



# 2010 Environmental Performance Report

Since 1997, the Authority has been updating the work that was initiated by Transport Canada prior to transfer in 1997. The first comprehensive Environmental Performance report was published in 2007. It was followed by another published report in 2008. The reports outline performance with objectives and accomplishments or improvements required to meet the ultimate objective of minimizing situations that may impact the environment, keeping in mind that safety is the first priority. The Airport Authority's Corporate Social Responsibility Policy, which environmental performance is closely linked to, is as available upon request.

The following is an overview of the 2010 results.

## STORMWATER QUALITY

### *Aircraft de-icing (use of ethylene glycol)*

#### **2010 Goal**

Zero exceedances

#### **Performance**

No exceedances in 2010. No exceedances to Glycol Guideline (100 mg/l) since the 2005/2006 winter.



#### **2011 Goal**

Zero exceedances

#### **Method**

Continue to monitor and rectify any identified issue

### *Runway/Taxiway/Apron de-icing use of urea*

#### **2010 Goal**

Zero exceedances

#### **Performance**

No exceedances in 2010. No exceedances to the un-ionized ammonia guideline (0.1 mg/l) since the 2001/2002 winter. Note: urea degrades to un-ionized ammonia.



#### **2011 Goal**

Zero exceedances

#### **Method**

Continue to use alternate products

### *Fuelling, equipment maintenance, aircraft preparation (spills)*

#### **2010 Goal**

0.25 spills per 1000 aircraft movements and ensure no off site impact

#### **Performance**

In 2010, there were 0.82 spills per 1000 aircraft movements (compared to 0.56 in 2009 and 0.34 in 2008). No offsite impact occurred and onsite impact was reported and remediated.



#### **2011 Goal**

0.25 spills per 1000 aircraft movements and ensure no offsite impact

#### **Method**

Equipment maintenance and employee awareness

*Construction and demolition of buildings*

**2010 Goal**

No significant environmental impacts

**Performance**

The Parkade expansion did not create significant environmental impact due to the control measures used.



**2011 Goal**

No significant environmental impacts

**Method**

Complete environmental assessments as early as possible and carry out mitigation measures

**GROUNDWATER QUALITY**

*Former fuel storage tanks, use of de-icing products*

**2010 Goal**

Follow the Airport Authority's groundwater monitoring program

**Performance**

The groundwater monitoring program was followed with one exception; the central de-icing facility was monitored once instead of twice as prescribed in the program.



**2011 Goal**

Follow the groundwater monitoring program

**Method**

Complete the identified sampling and update the groundwater monitoring program accordingly

**AIRCRAFT NOISE MANAGEMENT**

*Landing, take-off and over-flight of aircraft*

**2010 Goal**

Lower complaints to 0.5 complaints per 1000 movements<sup>1</sup>

**Performance**

In 2010, there were 0.61 complaints per 1000 aircraft movements (compared to 0.41 in 2009 and 0.51 in 2008). There have been no noise abatement procedure violations since 2005.



**2011 Goal**

Lower complaints to 0.5 complaints per 1000 movements<sup>1</sup>

**Method**

Respond to inquiries in a timely manner, work with the City of Ottawa to ensure that Ottawa Airport Operational Influence Zone (OAOIZ) principles are followed and work with NAV CANADA to abate noise as much as possible

**HAZARDOUS WASTE**

*Waste materials from building and equipment maintenance*

**2010 Goal**

Continue to recycle 100% of hazardous waste

**Performance**

In 2010, 100% of hazardous waste was recycled including: 734 kg paint; 240 kg aerosols; 90 l solvents; 4,715 l waste oil; 8,325 ft fluorescent tubes; and 232 halide lamps.



**2011 Goal**

Continue to recycle 100% of hazardous waste

**Method**

Ensure that recyclable hazardous waste is recycled and monitor recycling efforts

**ENVIRONMENTAL ASSESSMENTS**

*Projects that would trigger the Canadian Environmental Assessment Act (CEAA)*

**2010 Goal**

Continue to assess projects in the spirit of the act

**Performance**

All projects that would trigger CEAA were assessed.



