
Chapter 9 - Planning for Compliance and Solid Waste Recycling Plan



Part 1 - Planning for Compliance

Introduction

This chapter discusses the elements associated with the operation and management of Ephrata Municipal Airport (EPH), as a federally-obligated airport. The Federal Aviation Administration encourages airport sponsors to establish and implement programs that promote sound operating practices and ongoing compliance with regulatory requirements. The FAA currently recommends that compliance be addressed during the airport planning process through the review of airport plans and documents. Documents include: the approved Airport Layout Plan, Exhibit “A” Property Map, any airport ordinances, any applicable zoning ordinance(s), airport rules and regulations, airport minimum standards, airport budgets, leases, easements, permits, and any other applicable documents.

Airport compliance review is ultimately the responsibility of the FAA and the findings in the Master Plan represent conditions when the Master Plan was prepared. The review presented in this document is not all encompassing, and does not serve as a substitute for FAA’s ultimate oversight role.

Port of Ephrata Compliance

The Port of Ephrata is responsible for control over the operation of EPH. The Port meets all applicable financial reporting and record keeping requirements. The Port employs a variety of “best practices” including: periodic review of market rates and fees; land appraisals; formal procurement and contracting practices; coordination with adjacent land owners (Avigation easements), and coordination with local (land use planning, zoning); state (airport overlay zoning, environmental agencies, etc.); and tribal government rules and regulations.

There are no known compliance issues associated with airport development, tenant leases, land leases, or other items.

Airport Compliance with Grant Assurances

As a recipient of both federal and state airport improvement grant funds, the Port of Ephrata is contractually bound to various sponsor obligations referred to as “Grant Assurances” maintained by the FAA and the Washington Department of Transportation – Aviation Division. These obligations, presented in detail in federal and state grants and state statutes and administrative codes, document the commitments made by the Port of Ephrata to fulfill the intent of the FAA and State of Washington resulting from acceptance of federal and/or state funding for airport improvements. Failure to comply with the grant assurances may result in a finding of noncompliance and/or forfeiture of future funding. Grant assurances and their associated requirements are to protect the significant investment made by the FAA, the state, and the Port to preserve and maintain the nation’s airports as a national transportation asset as mandated by Congress.

FAA Compliance Overview

A management program based on the FAA’s “Planning for Compliance” guidelines and the adoption of airport management “Best Practices” is recommended to address FAA compliance requirements and avoid noncompliance, which could have significant consequences.

Airport management “Best Practices” are developed to provide timely information and guidance related to good management practices and safe airport operations for airport managers and sponsors. The practices outlined herein are designed for use by the Port of Ephrata for evaluating and improving their current and future operations and management program.

Airport sponsors must comply with various federal obligations through agreements and/or property conveyances, outlined in FAA Order 5190.6B, Airport Compliance Manual. The contractual federal obligations that a sponsor accepts when receiving federal grant funds or transfer of federal property can be found in a variety of documents including:

- Grant agreements issued under the Federal Airport Act of 1946, the Airport and Airway Development Act of 1970, and Airport Improvement Act of 1982. Included in these agreements are the requirement for airport sponsors to comply with:
 - Grant Assurances;
 - Advisory Circulars;
 - Application commitments;
 - FAR procedures and submittals; and
 - Special conditions.
- Surplus airport property instruments of transfer;
- Deeds of conveyance;
- Commitments in environmental documents prepared in accordance with FAA requirements; and
- Separate written requirements between a sponsor and the FAA.

Land use compliance and compatible land use planning is often a significant compliance issue for airports. Compliance and suggested best practices are discussed under the following subheadings in this chapter:

- Airport Compliance with Federal and State Grant Assurances;
- Environmental Compliance;
- Airport User Compliance;
- Other Airport Operational Policies and Procedures.

