

One of the strategic objectives, outlined in the 2006-2010 Strategic Plan of the Ottawa Macdonald-Cartier International Airport Authority (OMCIAA or the Authority) is "To operate and manage the airport in an environmentally responsible manner". Furthermore, as part of OMCIAA's approved Corporate Social Responsibility Policy, the environment was identified as a key issue along with the economic and social responsibility, transparency and good governance.

The major focus of the Authority relating to the environment is to:

- Eliminate environmental impacts where possible;
- Reduce the impacts when elimination is not possible; and
- Continuously improve results from all plans and programs.

The current environmental policy, as adopted in 1997, is as follows:

PREAMBLE

The objectives of the Authority are to manage, operate and develop the facility in a safe, secure, efficient, cost-effective and financially viable manner. In its efforts to reach these objectives, the Authority is aware of the potential impact of its activities on the environment; to this end, it has developed an Environmental Management Plan.

ENVIRONMENTAL POLICY STATEMENT

The Ottawa Macdonald-Cartier International Airport Authority is committed to conducting its activities in an environmentally responsible manner, in compliance with all applicable environmental laws, regulations and practices, and with sensitivity to the public and the community which it serves.

Finally, the Authority requires that all airport tenants, users and operators abide by the terms of this policy.

OBJECTIVES

The Authority's environmental objectives are:

- to meet or exceed the requirements of all applicable environmental laws, regulations and management practices in the areas of planning, design, construction, and operations;
- to work in co-operation with all levels of government having an interest in environmental matters;
- to prevent, monitor, and mitigate all forms of environmental degradation;
- to promote environmental awareness among employees, tenants, operators, and the public; and
- to promote the use of environmentally friendly technologies.

The Corporate Social Responsibility Policy is attached at the end of this document.

ENVIRONMENTAL MANAGEMENT PLAN

The backbone of the Environmental Policy (the Policy) is the Environmental Management Plan (the Plan). The Policy and the Plan commit the Authority to operating the airport in a way that minimizes environmental impacts to its facility and the surrounding community. The Plan is reviewed and assessed every year to promote continuous improvement. The current Environmental Management Plan is comprised of several programs that include:

- 1.0 Stormwater Monitoring
- 2.0 Groundwater Monitoring
- 3.0 Aircraft Noise Management
- 4.0 Hazardous Materials Handling
- 5.0 Environmental Assessments
- 6.0 Waste Reduction/Recycling
- 7.0 E-Waste Recycling
- 8.0 Air Pollution Reduction
- 9.0 Green Procurement
- 10.0 Storage Tank Inventories
- 11.0 Internal Compliance Auditing
- 12.0 Energy Efficiency
- 13.0 Communication/Awareness/Training

The above noted programs are supported by several Standard Operating Procedures (SOPs).

1.0 STORMWATER QUALITY

The Authority is committed to protecting stormwater (surface water) quality to ensure that the tributaries of the Rideau River are not compromised. In order to do so, the Authority has developed a Stormwater Monitoring Program. In 1997, the Authority met with regulatory bodies and discussed the parameters that should be verified based on airport activities. Once the parameters were agreed-upon, the above-mentioned program was developed. As a part of the program, the collected data is analyzed and where problems are identified, they are investigated further and rectified when possible. When not possible, the Authority meets with local and provincial authorities to discuss/investigate potential viable solutions.

The Authority also advocates other programs such as pollution prevention and spill response. These were developed to minimize the potential for adverse impacts to stormwater.

Based on operational reviews, several key activities continue to occur at airports that may impact stormwater. They are:

- glycol application during aircraft de-icing;
- runway/taxiway/apron de-icing,
- aircraft and vehicle maintenance and refuelling; and
- construction.

1.1 AIRCRAFT DE-ICING

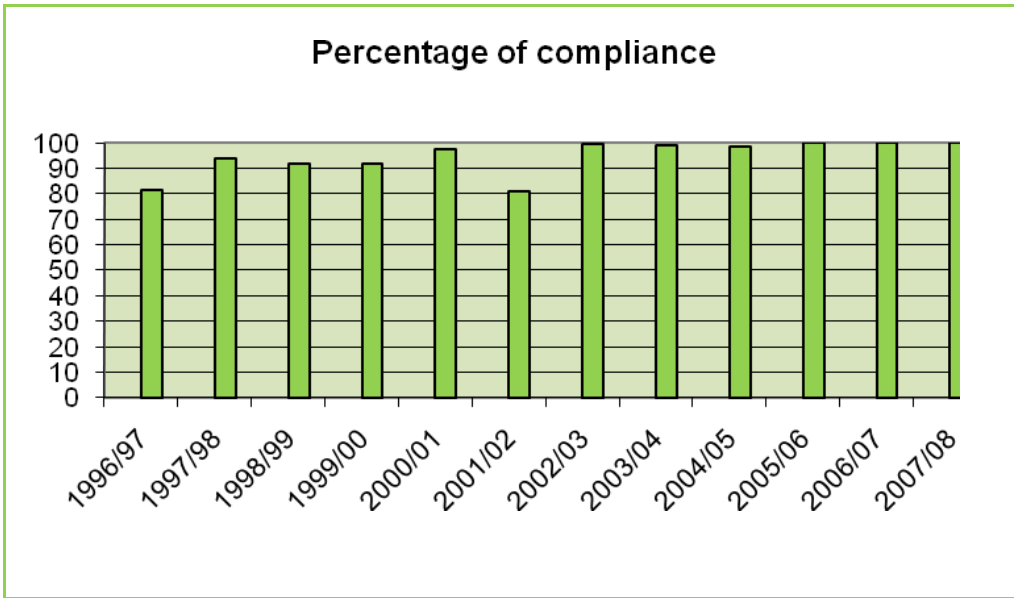
Background

Since the late 1980s/early 1990s, the impact of de-icing fluid on stormwater has been identified as an issue at all airports. In 1996, the first Central De-icing Facility (CDF) at the Ottawa Airport was constructed to the north of the Air Terminal Building (ATB) in order to minimize the impact to stormwater. Although this reduced the impact, it did not entirely resolve the issue. In 2001, the CDF was moved to another location to allow for the construction of the new Passenger Terminal Building (PTB). This new location resolved some environmental issues but others emerged. The main problem with the new location was that not all glycol was captured by the CDF drainage system, resulting in some glycol entering the stormwater system.

