monthly fees for the waste disposal and collection of recyclables from the main passenger terminal, including the Airport car wash and the airfield shop. **Table A-3** shows the monthly waste hauler fees broken out by location. The Airport car wash was \$271.43 per month and the Airport air field shop was \$146.36 per month, while the Airport terminal itself was on average, \$1,977.37 per month.

TABLE A-3
MONTHLY WASTE HAULER FEE

Date	Airport Main Passenger Terminal	Airport Car Wash	Airport Air Field Shop
June 2016	\$2,054.24	\$271.43	\$146.36
July 2016	\$2,062.13	\$271.43	\$146.36
August 2016	\$1,769.16	\$271.43	\$146.36
September 2016	\$2,258.91	\$271.43	\$146.36
October 2016	\$1,982.40	\$271.43	\$146.36
November 2016	\$2,064.08	\$271.43	\$146.36
December 2016	\$2,491.24	\$271.43	\$146.36
January 2017	\$1,678.38	\$271.43	\$146.36
February 2017	\$1,583.19	\$271.43	\$146.36
March 2017	\$2,219.16	\$271.43	\$146.36
April 2017	\$1,638.46	\$271.43	\$146.36
May 2017	\$1,678.39	\$271.43	\$146.36
June 2017	\$2,226.07	\$271.43	\$146.36

Source: City, 2017; RS&H, 2017

A-8 POTENTIAL FOR COST SAVINGS OR REVENUE GENERATION

Based on the results of the waste audit, some materials being disposed of in the trash receptacles located throughout the Airport can be recycled, which would provide for further cost savings for the Airport.

A-8.1 Mixed Paper

Based on the waste audit for solid waste materials conducted on September 29, 2016, mixed paper accounted for 14% of the overall waste stream. Mixed paper is a recyclable material that can be removed

from the waste stream. To capture that 14%, the Airport could take further steps in developing and implementing an office waste minimization program. Paper recycling receptacles can be placed in all office spaces near copiers and a program can be developed to encourage all terminal building tenants to improve their mixed paper recycling efforts.

A-8.2 Tin, Aluminum Cans, Plastic Bottles, Glass Bottles, and Jars

Based on the waste audit for solid waste materials conducted on September 29, 2016, tin, aluminum cans, plastic bottles accounted for 8% of the waste stream, while glass bottles and glass jars accounted for another 2% of the waste stream, for a combined 10% of the waste stream. Collection receptacles for these materials should be placed in more prominent areas throughout the Airport passenger terminal with increased signage to allow for greater awareness of recycling of these materials by Airport employees, tenants, and the traveling public. It should be noted that according to Sanipac's collection requirements, glass bottles and glass jars would need to be recycled in separate containers from the tin and aluminum cans.

A-8.3 Commercial Food Waste Collection

The waste audit conducted for solid waste materials on September 29, 2016 found that 10% of the waste stream was comprised of compostable food and fibers. The City of Eugene has a "Love Food Not Waste" commercial food waste collection program.¹⁸ This program accepts food waste from commercial establishments, such as the Airport, and nonprofits, schools, venues, and public agencies.¹⁹ Additionally, rates for food waste collection are a reported 20% lower than regular commercial garbage rates²⁰ to encourage participation in the program. It is recommended that the Airport contact its local waste management hauler to receive a free technical training session to begin contributing to the "Love Food Not Waste" campaign.

A-8.4 Liquids Collection Program

The waste audit conducted for solid waste materials on September 29, 2016 found that 12% of the waste stream was comprised of container liquids. The waste audit defined container liquids as those liquids found in either glass bottles or plastic bottles that were disposed of in the trash receptacle that otherwise could have been recycled had the bottle not been full of liquid. The Airport could implement a liquids collection program. This program would entail placing a liquid receptacle throughout the Airport, most notably at the Airport security checkpoint, where Airport staff and the traveling public could dispose of their liquid, then recycle the liquid container.

A-9 PLAN TO MINIMIZE SOLID WASTE GENERATION

As demonstrated in **Section A-3.3**, the Airport has voluntarily adopted many recycling practices of various recyclable materials. However, there are other voluntary practices that other airports have successfully

¹⁸ City of Eugene, Recycling and Solid Waste, Commercial Food Waste Collection. Accessed: <https://www.eugene-or.gov/759/Commercial-Food-Waste-Collection>, July 2017.