FAA GRANT ASSURANCES

The FAA's Airport Compliance Program defines the interpretation, administration, and oversight of federal sponsor obligations contained in grant assurances. FAA Order 5190.6B defines policies and procedures for the Airport Compliance Program. Although it is not regulatory or controlling with regard to airport sponsor conduct, FAA Order 5190.6B establishes the policies and procedures for FAA personnel to follow in carrying out the FAA's responsibilities for ensuring compliance by the sponsor.

FAA Order 5190.6B states: the FAA Airport Compliance Program is, "...designed to monitor and enforce obligations agreed to by airport sponsors in exchange for valuable benefits and rights granted by the United States in return for substantial direct grants of funds and for conveyances of federal property for airport purposes. The Airport Compliance Program is designed to protect the public interest in civil aviation. Grants and property conveyances are made in exchange for binding commitments (federal obligations) designed to ensure that the public interest in civil aviation will be served. The FAA bears the important responsibility of seeing that these commitments are met. This order addresses the types of commitments, how they apply to airports, and what FAA personnel are required to do to enforce them."

It is important to understand the FAA's goals for a national airport system to better understand the intent of the FAA Compliance Program. The national airport system is currently known as the National Plan of

Integrated Airport Systems (NPIAS), which has historic origins dating back to the 1946 Federal Airports Act. The airport system has evolved through several legislative updates in concert with changes in the organization and scope of the FAA. The NPIAS was adopted as part of the Airport and Airway Development Act of 1982, replacing the National Airport System Plan (NASP), created by earlier legislation. There are approximately 2,500 general aviation airports and 800 commercial service airports currently in the NPIAS.

Cooperation between the FAA, state, and local agencies should result in an airport system with the following attributes, according to the FAA:

- Airports should be safe and efficient, located at optimum sites, and be developed and maintained to appropriate standards;
- Airports should be operated efficiently both for aeronautical users and the government, relying primarily on user fees and placing minimal burden on the general revenues of the local, state, and federal governments;
- Airports should be flexible and expandable, able to meet increased demand and accommodate new aircraft types;
- Airports should be permanent, with assurance that they will remain open for aeronautical use over the long-term;
- Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation and the requirements of residents in neighboring areas;
- Airports should be developed in concert with improvements to the air traffic control system;
- The airport system should support national objectives for defense, emergency readiness, and postal delivery;
- The airport system should be extensive, providing as many people as possible with convenient access to air transportation, typically not more than 20 miles of travel to the nearest NPIAS airport; and
- The airport system should help air transportation contribute to a productive national economy and international competitiveness.

FAA Airport Improvement Program (AIP) grant assurances are summarized and categorized in Table 9-1.

TABLE 9-1: SUMMARY OF FAA AIP GRANT ASSURANCES (AIRPORT SPONSOR ASSURANCES 3/2014)

GRANT ASSURANCE NO.	GENERAL AIRPORT	PROJECT PLANNING / DESIGN & CONTRACTING	AIRPORT OPERATIONS AND LAND USE	DAY-TO-DAY AIRPORT MANAGEMENT	PROJECT CONSTRUCTION	LEASES & FINANCIAL	OTHER
1. General Federal Requirements							
2. Responsibility and Authority of the Sponsor							
3. Sponsor Fund Availability							
4. Good Title							
5. Preserving Rights and Powers							
6. Consistency with Local Plans							
7. Consideration of Local Interest							
8. Consultation with Users							
9. Public Hearings							
10. Metropolitan Planning Organization							
11. Pavement Preventative Maintenance							
12. Terminal Development Prerequisites							
13. Accounting System, Audit, and Record Keeping Requirements							
14. Minimum Wage Rates							
15. Veteran's Preference							
16. Conformity to Plans and Specifications							
17. Construction Inspection and Approval							
18. Planning Projects							
19. Operations and Maintenance							
20. Hazard Removal and Mitigation							
21. Compatible Land Use							
22. Economic Nondiscrimination							
23. Exclusive Rights							
24. Fee and Rental Structure							
25. Airport Revenues							
26. Reports and Inspections							
27. Use by Government Aircraft							