Following several investigations and scientific studies, the Authority determined in 2002 that the best way to resolve the situation would be to construct a biotreatment system.

The glycol biotreatment system, which was conceptualized, designed and constructed by local research, engineering and construction companies in partnership with the Authority, is one of a kind in North America and perhaps the world. The system, which was singled out by Airports Council International-North America for its *Environmental Achievement Award* at its National Conference in 2005, prevents glycol from being released into the neighboring Rideau River (which discharges into the Ottawa River, a tributary of the St. Lawrence River). The system was designed to capture the glycol-impacted storm water and treat it in a manner that will not attract wildlife; all while maintaining minimal operational costs. Ideal soil conditions and a network of perforated pipes have allowed us to treat the glycol-impacted stormwater underground using indigenous bacteria. This innovative system has proven that glycol-impacted stormwater can be treated in-situ with no impact to neighboring bodies of water. In 2008, for the third year in a row, the Authority achieved its target of zero glycol exceedances of the federal Glycol Guideline criteria of 100 mg/L at the stormwater outlets. The system continues to be monitored and improved when required.

The following graph provides data for the past 12 years:



2008 Goals and Objectives:

- continue to meet the federal Glycol Guideline criteria of 100 mg/L at all stormwater property outlets (no exceedances).

The goal of zero exceedances was achieved.

2009 Goals and Objectives:

- same as 2008.

How:

- continue to monitor all stormwater outlets and target specific areas for additional monitoring, if required; and
- continue to monitor the glycol biotreatment system and improve the system when required.

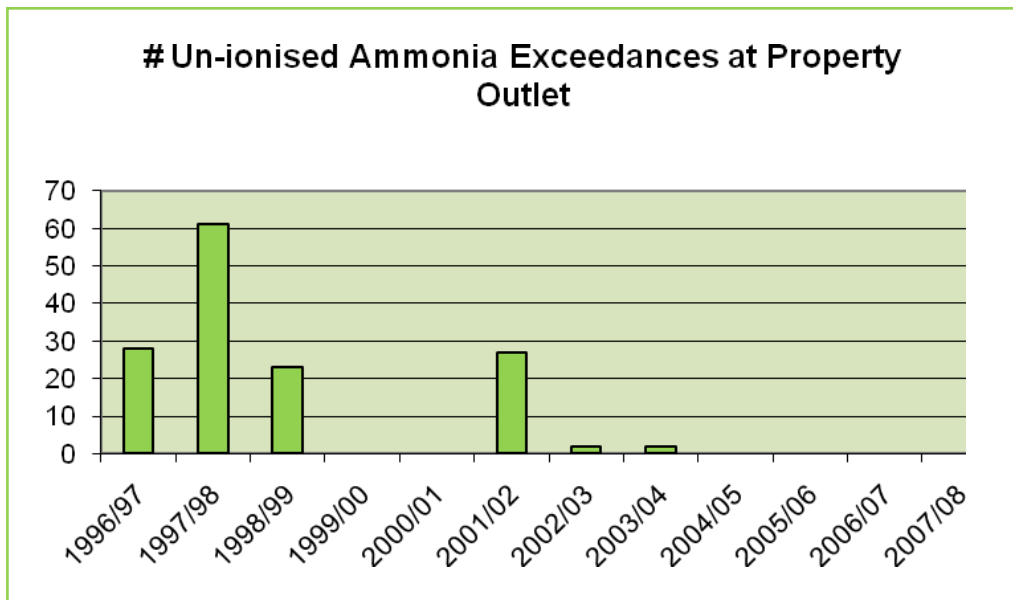
1.2 RUNWAY/TAXIWAY/APRON DE-ICING

All paved surfaces must be de-iced for winter operations, especially runways. As salt cannot be used on areas where aircraft operate (due to salt-related corrosion), urea was commonly used in the past. Urea degrades to un-ionized ammonia (NH_3) which, in very small concentrations, is lethal to aquatic life. Therefore, due to environmental considerations, the Authority decided to eliminate its use of urea in 2004, at a very significant cost.

Some of the airport's tenants continued to use urea after the Authority ceased its use. However, during the winter of 2005/06, Shell Aerocentre and Esso Avitat ceased the use of urea. Urea is not completely banned at the airport; some tenants who are located in areas where surface water does not drain into surface watercourses continue to use urea but, nevertheless, all stormwater outlets continue to be monitored for the presence of un-ionized ammonia (NH_3) as a preventive measure.

By taking these steps, the airport has managed to have zero exceedances of un-ionized ammonia (NH_3) to the 0.1 mg/L criteria since winter 2004/2005, as demonstrated in the following graph.





2008 Goals and Objectives:

- continue to meet the Ontario Ministry of the Environment criterion of 0.1 mg/L at all airport stormwater outlets.

The goal of zero exceedances was achieved.

2009 Goals and Objectives:

- same as 2008.

How:

- continue to monitor all stormwater outlets and target specific areas for additional monitoring;
- continue the ban of urea use in sensitive areas; and
- if the presence of un-ionized ammonia is detected in the stormwater, investigate the source and impose a complete ban on the use of urea at the airport.