**2011 Goal**

Continue to assess projects in the spirit of the act

**Method**

Monitor projects through the airport technical committee and complete an environmental assessment when required under the act

**WASTE REDUCTION/RECYCLING**

*Waste generated from aircraft, restaurants, maintenance facility and public and office areas*

**2010 Goal**

Increase the overall diversion rate to 35%, excluding hazardous waste

**Performance**

In 2010, a waste diversion rate of 25% was achieved (compared to 18% in 2006). This does not include hazardous waste recycling and other work such as reduction of use of materials (paper towel dispensers).



**2011 Goal**

Increase the overall diversion rate to 35%, excluding hazardous waste

**Method**

Continue to complete waste audits to determine the waste origin and work with airlines, concessions and the public to increase awareness and create waste reduction programs

**AIR QUALITY**

*Vehicles, aircrafts and buildings*

**2010 Goal**

No increase in greenhouse gas from Airport Authority activities

**Performance**

In 2010, greenhouse gas emissions controlled by the Airport Authority were an estimated 9,456 tonnes (compared to 9,684 tonnes in 2009). It should be noted that emissions are very weather dependent.



**2011 Goal**

No increase in greenhouse gas from Airport Authority activities

**Method**

Develop a greenhouse gas reduction plan and start implementation

**GREEN INITIATIVES**

*Procurement*

**2010 Goal**

Encourage green alternatives to products

**Performance**

In 2006, the Airport Authority changed its cleaning and maintenance products to green products where possible. Since then, this procedure has been on-going.



**2011 Goal**

Keep looking for green alternatives to products

**Method**

Re-initiate the green procurement plan

**AWARENESS**

*Training*

**2010 Goal**

Complete awareness training

**Performance**

Training has been completed based on identified needs.



**2011 Goal**

Train all staff on relevant SOPs

**Method**

Develop an awareness and training program

**BUILDING EFFICIENCY<sup>2</sup>**

*Water use*

**2010 Goal**

Reduce consumption whenever possible

**Performance**

Water use varies from year to year based on factors such as the number of passengers and the weather. In 2010, water use was 19.6 m<sup>3</sup> per 1000 passengers (compared to 16.7 m<sup>3</sup> in 2008 and 20.0 m<sup>3</sup> in 2009).



**2011 Goal**

Reduce consumption whenever possible

**Method**

Continue to monitor for new technology that improves efficiency and maintain a proactive maintenance schedule, which enhances the overall efficiency of the building's mechanical systems

*Electricity use*

**2010 Goal**

Reduce consumption whenever possible

**Performance**

Electricity use varies from year to year based on factors such as the number of passengers and the weather. In 2010, electricity use was 5.96 kWh/passenger (compared to 5.72 kWh in 2008 and 5.96 kWh in 2009).



**2011 Goal**

Reduce consumption whenever possible

**Method**

Continue to monitor for new technology that improves efficiency and maintain a proactive maintenance schedule, which enhances the overall efficiency of the building's mechanical systems

*Natural Gas Use*

**2010 Goal**

Reduce consumption whenever possible

**Performance**

Natural gas use varies from year to year based on factors such as the number of passengers and the weather. In 2010, natural gas use was 13.8 m<sup>3</sup> per m<sup>2</sup> of floor area (compared to 15.3 m<sup>3</sup> in 2008 and 16.0 m<sup>3</sup> in 2009).



**2011 Goal**

Reduce consumption whenever possible

**Method**

Continue to monitor for new technology that improves efficiency and maintain a proactive maintenance schedule, which enhances the overall efficiency of the building's mechanical systems

The Authority will continue to strive to achieve the goals and objectives. Some of the goals and objectives are difficult to realize as there are several unforeseeable factors and variables. Special attention will be given to waste reduction and greenhouse gas emissions.



- 1 OMCIAA has limited control over the number of complaints.
- 2 For results prior to 2008 please contact OMCIAA.