



## 2013 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 other published reports in 2008, 2010, 2011 and 2012. 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 2013 results.

### STORMWATER QUALITY

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

##### **2013 Goal**

Zero exceedances

##### **Performance**

No exceedances in 2013. No exceedances to Glycol Guideline (100 mg/l) since the 2005/2006 winter at the property boundary.



##### **2014 Goal**

Zero exceedances

##### **Method**

Continue to monitor and rectify any identified issue

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

##### **2013 Goal**

Zero exceedances

##### **Performance**

No exceedances in 2013. No exceedances to the un-ionized ammonia guideline (0.1 mg/l) since the 2001/2002 winter. Note: urea degrades to un-ionized ammonia.



##### **2014 Goal**

Zero exceedances

##### **Method**

Continue to use alternate products

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

**2013 Goal**

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

**Performance**

In 2013, there were 0.72 reported spills per 1000 aircraft movements (compared to 0.77 in 2012, 0.88 in 2011, and 0.82 in 2010). No offsite impact occurred. The reported spills were on hard surface and were cleaned prior to entry into soil or surface water. No spills entered the soil, groundwater, or underground systems.



**2014 Goal**

Ensure no offsite impact  
Remediate any spill that occurs on site

**Method**

Equipment maintenance and employee awareness

*Construction and demolition of buildings*

**2013 Goal**

No significant environmental impacts

**Performance**

In 2013, the Authority constructed three new buildings and rehabilitated Paul Benoit Driveway, all located within the airport campus. Environmental Assessments were completed for all projects including an electric equipment charging building, a water fill building and a maintenance building. The construction of these facilities did not create significant environmental impacts.



**2014 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*

**2013 Goal**

Follow the Airport Authority's groundwater monitoring program

**Performance**

The groundwater monitoring program was followed with a few exceptions as monitoring wells were destroyed during the construction activities or could not be found.



**2014 Goal**

Replace abandoned monitoring wells, review and follow the updated groundwater monitoring program

**Method**

Hire a contractor to install new monitoring wells, complete the identified sampling and update the groundwater monitoring program accordingly  
Continue to implement the groundwater monitoring program.

**AIRCRAFT NOISE MANAGEMENT**

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

**2013 Goal**

Lower complaints to 0.45 complaints per 1000 movements<sup>1</sup>

**Performance**

In 2013, there were 0.61 complaints per 1000 aircraft movements (compared to 0.47 in 2012, 0.5 in 2011, and 0.61 in 2010). There have been no noise abatement procedure violations since 2005.



**2014 Goal**

Continue to monitor noise complaints and identify re-occurring issues  
Work with NAV CANADA to minimize the impact on our neighbours.

**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 minimize noise impact in populated areas.

**HAZARDOUS WASTE**

*Waste materials from building and equipment maintenance*

**2013 Goal**

Continue to recycle 100% of hazardous waste

**Performance**

In 2013, 100% of hazardous waste was recycled including: 210 kg aerosols, 166.5 kg batteries, 800 kg lead acid batteries, 7,914 feet of fluorescents, 442 kg metal halide bulbs, 84 halogen bulbs, 544 kg spent ballasts, 1,210 kg compact fluorescents, 11 kg mercury, 7,536 l waste oil, almost 100 kg of electronic waste, and 150 l of naphta.



**2014 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)*

**2013 Goal**

Continue to assess projects as per the 2012 Canadian Environmental Assessment Act

**Performance**

All projects that may impact the environment have been screened. Interior projects such as building renovations or refurbishment were assessed internally during weekly Airport Technical Committee meetings.



**2014 Goal**

Assess all projects following CEAA 2012

**Method**

Monitor projects through the airport technical committee and the Facility Alteration Permit (FAP) process and complete the required environmental assessment

**WASTE REDUCTION/RECYCLING**

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

**2013 Goal**

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

**Performance**

In 2013, a waste diversion rate of 30% was achieved (compared to 18% in 2006). Should international waste be excluded from the calculation, the diversion rate would be 33%.



**2014 Goal**

Increase overall diversion, excluding hazardous waste

**Method**

Work with airlines, concessions and the public to increase awareness and create waste reduction programs  
 Work with airlines and regulators to be able to recycle recyclables from flights that originate from across the Canadian border

**AIR QUALITY**

*Vehicles, aircrafts and buildings*

**2013 Goal**

No increase in greenhouse gas from Airport Authority activities

**Performance**

In 2013, greenhouse gas emissions controlled by the Airport Authority were an estimated 10,520 tonnes (compared to 10,251 tonnes in 2012, 10,106 tonnes in 2011, and 9,456 tonnes in 2010). It should be noted that emissions are very weather dependent.



**2014 Goal**

Reduce to 2010 levels of 9,456 tonnes

**Method**

Continue to monitor and implement feasible greenhouse gas reduction initiatives

**GREEN INITIATIVES**

*Procurement*

**2013 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.



**2014 Goal**

Keep looking for green alternatives to products

**Method**

Continue to promote green procurement

**AWARENESS**

*Training*

**2013 Goal**

Complete awareness training

**Performance**

Training has been completed on some aspects based on specific needs. Awareness and training matrix developed and was followed.



**2014 Goal**

Continue training on relevant SOPs

**Method**

Follow matrix

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

*Water use*

**2013 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 2013, water use was 18.0 m<sup>3</sup> per 1000 passengers (compared to 17.36 m<sup>3</sup> in 2012, 19.51 m<sup>3</sup> in 2011, and 19.6 m<sup>3</sup> in 2010).



**2014 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*

**2013 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 2013, electricity use was 5.76 kWh/passenger (compared to 5.84 kWh in 2012, 5.96 kWh in 2011, and 5.96 kWh in 2010).



**2014 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*

**2013 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 2013, natural gas use was 14.7 m<sup>3</sup> per m<sup>2</sup> of floor area (compared to 13.8 m<sup>3</sup> in 2012, 14.0 m<sup>3</sup> in 2011, and 13.8 m<sup>3</sup> in 2010).



**2014 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 these 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 OMCI AA has limited control over the number of complaints.

2 For results prior to 2010, please contact the OMCI AA.