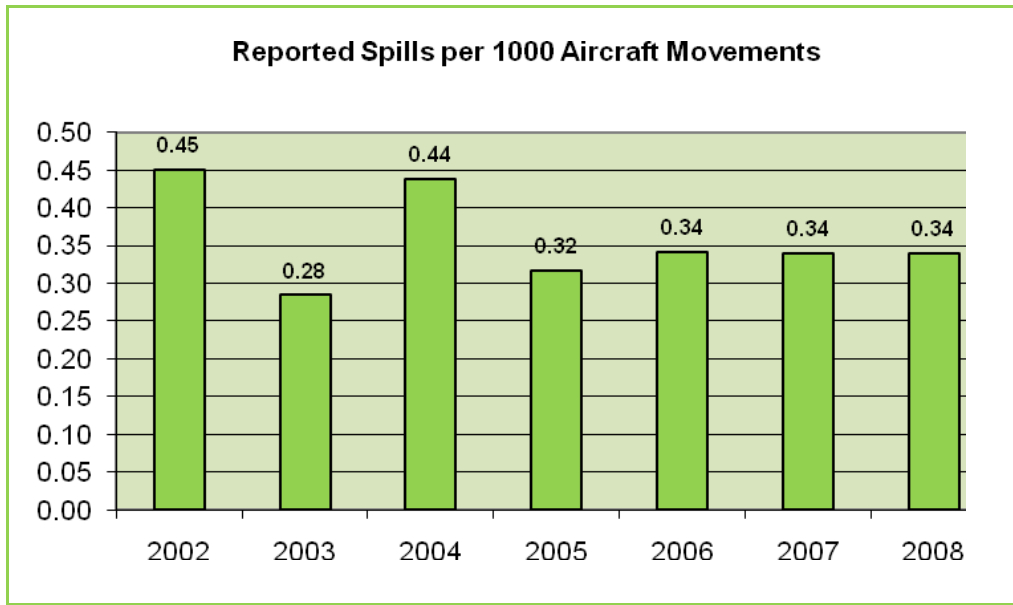
1.3 AIRCRAFT AND VEHICLES (SPILLS)

Different types of spills can and do occur at any airport. They include hydrocarbons (fuel and oil), antifreeze, glycol and lavatory. The most common spills are fuel, oil and lavatory. Of the three, the most environmentally significant are fuel and oil spills. Therefore, the airport has installed hydrocarbon containment systems and developed and implemented several measures to prevent and manage accidental hydrocarbon spills. The following includes components of the Authority’s Spill Control Plan:

1. **Training of Personnel Handling Fuels:** Personnel have been trained by either the Authority (when requested) or the fuel handlers. The Authority offers a course to any tenant that requests training. This is continually evaluated and updated when required.
2. **Airport Emergency Spill Response Procedure:** Components of this procedure include having spill response kits at every storage tank location and all vehicle refueling locations. They also include placing mobile hydrocarbon spill containment kits in all vehicles that are likely to be present during a spill. In 2007, an Emergency Spill Response Unit was equipped with several types of absorbents, booms, socks, shovels, etc. This unit can be deployed in the event of a large spill in order to provide responders with supplemental materials to help remedy the situation. This unit has not been deployed as no spills of significant magnitude have occurred. . All personnel who could potentially respond to a hydrocarbon spill have been provided with internal training. The overall goal is to prevent a spill from exiting the airport property or entering the soil. The secondary goal of the procedure is to ensure that a spill is properly reported and the remedial work completed.
3. **Oil/Water Separators:** Most fuelling activities occur on the apron. Oil/water separators are installed to intercept fuel that could leak into stormwater drains. All stormwater drains that surround Phase I of the Passenger Terminal Building (PTB) are connected to a high capacity separator. The Phase II apron is also connected to a separator and is equipped with emergency shut-off valves that may be activated by the depression of an emergency button. Furthermore, the Esso Avitat and Shell Aerocentre aprons are also connected to a separator. The ExpressAir apron is also equipped with shut-off valves, and all car rental facilities located along Canadair Private are equipped with some type of mechanical spill control device. The PLH Aviations Services fuel depot is equipped with several spill control devices including a separator and automatic shut-off valves.
4. **Stormwater Control/Shut-off Valves:** There are four other flow control valves that may be used to prevent a fuel release to the Rideau River and Sawmill Creek.

In 2006, a SOP for accidental hydrocarbon spills was implemented. This procedure outlines the different drainage areas that are present at the airport and provides first responders with an invaluable tool that shows where the spilled material is progressing and where to intercept it. It is supplemented with strategically placed spill control kits (airside). Plumbers, fire fighters, duty managers and field foremen are fully trained. An Emergency Spill Response Contactor understands our spill control plans and is ready to respond to any spill, as has been fully trained to use and understand the materials. All control points in the field that could be identified are physically marked in the field.

The following graph shows the amount of hydrocarbon (fuel and oil) spills per 1000 aircraft movements.



For the past three years, the number of hydrocarbons spills related to aircraft movements has remained the same. Our goal of 0.25 spills per 1000 aircraft movements was not realized. We will continue to investigate the cause of all spills in order to determine if any trends emerge.

In 2008, no spill exceeded 100 litres, as compared to two in 2007. The spills had no impact on surface water, groundwater or soils, and they were not attributed to the Authority's operations.

2008 Goals and Objectives:

- achieve the 0.25 spills per 1000 aircraft movements target;
- reduce the number of spills exceeding 100 litres to zero; and
- continue to ensure that no spills exit the property boundary.

As was the case in 2007, we did not achieve our goal of 0.25 spills per 1000 aircraft movements. This goal, although achievable, is extremely difficult to reach as the Authority does not have control over tenant equipment maintenance.

The second goal of preventing spills from entering the stormwater system and exiting the property was achieved; no spill entered the stormwater system in 2008.

2009 Goals and Objectives:

- continue to strive to achieve the 0.25 spills per 1000 aircraft movements target;
- continue to achieve zero spills exceeding 100 liters; and
- continue to ensure that no spills exit the property boundary.

How:

- continue to train personnel on how and why to prevent spills;
- continue to train personnel on how to manage and contain hydrocarbon spills when they occur;
- continue to track and monitor spills to identify trends and to rectify the problems when required;
- continue to monitor and improve the spill control SOP; and
- form a Spill Task Force with the operators to increase sensitization and awareness.

1.4 CONSTRUCTION/DEMOLITION

The airport is a very dynamic environment; construction activities are almost continual. Some construction activities could impact stormwater in the event of accidental spills, sediment erosion or dust. In order to identify the potential effects of construction/demolition activities on stormwater and to minimize the potential for other environmental impacts, the airport's tenants are asked to complete Environmental Assessments (EAs) on all environmentally significant projects based on the Canadian Environmental Assessment Act (CEAA) Inclusion or Exclusion List Regulations. The EAs are completed to determine the significance of the potential impacts and to identify if any mitigation measures are required. During construction activities, the Authority monitors the potentially affected outlet(s) for the identified potential impacts. If a problem is identified, the mitigation measures are re-assessed and modified as necessary. To date, construction activities have not created any significant environmental impacts. During demolition activities, recycling of building components is promoted.

2008 Goals and Objectives:

- minimize impacts due to construction/demolition activities.

