

2017 ENVIRONMENTAL PERFORMANCE

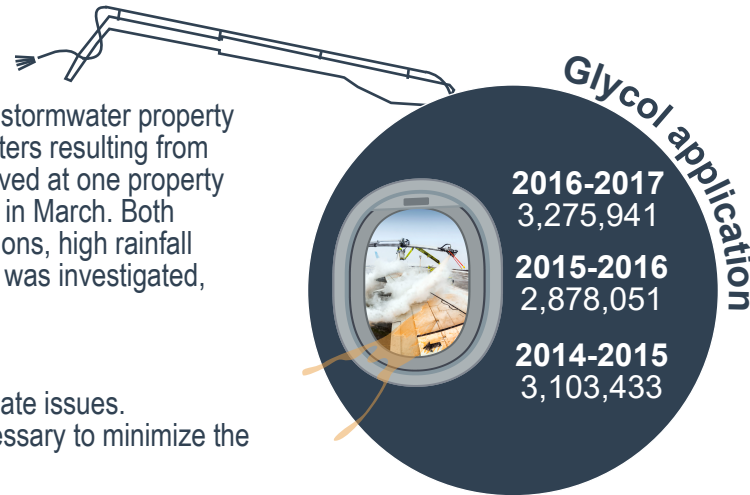
The Ottawa Airport Authority is committed to improving environmental performance and tracks its progress through the following key performance indicators:

DE-ICING

For safety reasons, aircraft require de-icing during the winter months. The Airport Authority monitors all stormwater property outlets for the presence of glycols and other parameters resulting from de-icing activities. The presence of glycol was observed at one property outlet on two occasions; once in February, and once in March. Both exceedances occurred under severe weather conditions, high rainfall and rapid melt. On both occasions, the control valve was investigated, found to have a minor leak, and repaired.

2018 Goals

- Continue to monitor the outlets to identify and mitigate issues.
- Continue to monitor operations and modify as necessary to minimize the potential for glycol impact.
- No exceedances to the Glycol Guidelines.



GROUND HANDLING

Accidental spills and equipment malfunctions can occur when servicing aircraft. The Authority and operators work to minimize the impact when spills occur. The majority of spills occur on hard surfaces and are cleaned immediately. In 2017, 108 spills were reported and cleaned. No spills exceeded 100 litres or entered the soil or drainage systems.

2018 Goals

- Continue to promote employee awareness
- Continue to promote regular equipment maintenance to reduce the number of spills
- Ensure no significant environmental impact from spills

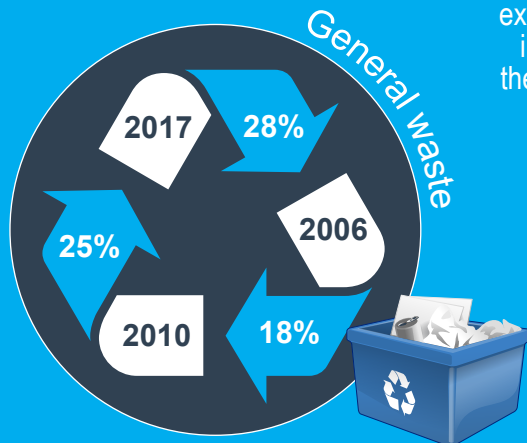
WASTE DIVERSION

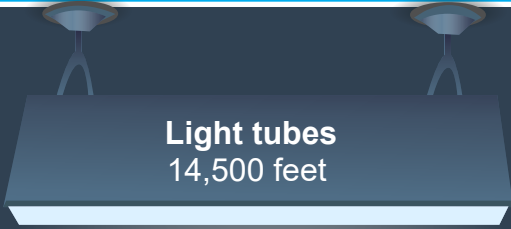
A waste diversion program has been in place since 2005. Diversion rates, which were first measured in 2006 at 18% have grown to between 25% and 33%. The 2017 waste audit indicated a diversion rate of 28%.

Further increases are difficult to achieve with the existing concession contracts and related infrastructure. The Airport Authority is in the process of planning an overhaul of its concession program and expects a change in recycling requirements once new agreements are in place and new infrastructure installed (2020/2021).


Future Goal

- Minimum waste diversion rate of 60%.







Light tubes
14,500 feet



Lamp bulbs
835 kg



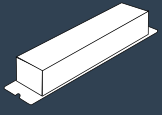
Batteries
880 kg




Aerosols
715 kg

HAZARDOUS WASTE

The Airport Authority recycles hazardous waste when possible and will continue to do so. In 2017, we recycled these items as well as tires, used oil, and e-waste.