GRANT ASSURANCE NO.	GENERAL AIRPORT	PROJECT PLANNING / DESIGN & CONTRACTING	AIRPORT OPERATIONS AND LAND USE	DAY-TO-DAY AIRPORT MANAGEMENT	PROJECT CONSTRUCTION	LEASES & FINANCIAL	OTHER
28. Land for Federal Facilities							
29. Airport Layout Plans							
30. Civil Rights							
31. Disposal of Land							
32. Engineering and Design Services							
33. Foreign Market Restrictions							
34. Policies, Standards and Specifications							
35. Relocation and Real Property Acquisition							
36. Access by Intercity Bus							
37. Disadvantaged Business Enterprises							
38. Hangar Construction							
39. Competitive Access							

While sponsors should understand and comply with all grant assurances, there are several assurances that are common and recurring issues for airport sponsors. These are summarized in more detail below. A complete description of current FAA AIP grant assurances is provided as an **Appendix E**. It is important to note that the assurances (and corresponding numbers) are applied to non-airport sponsors undertaking noise compatibility program projects and planning agency sponsors. These can also be found in the Airport Improvement Program (AIP) under Grant Assurances.

The Port of Ephrata as the airport sponsor, is responsible for the direct control and operation of EPH. Familiarity with proper monitoring and implementation of sponsor obligations and FAA grant assurances in particular, are keys to maintaining compliance. FAA Order 5190.6B and ongoing communication with the [FAA Northwest Mountain Region Compliance Office](#) are both excellent resources when addressing policy and compliance.

DURATION

The terms, conditions, and assurances of a grant agreement with the FAA remain in effect for the useful life of a development project, which is typically 20 years from the receipt of the most recent grant. However, terms, conditions, and assurances associated with land purchased with federal funds do not expire.

The airport sponsor should have a clear understanding of and comply with all assurances. The following sections were excerpted (without revision) from published FAA guidance to illustrate areas of primary focus.

PROJECT PLANNING, DESIGN AND CONTRACTING

Sponsor Fund Availability (Assurance #3)

Once a grant is given to an airport sponsor, the receiving sponsor commits to providing the funding to cover their portion of the total project cost. Currently this amount is ten percent of the total eligible project cost, although it may be higher depending on the particular project components or makeup. Once the project has been completed, the receiving airport also commits to having adequate funds to maintain and operate the airport in the appropriate manner to protect the investment in accordance with the terms of the assurances attached to and made a part of the grant agreement.

Consistency with Local Plans (Assurance #6)

All projects must be consistent with city and county comprehensive plans, transportation plans, zoning ordinances, development codes, and hazard mitigation plans. The airport sponsor and planners should familiarize themselves with local planning documents before a project is considered to ensure that all projects follow local plans and ordinances.

In addition to understanding local plans, airport sponsors should be proactive in order to prevent noncompliance with this assurance. The airport sponsor should assist in the development of local plans that incorporate the airport and consider its unique aviation related needs. Sponsor efforts should include the development of goals, policies, and implementation strategies to protect the airport as part of local plans and ordinances.

Accounting System Audit and Record Keeping (Assurance #13)

All project accounts and records must be made available at any time. Records should include documentation of cost, how monies were actually spent, funds paid by other sources, and any other financial records associated with the project at hand. Any books, records, documents, or papers that pertain to the project should be available at all times for an audit or examination.

GENERAL AIRPORT

Good title (Assurance #4)

The airport owner must have a Good Title to affected property when considering projects associated with land, buildings, or equipment. Good Title means the sponsor can show complete ownership of the property without any legal questions, or show complete ownership will soon be acquired.