In 2008, no demolition was completed by the Authority and construction activities were minimal compared to previous years. However, we will continue to strive to minimize any environmental impact in the future if/when demolition of buildings is required.

2009 Goals and Objectives:

- continue to minimize environmental impacts due to construction/demolition activities.

How:

- continue to carry out Environmental Assessments based on activities and verify that identified mitigation measures are implemented;
- continue to promote infiltration of stormwater in the soil to minimize additional stormwater runoff when developing lands;
- continue with the "no additional stormwater" principle, where possible; and
- continue to promote recycling of waste building materials.

2.0 GROUNDWATER MONITORING

In 2002, the Authority developed a Groundwater Monitoring Program that consisted of identifying and grading sites where contaminants were once observed but previously deemed insignificant. These sites were divided into subgroups. Once per year, a subgroup is monitored for the identified potential contaminants. This monitoring is completed to ensure that impact is in fact decreasing and not increasing. Should no contaminant be present, the groundwater monitoring wells are decommissioned.

Since 2002, 15 of the 19 identified sites have been monitored. None of the sites showed a significant impact to groundwater.

Two sites on airport lands are monitored on an ongoing basis because of the nature and frequency of activities that occur (i.e. glycol use due to de-icing activities). They include the potentially glycol-impacted snow disposal area and the glycol biotreatment system area.

The glycol-impacted snow disposal area is monitored once or twice per year and the biotreatment system is now monitored depending on activity based on past experience. To date all monitoring indicates that the glycol impact at these two sites is insignificant.

Goals and Objectives:

- assess all known contaminated sites by 2010 and adhere to the Groundwater Monitoring Program; and
- continue to monitor glycol recovery systems.

We continue to follow the Groundwater Monitoring Program that will enable the Authority to meet the goal of assessing all contaminated sites by 2010.

How:

- update program annually, when possible, and complete the identified monitoring. To date, groundwater monitoring has indicated that an increase of groundwater impact has not occurred and off-site impact has been nil. It should be noted that most residual on-site impact is attributed to activities that occurred before management of the lands was taken over by the Authority.

3.0 AIRCRAFT NOISE MANAGEMENT

BACKGROUND

Noise management at the airport is multifaceted. As the airport saw increased development of its surrounding lands during the early 1990s, it developed the Ottawa Airport Operations Influence Zone (OAOIZ) in cooperation with local developers and provincial and municipal governments. The OAOIZ has been instrumental in restricting residential development in areas of high noise footprints.

Nevertheless, as citizens become more environmentally sensitive and as pressure continues to increase the construction of noise-sensitive developments in the vicinity of the airport, there are mounting pressures on the airport to limit certain types of flights at certain times of day. These pressures are in direct conflict with the airport's goal of providing the community with convenient 24-hour operations. Noise sources from typical airport activities generally consist of:

- over-flight of residential areas;
- reverse thrust during landing operations;
- engine run-ups (performed on engines after maintenance to ensure performance);
- ground service equipment; and
- construction.

The airport has an Aircraft Noise Management Program that will be revisited in 2009, which includes a consultative committee comprised of several stakeholders. Furthermore, the airport has published noise abatement procedures in Canada Air Pilot and the Canada Flight Supplement, operates a flight tracking system and responds to noise complaints. The airport ensures that run-ups are completed in designated non noise-sensitive areas and that construction activities are conducted within City of Ottawa time restrictions when possible.

The Noise Management Committee was comprised of representatives from the Authority, the City of Ottawa, NAV CANADA, and the Air Transport Association of Canada (ATAC). In order to promote transparency, the Noise Management Committee will be restructured in 2009. The committee will now meet two to three times per year.

In addition to the run-up noise mitigation measures, the noise abatement procedures include preferential runway departures whenever possible, and prior approval is required for operations between 23:00 and 07:00 on runway 14-32 during the summer months.

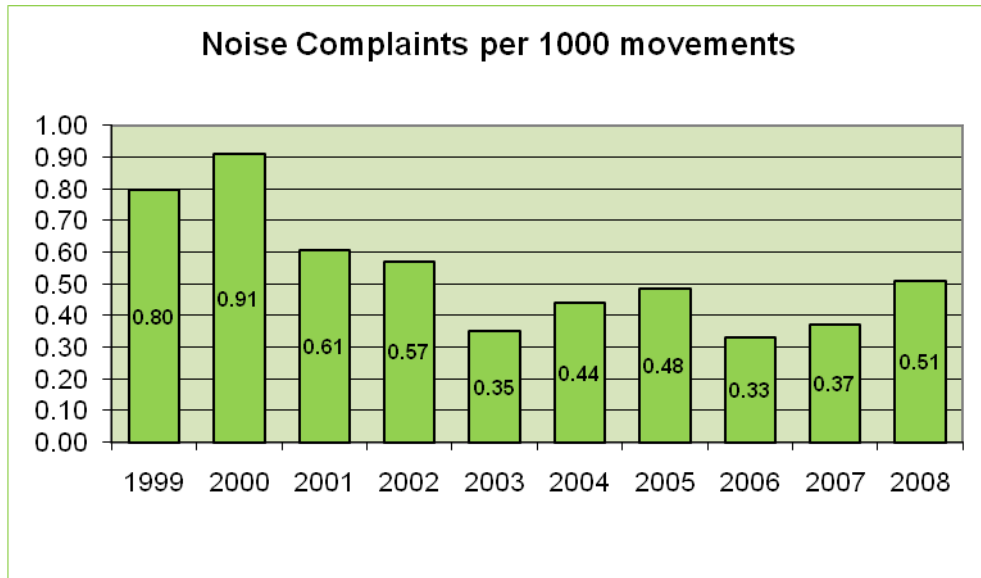
Published noise abatement procedures are enforceable by Transport Canada when an unauthorized deviation occurs.

The Authority has a noise complaint line (613-248-2023), through which nearby residents can report unusual noise events. Once all required information is provided, Authority staff research the flight in question, verify if noise abatement procedures were followed and respond to the caller with any pertinent information. Should the pilot/flight appear to have violated the noise abatement procedures, the information is passed on to Transport Canada for enforcement.

