



**ACI/LAC REGIONAL ENVIRONMENTAL
COMMITTEE**

ENVIRONMENTAL QUESTIONNAIRE 2000

Summary of Response

APPENDIX

1 INTRODUCTION

At the Inaugural ACI/LAC Regional Environment Committee Meeting, it was mandated to conduct investigations among its members to determine best practices currently being employed for better environmental management at airports. To this end, an Environmental Questionnaire previously developed and circulated within the region was revised and recirculated to member countries. Of these, 16 questionnaires were returned representing 48 airports in 5 countries. The responses are listed below:

- | | |
|---------|---|
| 1. AR | All airports from Argentina representing 33 airports |
| 2. BDA | Bermuda International Airport, Bermuda |
| 3. BEL | Brazil |
| 4. BSB | Brazil |
| 5. CGH | Brazil |
| 6. CNF | Brazil |
| 7. CWB | Brazil |
| 8. FLN | Brazil |
| 9. FOR | Brazil |
| 10. GIG | Aeroporto Internacional do Rio de Janeiro, Galeao, Brazil |
| 11. GRU | Aeroporto Internacional de Sao Paulo, Guarulhos, Brazil |
| 12. KIN | Norman Manley International Airport, Kingston, Jamaica, W.I. |
| 13. MAO | Brazil |
| 14. MJB | Sangster International Airport, Montego Bay, Jamaica, West Indies |
| 15. MEX | Aeropureto Internacional de la Ciudad de Mexico, Mexico |
| 16. SSV | Brazil |

A summary of the responses is presented in the attached Appendix. Only those questions requiring a YES/NO response are listed in the analysis; for questions not represented in the analysis, please refer to the original questionnaire.

ENVIRONMENTAL QUESTIONNAIRE 2000

Latin America/Caribbean Region

2 EVALUATION

2.1 Environmental Policy

Of the regional respondents, 44% have an Environmental Policy at their airport. This figure is low and suggest that there is room for improving in this area within the region.

2.2 Environmental Management

Some issues of Environmental Management are reasonably well addressed within that the Latin American/Caribbean Region. These are Waste Management, Water Quality, Risk Management, Energy Management, Bird Hazard, and Sewage and Effluent. However, the remaining issues of Noise and Vibrations, Air Quality, Hazardous Materials, Site Assessment, Environmental Compliance, and Landscape and Ecological Issues are inadequately addressed.

The issue of environmental training being offered to airport employees seem to be above average, however there is little importance paid to the training of tenants on environmental issues, either by the airport or by the tenants themselves. Either the tenants do not play a significant role in environmental management or there is not much emphasis in general in improving their performance in this regard.

2.3 Water Quality

De-icing is not a major issue in the Latin American/Caribbean region, more responses were generated from the Water Management Program questions. From the results, Fuel/Oil Separation, Wastewater Collection, Aeration, Sewage Treatment Facility and the monitoring of Effluent Quality are the areas of priority within the airports in the region. However, it is noted that no attention is paid to waste recycling and little attention is being paid to bioremediation, sedimentation filtration, and the control of soil and groundwater contamination.

ENVIRONMENTAL QUESTIONNAIRE 2000

Latin America/Caribbean Region

2.4 Air Quality

As noted from the Environmental Management section, 33% of the respondents conducted an audit or testing of Air Quality at their airports. This low result is also reflected in the question of an Air Quality Management System. Of the responding airports, 13% employ an Air Quality Management System at their airport. Little or no planned/completed ground access projects were designed to improve air quality. It is noted that 50% of the respondent airports completed or planned runway/taxiway additions or expansions to alleviate aircraft congestion. However, the overall consensus is that little emphasis is being placed on Air Quality Management in the airports in the region.

2.5 Noise

There is little noise measurements being employed at the respondent's airports. 67% of respondents have noise operating restrictions, however, 0% have noise monitoring, noise penalty, or noise-related charges. This then poses the question of the purpose of operating restrictions if there are no means of enforcement and no penalties for those guilty of transgression. The effectiveness of these restrictions is vastly questionable and thus suggests that the region needs to show improved awareness in this area.

2.6 Waste Management

Separation of locally and internationally generated waste is not generally practised. However, it is noted that there are high levels of concern and regulation with respect to waste management.

There is no waste to energy option schemes at the airports within the region, also, recycling is not widely done. An explanation for this maybe that the cost/volume ratio may not justify the investment.

ENVIRONMENTAL QUESTIONNAIRE 2000

Latin America/Caribbean Region

2.7 Landscape and Ecological Issues

There is a consciousness of landscaping and ecological issues but there is far less control and management in place. Operational safety and constraints management resulting from wildlife activities at the airport is also considerable low.

2.8 Energy Management

Energy efficiency is also recognised as an issue within the region. There are some plans to retrofit electrical fixtures with more energy efficient ones and there is fair consideration placed on the use of alternative energy sources.

2.9 Others

Only 11% of the respondents are working toward the ISO 14000 Certification. It is felt that this is considerably low and represents another area to be addressed within the region.

The predominant issue of concern expressed from the respondents is the inadequacy in the availability of environmental management training opportunities to airport staff. There is also an overwhelming response that correspondence should be communicated bilingual and the need for a forum to be provided within the region that will permit management personnel to meet and discuss their views.

3 RECOMMENDATION/CONCLUSION

Of the countries to which the survey was circulated, response was received from 23% of the Latin American/Caribbean Region countries; this is low. Among the respondents are countries from South America, Central America and the Caribbean. However, disappointment was expressed with the lack of response from Miami International

ENVIRONMENTAL QUESTIONNAIRE 2000

Latin America/Caribbean Region

Airport, arguably the largest airport in the region. We must aim to improve the level of participation in future endeavours.

Of the respondents, the three airports that seem to exhibit the highest level of environmental awareness and development are listed below:

1. KIN Norman Manley International Airport, Kingston, Jamaica, W.I.
2. GIG Aeroporto Internacional do Rio de Janeiro, Galeao, Brazil, and
3. BAQ Barranquilla, Colombia.

Overall, not enough awareness and effort are placed on the issue of management of the environment, whether in terms of policy, monitoring, or auditing. The Latin American/Caribbean Region therefore will need to effect marked improvements in this area.

It is noted that for the region, there is a requirement for communication to be transmitted in both English and Spanish. Also, the expression of interest in a forum to be created for regional environmental managers to meet and discuss various issues that affect the airports is also paramount.