Preserving Rights and Powers (Assurance #5)

No actions are allowed that might take away any rights or powers from the sponsor, which are necessary for the sponsor to perform or fulfill any conditions set forth by the assurance included as part of the grant agreement. If there is an action taken or activity permitted that might hinder any of those rights or powers it should be discontinued. An example of an action that can adversely affect the rights and powers of the airport is a Through-the-Fence (TTF) activity. TTF activities allow access to airport facilities from off-airport users. In many instances, the airport sponsor cannot control the activities of those operating off the airport resulting in less sponsor control. This loss of control can potentially have an adverse impact on other airport users. For example, TTF activities often do not pay the same rates and charges as on-airport users, resulting in the potential for an unfair competitive advantage for businesses and users located off-airport.

Airport Layout Plan (ALP) (Assurance #29)

The airport should at all times keep an up-to-date ALP, which should include current and future boundaries, facilities/structures, locations of non-aviation areas, and existing improvements. No changes should be made at the airport to hinder the safety of operations; also no changes should be made to the airport that are not in conformity with the ALP. Any changes of this nature could adversely affect the safety, utility, or efficiency of the airport. If any changes are made to the airport without authorization the alteration must be changed back to its original condition or the airport will have to bear all costs associated with moving or changing the alteration to an acceptable design or location. Additionally no federal participation will occur for improvement projects not shown on an approved ALP.

Disposal of Land (Assurance #31)

Land purchased with the financial participation of an FAA Grant cannot be sold or disposed of by the airport sponsor at their sole discretion. Disposal of such lands are subject to FAA approval and a definitive process established by the FAA. If airport land is no longer considered necessary for airport purposes, and the sale is authorized by the FAA, the land must be sold at fair market value. Proceeds from the sale of the land must either be repaid to the FAA, or reinvested into another eligible airport improvement or noise compatibility project. Land disposal requirements typically arise when a community is building a new airport and the land on which the airport was located is sold with the proceeds used to offset costs of the new airport. In general, land purchased with FAA funds is rarely sold by a sponsor.

AIRPORT OPERATIONS AND LAND USE

Pavement Preventative Maintenance (Assurance #11)

Since January 1995, the FAA has mandated that it will only give a grant for airport pavement replacement or reconstruction projects if an effective airport pavement maintenance-management program is in place. The program should identify the maintenance of all pavements funded with federal financial assistance. The report provides a pavement condition index (PCI) rating (0 to 100) for various sections of aprons, runways, and taxiways; including, a score for overall airport pavements.

Operations and Maintenance (Assurance #19)

All federally funded airport facilities must operate at all times in a safe and serviceable manner. The airport sponsor should not allow for any activities that inhibit or prevent safe and serviceable operations. The airport sponsor must always promptly mark and light any hazards on the airport, and promptly issue Notices to Airmen (NOTAMs) to advise of any conditions that could affect safe aeronautical use. Exceptions to this assurance include when temporary weather conditions make it unreasonable to maintain the airport. Further, this assurance does not require the airport sponsor to repair conditions that have happened because of a situation beyond the control of the sponsor.

Compatible Land Use (Assurance #21)

Land uses around an airport should be planned and implemented in a manner that ensures surrounding development and activities are compatible with the airport. To ensure compatibility, the sponsor is expected to take appropriate action, to the extent reasonable, including the adoption of zoning laws to guide land use in the vicinity of airports under their jurisdiction. Incompatible land use around airports represents one of the greatest threats to the future viability of an airport.

DAY-TO-DAY AIRPORT MANAGEMENT

Economic Non-Discrimination (Assurance #22)

Any reasonable aeronautical activity offering service to the public should be permitted to operate at the airport as long as the activity complies with established airport standards for that activity. Any contractor agreement made with the airport will have provisions making certain the person, firm, or corporation will not be discriminatory when it comes to services rendered or rates and prices charged to customers. Provisions include:

- All FBOs on the airport should be subject to the same rate fees, rentals, and other charges;
- All persons, firms, or corporations operating aircraft can work on their own aircraft with their own employees;
- If the airport sponsor at any time exercises the rights and privileges of this assurance, they will be under all the same conditions as any other airport user would be; and

- The sponsor can establish fair conditions, which need to be met by all airport users to make the airport safer and more efficient.

