• Effective use of energy and water recourses;
• Use of ecological safe building materials;
• Reduction of waste, harmful emissions and another effect at environment;
• Using of local building materials (damage reduction of transportation materials);
• Using of renewable energy sources for providing energy requirements (sun energy, energy of wind, geothermal energy);
• Using materials with high index of energy efficiency and energy saving.

In addition we should remember that a positive result of use of «Green» standards must be evaluated not only from the position of economic convenience but from the position of positive influence on the environment and people health [1].

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ТРУБКА ПИТО КАК МЕРА СКОРОСТИ

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One of the most important characteristics of any aircraft is an air speed. Even the word «plane» we associate with “fast”. In the mid-18th century the French hydraulic engineer Henri Pitot, studying the flow of water, invented a device called the Pitot tube for measuring the speed of the flow velocity then in the mid-19th Henry Darcy modified it essentially. As a result, the Pitot tube has been applied to the measurement of wind speed, and it is equally useful as a log for ships or aircraft. A typical Pitot marine log consists of a pair of thin-walled tubes projecting through the bottom of the ship and bent so as to face the direction of motion. One tube is open at the forward end; the opening is referred to as the dynamic-pressure orifice [2]. The second tube is closed at the end but has openings at right angles to its length; these openings are the static-pressure orifices. The basic Pitot tube consists of a tube pointing directly into the fluid flow. The moving fluid is brought to the stagnates as there is an outlet to allow flow to continue. This pressure is the stagnation pressure of the fluid, known as the total one particularly in aviation which is generally measured using the static ports on the side of the fuselage. The dynamic pressure measured can be used to determine the indicated airspeed of the aircraft. Instead of separate pitot and static ports, a Pitot static tube may be employed which has a second tube coaxial with the Pitot tube with holes on the sides, outside the direct airflow, to measure the static pressure [1]. Moreover, Pitot tubes on aircraft commonly have heating elements called Pitot heat to prevent the tube from becoming clogged with ice. In case of Pitot tube malfunctions the incidents or catastrophic consequences may fall out. According to the French air safety authority BEA, in 2008 Birgenair flight 301, Air France flight 447 crashed dramatically.

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ОЦЕНКА ВЛИЯНИЯ ПРЕПАРАТА РАБОТЫ АЭРОПОРТА

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Airport is a transport enterprise intended for air transportation of passenger and cargoes. It consists of landside and airside areas.

Landside area includes parking lots, tank farms, access roads, traffic control service, air station itself, and etc. Airside area comprises all areas accessible o aircraft, i.e. runways, taxiways, ramps, tank farms and others.

Access from landside areas to airside ones is tightly controlled at most airports.

Passengers on commercial flights access airside areas through terminals, where they can purchase tickets, clear security, check or claim luggage. Passengers can board aircraft through gate. The waiting areas for passengers are called concourses. This term is often used instead of terminal.

Airports depend on air traffic density and available facilities. Many airports have air traffic control located in tower. Such airports are called towered airports.

Airports with international flights have customs and immigration facilities.

International flights often require a higher level of physical security; in recent years many countries have adopted the same level of security not only for international but for domestic flights.

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ИКАО

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International civil aviation organisation intergovernmental specialized agency associated with the United Nations (UN). Established in 1947 by the Convention on International Civil Aviation (1944), which had been signed by 52 states three years earlier in Chicago, the ICAO is dedicated to developing safe and efficient international air transport for peaceful purposes and ensuring a reasonable opportunity for every state to operate international airlines. The organization’s permanent headquarters are in Montreal [2]. The ICAO, whose membership includes virtually every state in the world, has several component bodies: an Assembly of delegates from all member countries that meets every three years, a Council of representatives from 33 member states, an Air Navigation Commission appointed by the Council for addressing technical matters, and various standing committees, including a Committee on Joint Support of Air Navigation Services and a Finance Committee. The five main sections of the Secretariat–the Air Navigation Bureau, the Air Transport Bureau, the Technical Co-operation Bureau, the Legal Bureau, and the Bureau of Administration and Services–provide technical and administrative assistance to the various national representatives. The ICAO’s activities have included establishing and reviewing in-