

BIODIESEL TESTIMONIAL

LAMBERT INTERNATIONAL AIRPORT

Lambert International Airport in St. Louis has just two main runways, both of which are overstretched, so tasks like timely snow removal are critical. In 2000, the airport turned to a Biodiesel blend for snow removal equipment and about 300 of its other maintenance vehicles because managers wanted a cleaner burning fuel that was also dependable.

"The reliability is great," said Frank Williams, fleet maintenance foreman. "We've had sustained 25-below wind chill factor for multiple days and never had a problem with the B20. Most of the vehicle operators didn't even know we had switched Biodiesel."

The airport uses B20, a blend of 20 percent Biodiesel and 80 percent diesel, in deicer tankers, snow plows, high speed runway brooms, lawn equipment, and passenger shuttles and aircraft rescue fire trucks.

"It's performed real well," Williams said. "Our maintenance costs have gone down since we implemented Biodiesel. I have had zero fuel related no-starts in the past two years, and that is a definite savings over years when we didn't use Biodiesel. If you can take a mechanic and make him like the Maytag Man, where he has little to do but routine maintenance and upkeep, I'm all for it."

Williams says he thinks Biodiesel's high lubricity leads to less wear on the engines, thus making them run more efficiently.

"I don't know of any operation where reliability is more critical than an airport," he said. "Our emergency response team is ready to go 24 hours a day."

Williams says the airport is a better neighbor to the people of St. Louis by using a cleaner burning fuel. "Anything that we can do to make a difference is worthwhile," he said.



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