The sponsor can prohibit any type, kind, or class of aeronautical activity if it is for the safety of the airport. An example of an activity that may be considered for prohibition is sky diving. It is important to point out that the FAA will review such prohibitions and make the final determination as to whether or not a particular activity type is deemed unsafe at the airport based on current operational dynamics.

Exclusive Rights (Assurance #23)

Exclusive rights at an airport are often a complicated subject usually specific to individual airport situations. The assurance states the sponsor “will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public...” However, there are exceptions to this rule. If the airport sponsor can prove that permitting a similar business would be unreasonably costly, impractical, or result in a safety concern, the sponsor may consider granting an exclusive right. To deny a business opportunity because of safety, the sponsor must demonstrate how that particular business will compromise safety at the airport. Exclusive rights are very often found in airport relationships with fixed base operators (FBO), but exclusive rights can also be established with any other business at the airport that could assist in the operation of an aircraft at the airport. If an unapproved exclusive rights agreement exists, it must be dissolved before a future federal grant can be awarded to the airport.

If a sponsor is contemplating denial of a business use at the airport, it is strongly encouraged that they contact their FAA Airports District Office (ADO) in order to ensure they have all the necessary information and that denial of access is not going to be seen as unjust discrimination. For more in depth information on exclusive rights reference [Advisory Circular 150/5190-6, “Exclusive Rights at Federally Obligated Airports.”](#)

LEASES AND FINANCES

Fee and Rental Structure (Assurance #24)

Simply put, the fee and rental structure at the airport must be implemented with the goal of generating enough revenue from airport related fees and rents to become self-sufficient in funding day to day operational needs. The airport sponsor should routinely monitor its fee and rental structure to ensure reasonable fees are being charged to meet this goal. Common fees charged by airports include fuel flowage, tie-down, landing fees, and hangar rent.

Airport Revenue (Assurance #25)

All airport revenue and local taxes on aviation fuel should be used for the operating costs of the airport, the local airport system, or other local facilities owned by the same owner of the airport or for noise mitigation on or off airport property. In other words, revenue generated by airport activities must be used to support the continued operation and maintenance of the airport. Use of airport revenue to support or subsidize other non-aviation activities or functions of the sponsor is prohibited and is considered revenue diversion. Revenue diversion is a significant compliance issue subject to close scrutiny by the FAA.

OTHER FEDERAL CONTRACTING AND PROCUREMENT DOCUMENTS

Airport sponsors who accept an FAA Airport Improvement Program (AIP) grant, agree to adhere to all applicable federal contracting and procurement requirements. Advisory circulars are required for use in AIP funded projects. Included in each grant request is a federal funding checklist that identifies the requirements an airport should consider before accepting the grant. The following items are noted in the checklist:

- ALPs should be up to date;
- Exhibit A Property Map may need to be updated if acquiring additional property;
- Land Inventory may need to be updated if you have recently acquired land with federal assistance;
- Airports must hold good title to the airport landing area;
- Appropriate signage and markings must be in place;
- Runway Protection Zone and approach surface deficiencies must be identified and steps to address deficiencies must be noted;
- Runway Safety Areas must meet FAA standards if planning a runway project;
- Disadvantaged Business Enterprise program goals must be met on projects of more than \$250,000;
- Procedures should be in place to handle bid protests;
- Open AIP grant projects need to be identified;
- Project closeout forms must be submitted within 90 days of work completion;
- A “Certification of Economic Justification” must be included for routine pavement maintenance projects;
- A “Revenue Generating Facility Eligibility Evaluation” must be completed for hangar construction or fueling facilities;
- A “Reimbursable Agreement” and “Non-Fed Coordination” must be completed for navigational aid projects;
- A “Relocation Plan” must be completed if a project requires residences or businesses to be relocated.

