



## 2014 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, 2012 and 2013. 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 2014 results.

### STORMWATER QUALITY

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

##### **2014 Goal**

Zero exceedances

##### **Performance**

Eleven exceedances occurred to the Glycol Guideline (100mg/l) in 2014. The cause was identified as a breach in the glycol impacted snow disposal area. This breach was rectified.



##### **2015 Goal**

Zero exceedances

##### **Method**

Continue to monitor and rectify any identified issue

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

##### **2014 Goal**

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

##### **Performance**

In 2014, there were 0.74 reported spills per 1000 aircraft movements (compared to 0.72 in 2013, 0.77 in 2012, and 0.88 in 2011). No offsite impact occurred. All reported spills were on hard surface and were cleaned prior to entry into soil, surface water or ground water. One tenant spill entered the soil and was cleaned to the extent possible.



##### **2015 Goal**

Ensure no offsite impact  
Remediate any spill that occurs on site

##### **Method**

Equipment maintenance and employee awareness

*Construction and demolition of buildings*

**2014 Goal**  
No significant environmental impacts

**Performance**  
In 2014, Runway 14-32 was rehabilitated without any environmental impact.



**2015 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*

**2014 Goal**  
Follow the Airport Authority's groundwater monitoring program

**Performance**  
The groundwater monitoring program was followed with a few exceptions. Destroyed monitoring wells were replaced and sampled. No significant issues were found.



**2015 Goal**  
Continue with the groundwater monitoring program

**Method**  
Update the groundwater monitoring program accordingly.  
Continue to implement the groundwater monitoring program.

**AIRCRAFT NOISE MANAGEMENT**

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

**2014 Goal**  
Lower complaints to 0.45 complaints per 1000 movements<sup>1</sup>

**Performance**  
In 2014, there were 0.62 complaints per 1000 aircraft movements (compared to 0.61 in 2013, 0.47 in 2012, and 0.5 in 2011). There have been no noise abatement procedure violations since 2005.



**2015 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*

**2014 Goal**

Continue to recycle 100% of hazardous waste

**Performance**

In 2014, 100% of hazardous waste was recycled including: 4 drums of batteries, 4 drums of lead acid batteries, 18,754 feet of fluorescents, 1,065 kg metal halide bulbs, 48 halogen bulbs, 60 kg spent ballasts, 778 compact fluorescents bulbs, 16 drums plus 21 pails of paint, and 1,974 litres of spent glycol



**2015 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 2012)*

**2014 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 and airport project meetings.



**2015 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 assessments

**WASTE REDUCTION/RECYCLING**

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

**2014 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%. No waste audit was completed in 2014. The recycling data is not expected to have changed during the past year.



**2015 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  
 Complete a waste management plan

**AIR QUALITY**

*Vehicles, aircrafts and buildings*

**2014 Goal**

No increase in greenhouse gas from Airport Authority activities

**Performance**

In 2014, greenhouse gas emissions controlled by the Airport Authority were an estimated 10,603 tonnes (compared to 10,520 tonnes in 2013, 10,251 tonnes in 2012, and 10,106 tonnes in 2011). It should be noted that airport related greenhouse gas emissions are directly related to the size of the building and are very weather dependent.



**2015 Goal**

Reduce to 2010 levels of 9,456 tonnes

**Method**

Continue to monitor and implement feasible greenhouse gas reduction initiatives

**GREEN INITIATIVES**

*Procurement*

**2014 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. We are continuously looking for greener alternatives.



**2015 Goal**

Keep looking for green alternatives to products

**Method**

Continue to promote green procurement

**AWARENESS**

*Training*

**2014 Goal**

Complete awareness training

**Performance**

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



**2015 Goal**

Continue training on relevant SOPs

**Method**

Follow matrix

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

*Water use*

**2014 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 2014, water use was 22.2 m<sup>3</sup> per 1000 passengers (compared to 18.0 m<sup>3</sup> in 2013, 17.36 m<sup>3</sup> in 2012, and 19.51 m<sup>3</sup> in 2011).



**2015 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*

**2014 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 2014, electricity use was 5.73 kWh/passenger (compared to 5.76 kWh in 2013, 5.84 kWh in 2012, and 5.96 kWh in 2011).



**2015 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*

**2014 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 2014, natural gas use was 17.8 m<sup>3</sup> per m<sup>2</sup> of floor area (compared to 14.7 m<sup>3</sup> in 2013, 13.8 m<sup>3</sup> in 2012, and 14.0 m<sup>3</sup> in 2011).



**2015 Goal**

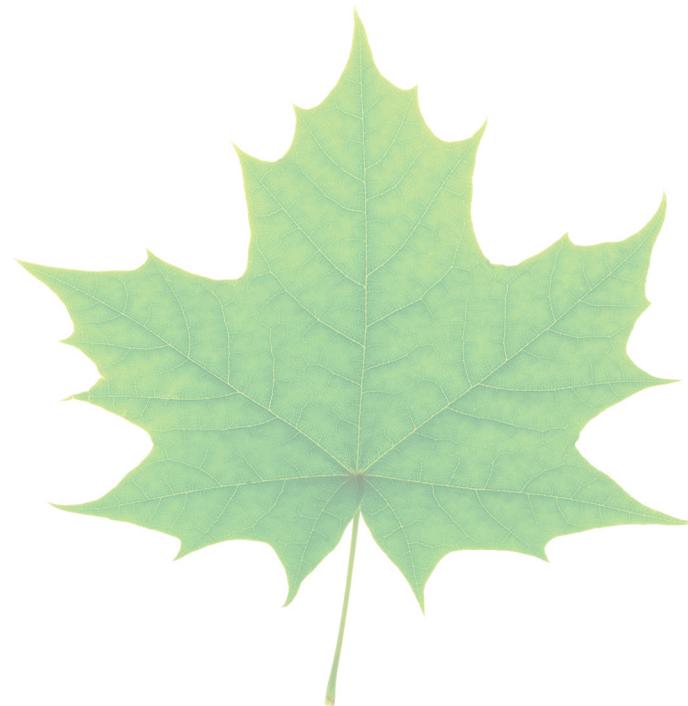
Reduce consumption whenever possible

**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

Note: 2014 was extremely cold for 45 consecutive days.

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 OMCIAA has limited control over the number of complaints.

2 For results prior to 2010, please contact the OMCIAA.