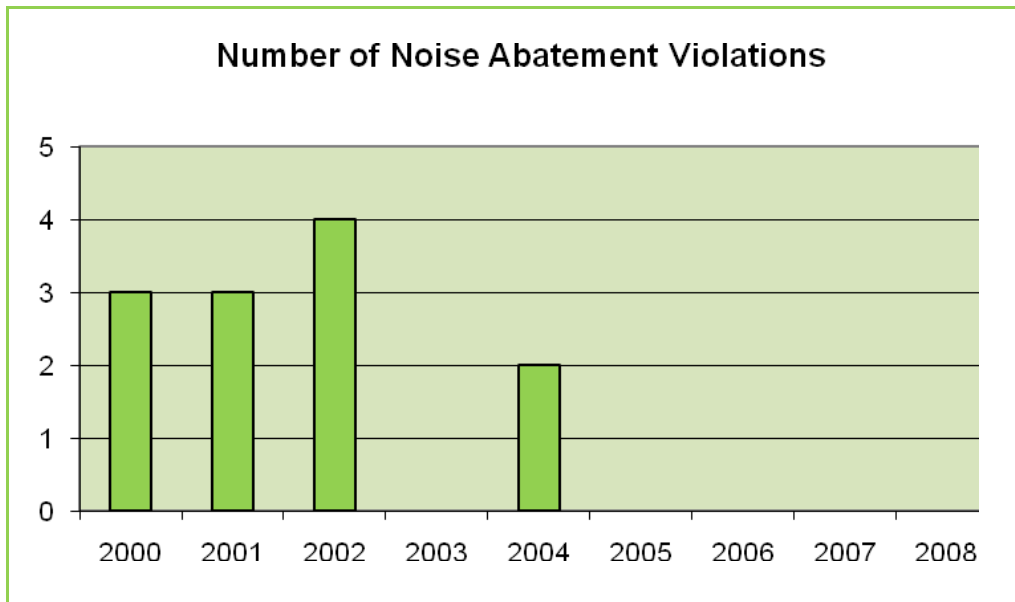
The collected data, including weather, flight tracks, complaints investigations and mapping of complaints is analyzed. This enables the Authority to determine which flight(s) caused the most disturbances to the community, evaluate any proposed changes in operation and reduce any potential impacts.

Based on this analysis, most noise complaints are generated from unscheduled flights during the night or early morning. In 2008, OMCIAA received a significant number of complaints about smaller aircraft including police investigations, other local airports, flying schools, helicopters, etc.

The graph below shows the number of complaints per 1000 aircraft movements received in the past ten years.



The following graph shows the number of violations to the published noise abatement procedures:



2008 Goals and Objectives:

- zero violations to published noise abatement procedures;
- reduce the number of noise complaints (reduction cannot be estimated due to the size and variability of the audience); and
- minimize disruption to the surrounding areas using our limited influence on the noise abatement control measures (the Authority only approves aircraft engine run-up locations).

There was an increase in noise complaints (66 in 2008 compared to 44 in 2007 with an increase of 10,576 movements in 2008). All other targets identified in 2008 were met. No violations of the noise abatement procedures were observed in 2008. It should be noted that a significant amount of noise complaints were related to civil non-commercial aircraft including police investigations, flying schools and tourism flights. The Authority, along with NAV CANADA, consulted with the North Field flying schools and the Rockliffe Airport to try to change flight patterns to help minimize noise levels over some populated areas. Changed flight patterns were effective for some time but procedures will need to be re-evaluated.

2009 Goals and Objectives:

- same as 2008; and
- minimize community impact related to Ottawa Airport's operations.

How:

- ensure that all air carriers are aware of and abide to the published noise abatement procedures;
- ensure that OAI/OZ principles are kept in the City of Ottawa by-laws and planning documents;
- respond to all inquiries regarding noise in a timely manner;
- restructure the Noise Management Committee; and
- provide all publicly available information for specific requests.

4.0 HAZARDOUS MATERIALS HANDLING

Hazardous waste materials are generated through Authority operations including vehicle, building maintenance and office operations. These include waste oil, paint cans and aerosols, batteries, oily rags, lighters, printer waste, etc. The waste is collected and stored in accordance with regulations. The waste is then picked-up by licensed contractors and disposed-of or recycled at approved sites.

Following the demolition of the Airport Terminal Building, the Authority no longer maintains or occupies older buildings that may contain significant amounts of asbestos or PCBs.

2008 Goals and Objectives:

- continue to recycle 100% of all recyclable hazardous materials generated by the Authority's activities;
- complete an audit of materials used and identify more environmentally friendly products that could be used;
- complete the change to more environmentally friendly products ; and

- ensure that all hazardous materials and hazardous wastes are stored and disposed of as per the regulations.

In 2008, we recycled 5.17 tonnes of hazardous materials compared to 0.73 tonnes in 2006; an increase of 608%. We continued to recycle most batteries (this has been extended to employees' batteries from home), fluorescent lamps (total of 19,027 feet equaling approximately 870 kg of material), empty paint cans and compressed gas cans. The goal we set in 2006 to recycle 100% of all hazardous materials by 2007 was basically met and continued in 2008. The increasing tonnage of recycled hazardous waste is due to the fact that OMCIAA employees are more conscious of what they discard and to where it should be diverted. This is an indication that our Hazardous Waste Handling Program is effective.

Please note: re-lamping the Passenger terminal building has proved to be extremely effective in terms of energy consumption and is discussed further in this document.

2009 Goals and Objectives:

- continue to recycle 100% of our recyclable hazardous waste;
- continue to complete audits of materials used and identify more environmentally friendly products that could be used as alternatives;
- complete the change to more environmentally friendly products; and
- continue to ensure that all hazardous materials and hazardous wastes are stored and disposed of as per the regulations.

How:

- audit hazardous material storage areas;
- continue to verify all waste manifests; and
- continue to implement the Green Procurement Program.

5.0 ENVIRONMENTAL ASSESSMENTS

In order to minimize the potential impacts of projects, Environmental Assessments (EAs) are completed prior to the onset. The review process looks at different aspects of a project including design, construction, demolition, operation, and decommissioning where required. The various aspects are then evaluated in relation to the potential impact on the environment in terms of soil, surface and groundwater, air, flora, fauna, socio-economic, archaeological, etc.

Mitigation measures and guidelines are developed to ensure that the project meets all airport and regulatory standards. Site visits are completed to ensure that the identified measures are being followed and are effective.