SPECIAL CONDITIONS

In addition to the standard grant assurances discussed above, the state or FAA may require “Special Conditions” for individual grants that supplement or expand the standard grant assurances. Special Conditions are unique to an individual airport and can be project or administrative in nature. Airport sponsors need to be aware that such conditions may be applied to their grants.

MULTIJURISDICTIONAL CHALLENGES

In some instances, airports are jointly owned and operated by more than one airport sponsor. In other instances, airports may be located within multiple jurisdictions. While the official airport sponsor is ultimately responsible for adherence with the grant assurance, the actions, or inactions, of surrounding jurisdictions can and do affect the airport sponsor’s ability to meet its obligations. This is particularly true with land use compatibility issues around airports. As a result, it is important that all jurisdictions affected by the airport understand the operational needs and complexities of having an airport within their jurisdiction. Mutual agreements addressing airport operational or land use protection needs, or other cooperative measures, are recommended for all jurisdictions to both protect the functionality of the airport and the safety and well-being of airport users and neighbors.

FAA THROUGH-THE-FENCE (TTF)

Through-the-Fence access is discouraged by FAA due to concerns over land use compatibility, security, safety, and economic inequity (economic discrimination) between on- and off-airport users. Economic discrimination is “*an unjust economic advantage or disadvantage for one airport user versus another by charging one more or less than another, and therefore creating an advantage or disadvantage.*” However, when a through-the-fence use exists or is proposed, the FAA requires airport sponsors to develop access plans and establish agreements consistent with FAA grant assurances. To maintain economic parity within the agreements, through-the-fence users are typically required to compensate the airport owner for the access in a way that is comparable to an equivalent on-airport user.

EPH has no through-the-fence users.

WSDOT AVIATION DIVISION GRANT ASSURANCES

In 2013, WSDOT Aviation adopted new grant assurances (WAC Chapter 468-260) for airport sponsors that are intended to protect the public’s investment in the Washington aviation system. The WSDOT grant assurances apply to both NPIAS and non-NPIAS airports that receive funding through the WSDOT Airport Aid Grant Program. The WSDOT grant assurances are consistent and complimentary to FAA grant assurances with a significant emphasis placed on land use planning, public process, and environmental stewardship.

Part 2 – Solid Waste and Recycling Plan

Introduction

This section of the chapter discusses the solid waste generation at the airport and what recycling options are available. The layout of this section is outlined below:

- Waste Audit;
- Recycling Feasibility;
- Plan to Minimize Solid Waste Generation;
- Operational and Maintenance Requirements;
- Waste Management Contracts;
- Potential for Cost Savings or Revenue Generation; and
- Future Development and Recommendations.

Waste Audit

A limited amount of waste is generated on site due to the size of EPH. Specific sources of on-site waste include private hangars, the Port of Ephrata, and other tenants and businesses located on the airport and in the Industrial Park. The respective tenants are individually responsible for waste generated by their operations. Consolidated Disposal Services, Inc., (CDSI) provides trash and recycling hauling service within the City of Ephrata and at the airport.

WASTE DISPOSAL

No state or federal requirements apply to the waste that is generated on the airport. Each individual tenant is responsible for disposal of their own waste and any hazardous materials as stipulated in their leases with the Port of Ephrata. CDSI provides trash removal for the airport area and tenants have individual contracts for waste and recycling hauling. CDSI hauls all waste collected in Ephrata to the Grant County Landfill.

CONSTRUCTION WASTE

Construction waste is the responsibility of the Contractor for each specific project on airport. At EPH, the short-term projects where the pavement may be recycled include:

- Runway 4/22 Rehabilitation;
- Taxiway B1 Reconfiguration;
- Tiedown Apron Reconfiguration; and
- Parallel Taxiway (Taxiway C) and Connectors (Taxiways C1, C2, and C3) Construction.

Recycling Feasibility

CDSI provides recycling services at their transfer station for cardboard, newspaper, aluminum cans, and vehicle batteries. They also provide recycling for electronic waste including televisions, monitors, laptops, desktop personal computers, and other unspecified electronic waste.

