

new products

AVPAC TouchStar

AvPac refueling computer software seamlessly links ramp refueling carts, hydrants, and tankers with operations, accounting, and dispatch systems to automate transactions in real-time and eliminate historical manual and paper-based administrative processes. Drivers interface with intrinsically safe touch screen computers linked to onboard technology such as electronic meter, tank level automation, wireless communication, and vehicle tracking systems. This empowers refueling operators and provides a sophisticated management infrastructure, says the company. www.touchstargroup.com



AS1300 AIRPORT SERIES WALK-BEHIND STRIPER EZ-Liner Industries

EZ-Liner Industries introduces the all new AS1300 Airport Series Walk Behind Striper, a compact, low cost, airfield striper that has all of the features of the bigger striping equipment including up to 36" wide single pass operation, pressurized bead dispensing system with automated air dryer, three air solenoid actuated paint and bead guns, and is self-propelled in forward and reverse with variable speed control. www.ezliner.com



SAFENAV I.D. Systems, Inc.

SafeNav is an on-vehicle GPS-based navigation and alert system designed to provide airport vehicle operators with real-time situational awareness regardless of external conditions to help avoid runway incursions. SafeNav incorporates built-in "moving maps" of more than 950 U.S. airports; real-time tracking of vehicle location; built-in geo-fencing algorithms to define airport runways; and risk-weighted color coding and automatic audible alarming to alert airport vehicle operators visually and aurally to potential runway incursions. www.id-systems.com

inside the industry

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If State B determines that there is good cause to believe State A's certification cannot apply to State B, State B may reject State A's certification.

If good cause is shown, State B must send the company a detailed notice within 60 days from the date State B received the company's application. Once this notice is received, the company may respond in writing or request to meet with State B's reviewing agency. If such a meeting is requested, then the meeting must be scheduled to occur within 30 days of State B's receipt of the request. The company bears the burden of showing by a preponderance of evidence that it meets all of the requirements of Part 26 with respect to the particular issues raised by State B's notice. A final decision must be issued within 30 days of the company's written response or meeting with the reviewing agency.

Compliance with the Ruling on reciprocity will not be made mandatory until January 1, 2012, in order to provide additional time for reviewing agencies to participate in training opportunities and implement any administrative procedures to carry out the ruling on reciprocity. Until then, this expedited form of interstate certification may not be available in all states.

ACDBE operators are hoping for a similar ruling whereby they are afforded reciprocity. This too is an area where, in the interim, certifying bodies are inconsistently adhering to a protocol that results in reciprocity.

There are some certifying bodies that have adopted this approach as it relates to ACDBEs and there are others that take the position that it does not yet apply, and that unless there is an additional ruling circulated, it will not apply on the effective date of January 1, 2012.

In conclusion, ACDBE operators are looking to DOT to quickly issue a corresponding ruling which addresses: 1) an increase in the personal net worth standard from \$750,000 to \$1.32 million for principals with an interest of 51 percent or more in an ACDBE certified company; and 2) the concept of interstate reciprocity, which would allow for ACDBE companies already certified in their home state to obtain certification in other states on an expedited basis.

A corresponding ruling would help effect a positive impact for ACDBE operators and be more closely aligned with DOT's original intent in issuing its ruling amending the DBE regulations.

On May 27, DOT issued a notice of proposed rulemaking proposing conforming amendments to DOT's ACDBE regulation. The comment period ends on July 26, 2011. **ab**

ADF Treatment System: Buffalo Niagara Int'l

BNIA provides a case study on how some airports are managing spent ADF

By Mark O. Liner, PE, Senior Engineer, Naturally Wallace Consulting

airports have collectively expressed concern over the "undue financial burden" that will be placed on them to comply with EPA's airport deicing regulation. However, some airports, like Buffalo Niagara International Airport (BNIA) are finding that on site treatment of aircraft deicing fluid (ADF) saves money. "In the last year, the treatment system saved the airport \$500,000 in operations cost," says Kim Minkel, executive director of the Niagara Frontier Transportation Authority (NFTA).

With over eight feet of snow on average and 110 daily flights, BNIA is required to treat stormwater prior to discharge to adjacent Cayuga Creek.

To reduce sewerage costs and meet stormwater discharge limits, BNIA selected an onsite treatment option for management of spent ADF. The system had to be low profile and fit within the airside of the airport. It also needed to be capable of handling seasonal fluctuations,

be designed for low operation and maintenance, and be integrated into the existing stormwater management system.

The airport constructed a \$10 million onsite treatment system in 2008-2009 that includes underground "engineered wetlands" as an essential component.



Buffalo Niagara Int'l's ADF treatment system saved the airport \$500,000 in operations costs last year.

A key criterion for the system was for it to be built adjacent to the edge of the object-free area, 400 feet from the centerline of the runway.

The contaminated stormwater is distributed into beds specifically designed to operate beneath the surface with no standing water or other bird attractants. The project is at grade with no above ground structures that could present an airside hazard. The patented Forced Bed Aeration system supplies air uniformly over the floor of the beds which promotes biological degradation of glycol and other contaminants in the water.

The treatment system started operations in 2009 and recent performance data shows 90 percent removal rates over the past 2010-2011 deicing season. Far from being a burden, financial or otherwise, BNIA provides a case study on how some airports are intelligently managing spent ADF.

Mark Liner is a senior engineer with Naturally Wallace Consulting. Liner specializes in the design of on site treatment systems for industrial facilities with an emphasis on airport deicing. He can be reached at mark.liner@naturallywallace.com.