

Aviation Fibreturf: Green in EVERY way

As the need to protect the environment imposes tighter restrictions on airport operators, Aviation Fibreturf provides a natural low impact alternative.

"With global warming the world is heading for a catastrophe. The aviation industry must play its part in averting that."

Sir Richard Branson
Owner, Virgin Atlantic

Global warming is a serious issue that industries all around the world are urgently being forced to address. Carbon dioxide emissions are directly linked to energy consumption, and the global airport industry is responsible for 2% of global CO₂ emissions each year; UK aviation emissions alone grew by 11% in the last year. There is growing pressure to curb this trend.

The obvious culprit is the combustion of fuel in the aircraft. Less visible is the significant amount of energy involved in the physical construction and ongoing repair and maintenance of the airport infrastructure.

Together with the resultant carbon dioxide emissions, an amazing chain of energy consumption can be tracked for every square metre of concrete or asphalt paved runways, shoulders, taxiways, aprons, perimeter and fire roads, service paths, and car parks laid within the airport boundary.

The chain begins with the production of bitumens and cements to bind the pavement, with the transportation of crude oil in super-tankers amounting to over 39% of the energy used in asphalt production. The production of cement has an even higher energy "cost" - over 60% of the energy used in concrete manufacture. Add to this the energy consumed during aggregate production and transportation, pre-processing, mixing and storage operations, and finally the ground preparation and installation of the pavement, and it can be seen that hard paving is a serious contributor to carbon emissions.



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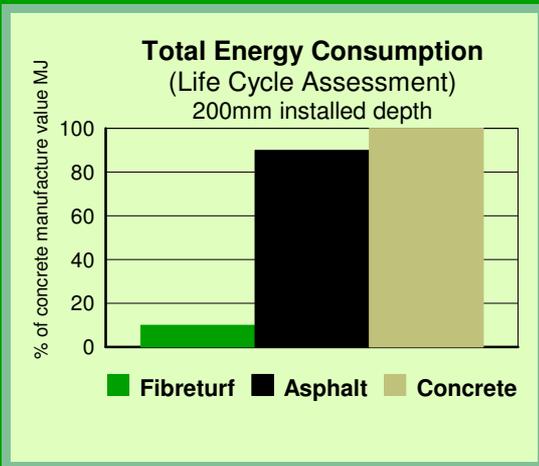
Aviation Fibreturf : Aiming for blue skies using natural green technology.

Life cycle data recently published in the United States indicates that when comparing the more traditional hard pavement construction methods, Aviation Fibreturf is a greener solution in every possible respect.

Aviation Fibreturf uses no problematic chemical binders and the energy value of the polymer fibre used relates to around 10% of bitumen production, while the production of cement uses around 25 times more energy. The amount of energy used in the extraction and processing of Aviation Fibreturf's sand base is also less than the combined crushed aggregates used in hard paving solutions. Aviation Fibreturf is manufactured close to or on site and therefore the transportation of materials is vastly reduced, further cancelling out emissions.

Finally, Aviation Fibreturf uses no heat during manufacture, storage or installation, and requires no additional metal reinforcement. Installation depths are comparable with hard paved products but the likely requirement for further sub-base reinforcement is not an issue when using fibre technology.

Add to this the advantages of installing a natural living surface which actually balances the carbon equation, and has no long term disposal concerns, and it is clear to see that Aviation Fibreturf is a natural choice for the conscientious airport operator.



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