Ballasts
40 kg



Paint supplies
1,870 kg

2018 Goal

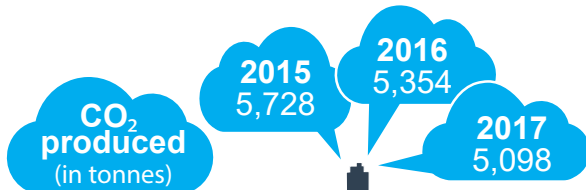
- Continue to minimize and recycle hazardous waste.

AIR QUALITY

In 2015, greenhouse gas emissions attributed to the Airport Authority were re-estimated according to the Airports Council International (ACI) Carbon Accreditation Program that was adopted in 2014. In 2016, the Ottawa Airport Authority received Airport Carbon Accreditation Level 1 - Mapping certification. In 2017, the Authority achieved Level 2 - Reduction certification. A comprehensive GHG Management Plan was developed and implemented as a requirement for accreditation.

2018 Goals

- Assessment of requirements of Level 3 - Optimization.
- Maintain Level 2 certification.
- Implementation of GHG Management Plan.



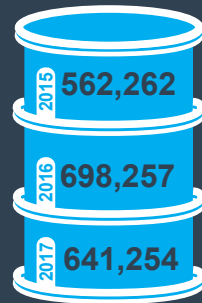
The Airport Authority recognizes that aircraft noise may be a nuisance to some members of the community. Noise Abatement Procedures, which are approved by Transport Canada, are in place. However, as continued development brings residential development closer to the Airport, the Authority continues to work with the City of Ottawa to discourage non-Airport compatible land uses to minimize disturbance for future residents. 2011 marked the start of a significant, multi-year, summer airside improvement program. Projects included the resurfacing of Runway 04/22 in 2011 and complete rehabilitation of Runway 07/25 in 2012 and Runway 14/32 in 2014, with runway grooving in 2013 and 2015 respectively. In 2017, a Simplified Short Approach Lighting System with Runway Alignment (SSALR) was installed on Runway 25 and in 2018 a SSALR will be installed on Runway 14. These lights provide greater visibility for landing, particularly when visibility is low. Because large projects of this nature disrupt commercial aircraft traffic patterns which can impact the surrounding general public, ensuring awareness in the community is vital. Before each project, the Authority executed comprehensive communications plans in Ottawa-Gatineau, including media outreach and communication with stakeholders, the municipal and federal governments and impacted communities. Regular operations will resume in late 2018 as major projects are concluded. The Authority logs all aircraft noise complaints and investigates them to monitor for compliance with noise abatement procedures. Information is provided to Transport Canada for enforcement purposes when a flight is observed to have potentially deviated from proper procedure.

2018 Goals

- Continue to monitor and respond to noise complaints, discuss with the local residents, and identify reoccurring issues.
- Work with NAV CANADA to ensure flights follow published procedures.

FUEL USE

The Airport Authority's operational vehicle fleet includes various types of equipment. Fuel consumption varies considerably depending on winter weather. The number of snow events, duration and amount of snow and ice accumulation dictates how frequently vehicles are used each season. To aid in fuel consumption and emissions, the Authority has a "no idling" policy - when not in use, vehicles are to be turned off and plugged in.



Fuel
(in liters)



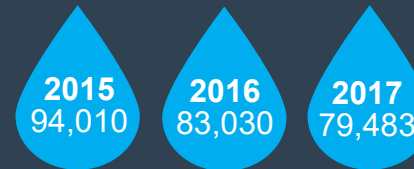
Electricity
(in 100,000 kWh)

ELECTRICITY

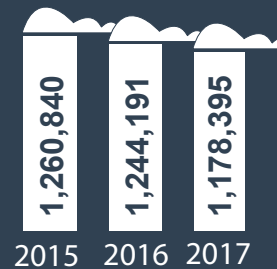
Electricity use has an impact on Scope 2 missions that are included in the GHG calculations. Consumption varies from year to year based on factors such as the number of passengers and the weather. In 2017, use was calculated at 27.7M kWh (compared to 28.0M kWh in 2016 and 26.9M kWh in 2015).

WATER

Water use varies from year to year based on factors such as the number of passengers and the weather. In 2017, water use for the entire campus was 0.79 m³ per 1000 passengers (compared to 0.83 m³ in 2016 and 0.94 m³ in 2015).



Water usage (in m³)



Natural gas
(in m³)

NATURAL GAS

As with electricity, natural gas has an impact on GHG. Its use varies from year-to-year based on the number of passengers and the weather. In 2017, consumption was calculated at 1.18M m³ per m² of terminal building floor area (compared to 1.24M m³ in 2016 and 1.26M m³ in 2015).

2018 Goal

- Reduce consumption whenever possible by continuing to monitor for new technology that improves efficiency and maintain a proactive maintenance schedule, which enhances the overall efficiency of the building's systems.