2008 Goals and Objectives:

- minimize environmental impacts related to new projects and identify any potential significant impacts early in the planning process.

In 2008, as in previous years, all projects were assessed as early as possible in the process.

2009 Goals and Objectives:

- strive to complete EAs as early as possible in the process and continue to assess all relevant projects.

How:

- make everyone aware of the requirements for EAs;
- maintain CAC member status to monitor changes in regulations; and
- continue to carry out EAs and inspections to ensure that mitigation measures are implemented.

6.0 WASTE REDUCTION/RECYCLING

In late 2005, the Authority decided that a particular area of environmental focus would be waste reduction (e.g. diversion from landfills). Therefore, in order to establish a baseline, a waste audit was conducted in February 2006. The results of the 2006 baseline waste audit indicated that we were diverting 18% of our waste from landfills. In May of that year, a Waste Reduction/Recycling Program was introduced to significantly improve the result in the categories of reduction, collection and awareness.

In 2007 and 2008, waste audits were again performed. The year end 2008 waste audit revealed that our capture rate increased from 27% in 2006 to 48% in 2008. The capture rate represents the amount of material that could have been recycled that was actually recycled. This indicates a significant improvement but also shows that there is still room for improvement.

The Authority continues to focus on selected items due to their potential to achieve good and encouraging results without the need for large capital expenditures:

- airside recycling;
- paper towel composting; and
- recycling in public areas.

2008 Goals and Objectives:

- corporate goal of 35% waste diversion by the end of 2008.

The Waste Reduction Program continues to be successful and was expanded in 2008 to include wood pallet and tire recycling. We will continue to focus on increased recycling rates in 2009 by promoting public and airline participation.

In 2008, we included the recycling of wood pallets and tires. We will continue to try to find ways to increase recycling and reduce waste as we have been doing since 2006.

6.1 Reduction

Last year, we made significant strides where waste reduction is concerned (see the 2007 Environmental Performance Report) and we concentrated on employee awareness to reduce the use of non-recyclable items.

6.2 Collection

The 2008 audit confirmed what was already known; that recycling methods have to be improved. As a result, the following initiatives will be continued and improved:

- increase composting of coffee grounds;
- relabeling and installation of airside recycling bins in Phase II;
- continued tire recycling at the Combined Services Building;
- continued promotion of "Green Procurement" initiatives;
- continued hazardous waste and e-waste recycling;
- continued provision and promotion of infrastructure for recycling initiatives; and
- continued awareness throughout the airport.

6.3 Awareness

Employee awareness was promoted throughout the year. The Reduction of Office Waste Committee continues to meet and develop new ideas. The committee organized the 2nd annual Environmental Week BBQ in June. In keeping with the learning focus of the event, employees were encouraged to visit the many educational stations that were set up to address the use of environmentally friendly products, composting, recycling and alternative energy sources. The event was deemed a success based on the high attendance level and participation, and the hand-powered flashlight giveaways were well received by all.

6.4 Conclusion

After completing all of the above, we achieved a waste diversion rate of approximately 35% compared to 18% in 2006. The great news is that our capture rate increased from 27% to 48%. As rates climb, the challenge to find new recycling initiatives also grows. Regardless, we will continue all efforts to reduce the amount of waste that goes to landfills, and we will seek out environmentally friendly products to incorporate into our operation over time.

2009 Goals and Objectives:

- maintain a waste diversion rate of 35%; and
- complete a waste diversion strategy analysis.

How:

- continue to promote waste diversion with staff, cleaning contractors, airlines and retailers;
- continue our tire recycling program;
- continue to monitor and improve waste diversion facilities;
- train specific personnel to become leaders in waste diversion;
- continue to assess and improve the waste diversion initiative; and
- complete a waste diversion strategy analysis.

7.0 E-WASTE RECYCLING

Electronics such as computers, keyboards, and monitors are increasingly found in landfills . In 2005, Canadians generated almost 170 million kilograms of e-waste, only 25% of which was recycled. To eliminate having these items directed to the local landfills, the Authority decided

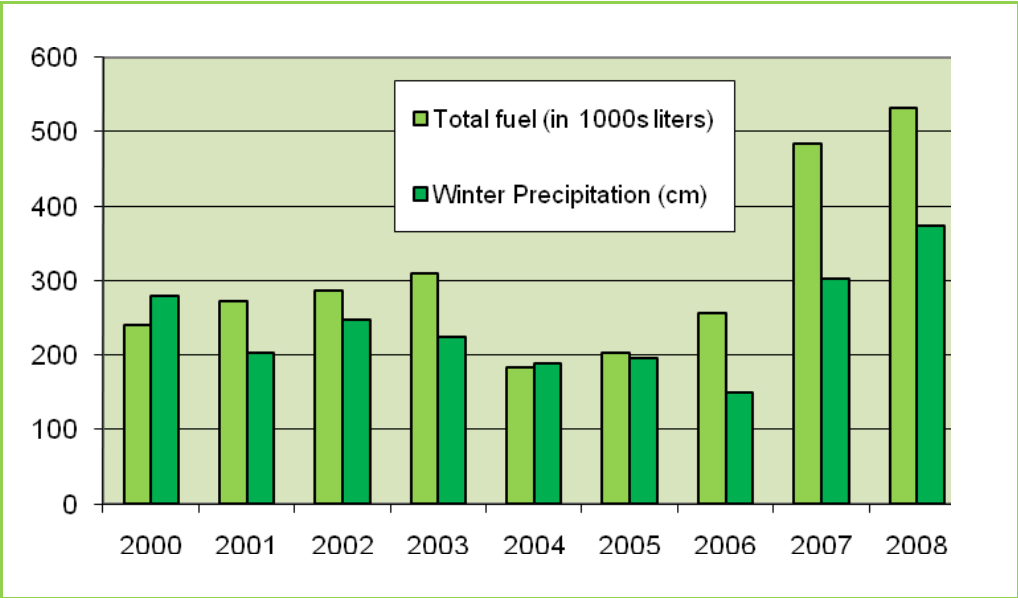
to recycle e-waste. In 2007, the Authority recycled almost 1,700 kg of e-waste and since this initiative's inception in 2006, the Authority has recycled a total of 3,200 kg. The redirection of this material resulted in a 100% increase in e-waste recycling. By recycling, we prevented numerous types of metals from entering the environment; metals are extremely difficult to remove from the environment once introduced. Should you require a list of the metals in question, please contact the Authority's Environmental Services Department.