¹⁹ City of Eugene, Recycling and Solid Waste, Commercial Food Waste Collection, Participating Businesses. Accessed: <https://www.eugene-or.gov/759/Commercial-Food-Waste-Collection>, September 2017.

²⁰ City of Eugene, Recycling and Solid Waste, Commercial Food Waste Collection FAQ. Accessed: <https://www.eugene-or.gov/FAQ.aspx?TID=47>, September 2017.

implemented that the Airport could adopt to improve their existing waste management. A few of those practices include, but are not limited to the following:

- » Implement a Food Donation Program that would include donating consumable food to local homeless shelters.
- » Implement a Recycling Advertising Program for recycling bins located throughout the terminal that would educate and alert passengers on the proposed disposal of waste materials.
- » Continue to implement a Green Concessions Program that would recommend Airport concessionaires reduce the amount of non-biodegradable packaging beyond the City's prohibition of one-time use plastic bags, which have been banned since 2013. The Airport has included these elements in their recent selection process for a news and gifts concessionaire.

Although the Airport does recycle, it does not have a formal recycling program. The Airport could implement the ten steps established by the FAA (see **Table A-4**) to create and implement a formal recycling program.

TABLE A-4
STEPS FOR CREATING AND IMPLEMENTING A RECYCLING PROGRAM

Ten steps for Creating and Implementing an Effective Airport Recycling / Waste Reduction Program
1. Management Commitment
2. Program Leadership
3. Waste Identification
4. Waste Collection and Hauler
5. Waste Management Plan Development
6. Education and Outreach
7. Monitor and Refine Program
8. Performance Monitoring
9. Promote Success
10. Continuous Improvements

Source: FAA, 2013

By implementing the ten steps in **Table A-4**, the Airport would be able to outline waste reduction and recycling policies, set goals, track and monitor progress, and improve upon their existing voluntary program. Outlining policies for a recycling program can be challenging because this often requires coordination and buy-in from all Airport stakeholders, which includes the public. Establishing a recycling coordinator who would oversee the stakeholder engagement can help encourage participation to ensure policies established for the recycling program are inclusive. Setting goals for a formal recycling program requires that a more formal waste assessment be conducted. The Airport conducted a waste audit for solid waste materials on September 29, 2016 and recyclable materials on October 14, 2016. These waste audits give the Airport an understanding of the types and quantities of waste being generated at the Airport. Having this understanding allows the Airport to set realistic and achievable goals.

There are a variety of tools that help track and monitor the progress or success of a recycling program. For example, the U.S. Environmental Protection Agency (USEPA) has an online tool, the Waste Reduction Model (WARM)²¹ that allows businesses to quantify their greenhouse emissions and energy savings resulting from implementing recycling practices. This not only allows the Airport to monitor goals that have been established, but to report back to stakeholders that are supporting the program. As the program is being monitored and progress is tracked, refinements should be made to the program to achieve the Airport's goals of waste reduction. The recycling coordinator can consider new waste management practices that can be adopted into the program for further waste reduction at the Airport.

A-10 CONCLUSION

The Airport has a voluntary recycling program. However, the recently-conducted waste audit at the Airport main passenger terminal shows an opportunity to increase recycling opportunities. Waste audits conducted at Airport tenant locations could yield even more opportunities for increased recycling. The Airport could then set goals and implement policies (both for Airport staff and its tenants). Additionally, if the Airport implemented all of the recommendations identified in **Section A-8** to ensure the items specified (e.g., mixed paper; tin, aluminum cans, plastic bottles, glass bottles, and jars; and compostable food) did not find their way into the Airport waste stream, the Airport could divert landfill materials by up to 46%, and see increased and quantifiable cost savings.

²¹ Environmental Protection Agency, Versions of the Waste Reduction Model (WARM). Accessed: https://www.epa.gov/warm/versions-waste-reduction-model-warm#WARM_Tool_V14, July 2017.

*APPENDIX A-1
WASTE CHARACTERIZATION REPORT -
TRASH*

*APPENDIX A-2
WASTE CHARACTERIZATION REPORT -
RECYCLING*