The Grant County Landfill accepts recycling for a variety of items including, mixed waste paper (newspaper, envelopes, magazines, telephone books, file folders, catalogs, office paper, computer paper), corrugated cardboard, glass bottles and jars (all colors), aluminum cans, automobile batteries, used motor oil* (5 gallons maximum), used antifreeze, white goods (old appliances—fee), scrap metal (fee), and household batteries (including rechargeable).

The Grant County Landfill can also accommodate services not provided at the airport. **Table 9-2** includes the recyclable materials list for these facilities. Grant County has prepared recycling directories that list all of the recycling sites for the entire county, including the Ephrata area.

Disposal of any non-standard recyclables (vehicle batteries, cell phones, rechargeable batteries, chargers, and other electronic waste) is also the responsibility of the individual tenants. These non-standard recyclables can be delivered to the Grant County Landfill or the CDSI Transfer Station.

TABLE 9-2: RECYCLABLE OPTIONS

CONSOLIDATED DISPOSAL SERVICES, INC. OF EPHRATA	GRANT COUNTY TRANSFER STATION
<p><u>Recyclables - Separated</u></p> <ul style="list-style-type: none"> - Cardboard - Newspaper - Aluminum Cans - Vehicle Batteries <p><u>Electronic Waste</u></p> <ul style="list-style-type: none"> - TV's - Monitors - Lap Tops - PC's (Computer tower) - Other Electronics (\$.35/lb.) 	<ul style="list-style-type: none"> - Mixed waste paper (Newspaper, envelopes, telephone books, file folders, catalogs, office paper, computer paper) - Corrugated cardboard - Glass bottles and jars (all colors) - Aluminum cans - Automobile batteries - Used motor oil - Used antifreeze - Household batteries - White goods (old appliances—fee) - Scrap metal (fee)

Plan to Minimize Solid Waste Generation

Grant County encourages recycling and provides information on the county website regarding opportunities for residents to recycle their waste at the following website address, (<http://www.grantcountywa.gov/GCPW/HTM/Solid-Waste.htm>). Curbside recycling is available in various areas around the county through CDSI. The county does not presently provide yard waste recycling opportunities. The county has developed a three-tiered program of solid waste recommendations:

First Tier - includes programs with low cost per ton that are relatively easier to implement within the first one to two years.

Programs:

- Develop a more extensive education and promotion campaign;
- Improve and expand collection at recycling drop-off sites;
- Expand paper collection to more commercial customers; and
- Provide on-site technical assistance to commercial customers.

Diversion: These programs will divert an estimated 5,700 tons annually and increase the current recycling rate by 6 percent.

Second Tier - includes programs with a medium to high cost per ton and require more time to develop and implement. The County should implement these programs in two to three years.

Programs:

- Expand drop-off sites to accept wood and organic waste;
- Develop a C&D and glass drop-off facility at the landfill; and
- Implement a pay-as-you throw rate structure.

Diversion: These programs would divert an estimated 9,900 tons annually and increase the current recycling rate by 11 percent.

Third Tier - includes programs with a medium to high cost per ton and that require more time to develop and implement. The County should implement these programs in three to five years.

Program: Support efforts to increase organics recycling in Grant County by expanding compost facilities and developing a residential curbside compost program.

Diversion: These programs would divert approximately 4,700 tons annually and increase the current recycling rate by 5 percent.

METHODS TO REDUCE SOLID WASTE

There are limited opportunities to reduce solid waste generation because little waste is produced at EPH. However, EPH should still establish a goal to reduce the amount of solid waste generated. While EPH is not responsible for waste generated by airport tenants, informational brochures on recycling opportunities developed by Grant County could be distributed to all the airport tenants to encourage them to recycle their waste.