In 2008, we did not send any e-waste for recycling. However, e-waste is being stored for re-use or recycling until we have collected enough material for a cost-effective shipment. We plan to continue our e-waste recycling efforts in 2009.

8.0 AIR POLLUTION REDUCTION

In 2005, the Authority began promoting anti-idling to its employees. In 2006, the Authority joined the City of Ottawa in their Vehicle Anti-Idling Campaign. This initiative continues to be an uphill battle, but we continue efforts to promote it. Furthermore, in 2007/2008, we joined the City of Ottawa in a research project on air quality monitoring using data gathered by satellite (results of this study are not yet available) and most vehicles purchased in 2008 were E85 compatible.

The following graph shows the amount of fuel used by Authority vehicles in relation to the amount of precipitation in winter (more fuel is used in winter due to snow clearing activity). The type of winter precipitation (snow, rain or freezing rain) dictates the requirements of our field equipment in order to keep the runways, taxiways and aprons safe and operational. For example, during snow events, the runway sweepers may not be required as often as during freezing rain events. This has a direct impact on the amount of fuel used. Therefore, this creates a problem with estimating the effectiveness of fuel reduction incentives.



2008 Goals and Objectives:

- reduce the amount of idling time of vehicles;
- continue to monitor fuel consumption relative to precipitation events;
- continue to test vehicle emissions; and
- create a baseline emissions inventory to promote awareness.

In 2008, the amount of fuel used increased, however the percentage of fuel use related to precipitation seemed to be proportional. Vehicle plug-ins that were installed to warm motors and reduce unnecessary idling time are still in operation.

The goal of completing a baseline emissions inventory of Authority-owned vehicles was achieved. Transport Canada's help will be required to complete a campus-wide inventory in the future.

2009 Goals and Objectives:

- same goals as noted for 2008 with the addition of:
- the installation of a fuel monitoring system that includes fuel use and idle-time monitoring for each Authority-owned vehicle. This system should enable us to accurately monitor and rectify ongoing issues; and
- a complete airport-wide 2006 baseline inventory, to be completed in 2009.

How:

- fully implement and promote anti-idling campaign;
- monitor all Authority-owned vehicles using the newly installed system; and
- continue to research viable vehicle fuel alternatives.

9.0 GREEN PROCUREMENT

In 2006, we started to implement the Green Procurement initiative. The first step was to introduce more environmentally friendly cleaning agents and hand soap into the airport's operations. Research into more environmentally friendly maintenance products is ongoing.

In 2006, with the help of Bee-Clean, the Authority's cleaning contractor, all cleaning chemicals used in the Passenger Terminal Building were replaced with more environmentally friendly products. The Combined Services Building has also replaced cleaning chemicals and the related dispensing units. Furthermore, instead of purchasing products in small containers, we now use bulk containers, thereby reducing the amount of packaging that is directed to landfills.

Our vehicle maintenance crew completed an inventory of all chemicals they use, and started purchasing "greener" products as well. According to the mechanics, some green products are actually better than the former products and some green products are not effective. The search for more effective, environmentally friendly products continues.

2008 Goals and Objectives:

- revisit the Green Procurement issue; and
- try to incorporate Green Procurement into contract documents.

Authority employees continue to look for alternative, more environmentally friendly products. However, documentation of success stories is lacking.

10.0 STORAGE TANKS

In 1994, Transport Canada completed an inventory of all storage tanks on airport property. The inventory revealed that 52 underground storage tanks and 36 aboveground storage tanks were present on the site for a total of 88 tanks. This finding initiated a movement to reduce the number of tanks on the property, especially underground storage tanks as leaks are less detectable in these. As of today, there is one underground storage tank and 95 aboveground storage tanks on the property. While the amount of underground storage tanks was reduced by 96%, the increase in aboveground tanks is attributable to the removal of underground units and the greater number of tenants with operational requirements for aboveground tanks.

2008 Goals and Objectives:

- continue to promote the removal of unnecessary tanks and the use of aboveground tanks; and
- monitor the regulations to ensure compliance when the tank regulation comes into force in 2008.

All unnecessary tanks, identified by the tenants to be obsolete, were eliminated.

2009 Goals and Objectives:

- continue to promote the removal of unnecessary tanks and the use of aboveground tanks; and
- ensure compliance of OMCIAA-operated storage tanks with the new 2008 storage tanks regulations.

How:

- continue to promote the use of aboveground storage tanks;
- continue to inform all airport tenants of new regulations;
- continue to inspect all storage tanks on a regular basis; and
- continue to complete Standard Operating Procedure Audits.

11.0 INTERNAL COMPLIANCE AUDITING

An internal audit of all the Authority's existing SOPs was completed in 2008 along with an internal petroleum storage tank audit. In early 2008, we registered all storage tanks in compliance with Environment Canada regulations well ahead of the June 12, 2009 deadline. We will ensure that all proponents wishing to install new storage tanks on Authority-leased lands are aware of this new regulation.

2008 Goals and Objectives:

- ensure that all 2007 audit issues/deficiencies are indeed rectified; and
- complete another SOP audit in 2008 and with the goal of finding less than three deficiencies.

The SOP audit confirmed that SOPs are being followed with one noted exception; oil/water separator cleaning and monthly storage tank inspections had not been conducted. However, no breakthrough of the oil/water separator system occurred. It was deemed that the SOP requires updating to reflect the fact that based on maintenance staff experience, less frequent inspections are required during summer months. Regardless, the (revised) schedule will be followed in 2009 and beyond.

2009 Goals and Objectives:

- ensure that any issues identified in the 2008 audit are rectified;
- revise SOPs;
- ensure that all regulations are followed for registered tanks; and
- complete another SOP audit in 2009 which identifies less than three deficiencies.