PHYSICAL CONSTRAINTS

The Ephrata area consists of a relatively rural population and the current practice of contracting with CDSI is the most cost effective option. The Grant County Solid Waste Management Plan (SWMP):

- Establishes goals to guide decision makers who oversee and monitor solid waste systems;
- Documents current solid waste activities, programs, and facilities;
- Identifies and evaluates practical opportunities for improving existing systems;
- Recommends programs that will help the County achieve its goals; and
- Outlines implementation strategies for recommended programs, including a 6-year implementation and funding plan. (SWMP 2008).

Operational and Maintenance Requirements

Operational and maintenance requirements at the airport are minimal. The Port of Ephrata is responsible for mowing the airfield. When the airfield is mowed, the clippings are left in place. The Grant County Solid Waste Management Plan does not currently recommend promotion of programs that encourage “grass cycling”, which means leaving clippings generated by mowing on-site rather than bagging the clippings for disposal or composting.

Waste Management Contracts

Hangar leases provided by the Port were reviewed for information regarding waste and recycling. No hauling or landfill contracts are available.

The hangar leases dictate that “Tenant is responsible for removal and disposal of any waste material including oil, antifreeze or other hazardous material from the premises and Lessor will be held harmless from any leakage, spillage or the like resulting from any operations at the rented premises.” Although tenants are responsible for their own waste from the hangar, no mention for the opportunity for recycling is included in the lease. Proceeds from rent are used for general airport maintenance and cleaning services.

To promote additional recycling opportunities, language could be added to the hangar lease that encourages the tenant to use the Grant County-Transfer Station approximately five miles from the airport and to be conscientious of any waste generated in their hangar.

Potential for Cost Savings or Revenue Generation

The potential for cost savings is limited since individual tenants are responsible for costs associated with solid waste disposal and recycling.

Revenue generation is also limited due to the small amount of waste generated. Any potential for additional revenue would accrue to the individual tenants since they contract with the waste disposal and recycling provider.

Future Development and Recommendations

FUTURE DEVELOPMENT

Future development projects at the airport include tenant improvements, landside and airside facility development, and rehabilitation projects. The demolition and waste associated with each of these projects would be the responsibility of the contractor performing the work. It is assumed that the demolition waste would be taken to the Grant County Landfill.

A periodic review of the airport's solid waste plan needs to be implemented to allow for any unforeseen future development.

RECOMMENDATIONS

Immediate

An immediate recommendation would be to continue with the existing practice of leaving airfield clippings. This practice saves money on disposal fees while preserving the aesthetics of the infield area and providing needed nutrients to the turf.

Short-Term

A short-term recommendation would be to add a statement into hangar leases advising tenants of the recycling options available through CDSI or the Grant County Landfill and to encourage tenants to recycle and minimize waste. Additionally, informational brochures on recycling opportunities developed by Grant County could be distributed to all of the hangar tenants to encourage them to recycle their waste.

Ongoing

An ongoing recommendation would be to reevaluate the airport's solid waste plan, especially after development has occurred. Any increase in hangars and additional businesses at the airport may increase the amount of waste generated.

Modifications to Specifications

Language in construction contract documents could be added that encourages contractors to recycle waste at the Grant County Landfill and to minimize waste caused by construction activities as much as practical.

References

Grant County. No date. "Solid Waste" Website: <http://www.grantcountywa.gov/GCPW/HTM/Solid-Waste.htm>

GRANT SOLID WASTE MANAGEMENT PLAN

<http://www.grantcountywa.gov/GCPW/Solid-Waste/MISC/PDF/2012/GCSWMPUFinal2008-05-12.pdf>

Starbuck, Christopher J. Department of Horticulture. University of Missouri-Columbia. 1999. "Grass Clippings, Compost and Mulch: Questions and Answers." Website. <http://extension.missouri.edu/explorepdf/agguides/hort/g06958.pdf>

WASTE REDUCTION AND REUSE

<http://www.grantcountywa.gov/GCPW/HTM/Solid-Waste.htm>