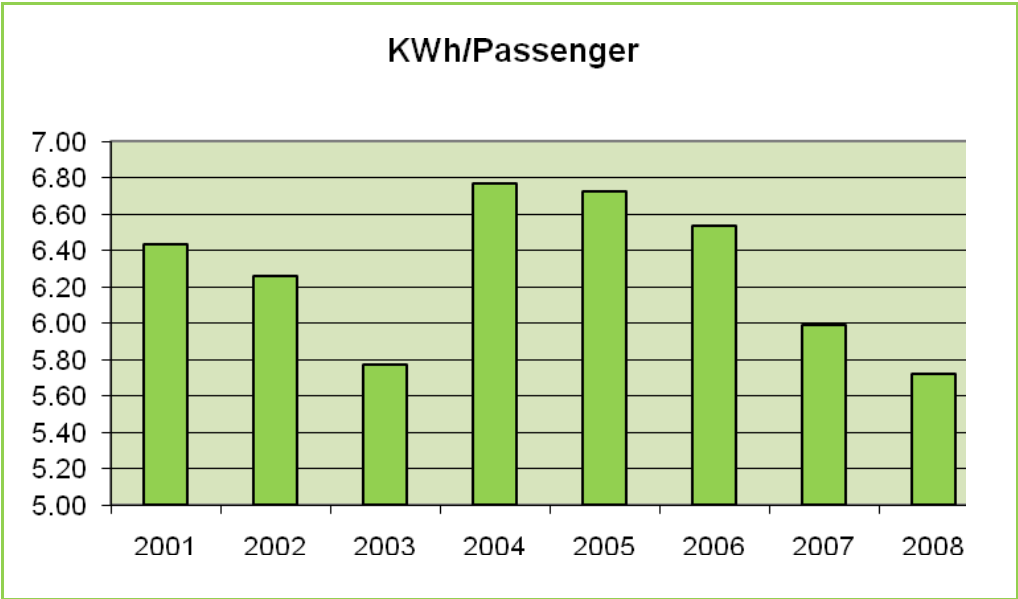
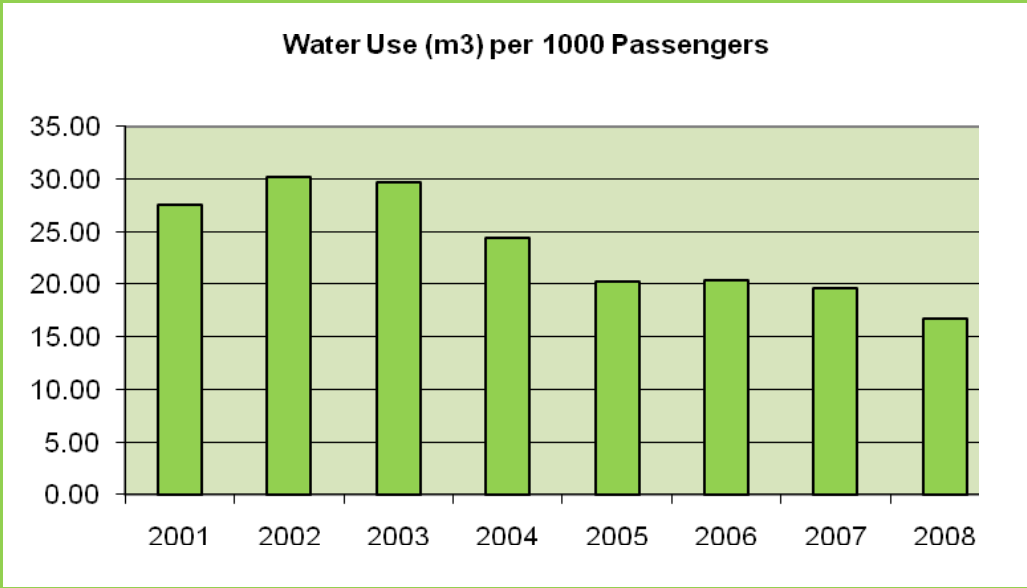
How:

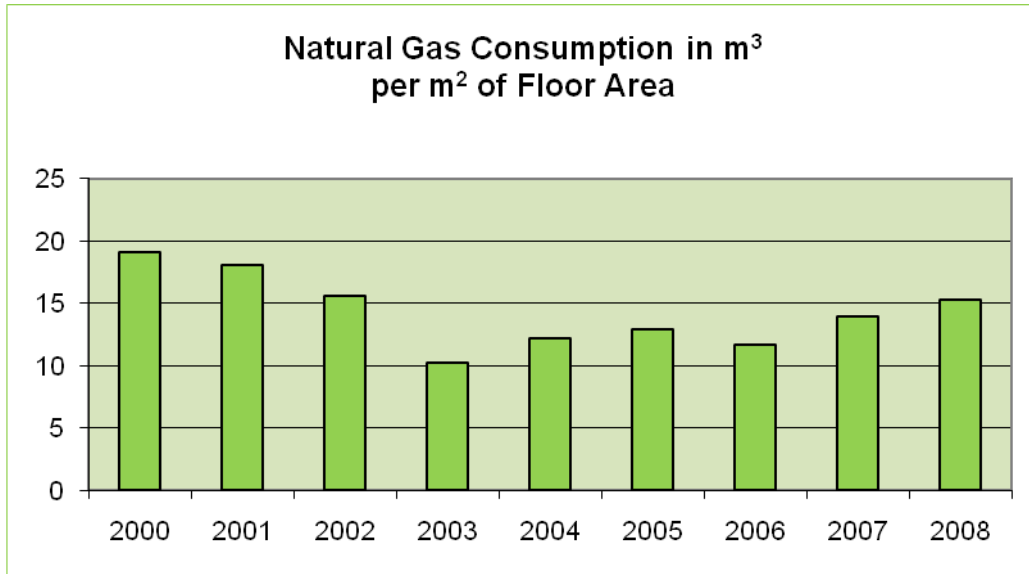
- provide SOP training sessions to emphasize the importance of cleaning interceptors and that existing and new petroleum storage tanks meet the storage tank regulations.



12.0 ENERGY EFFICIENCY

The Airport Authority consistently tries to minimize energy consumption. For example, we have switched to reduced flow faucets, installed motion detectors on light switches, set up our escalators to slow down when not in use, and set lights on timers.





2008 Goals and Objectives:

- reduce energy consumption wherever possible.

As indicated in the graphs above, the amount of water and electricity used has dropped since 2004 when compared to the number of enplaned and deplaned passengers. However, the natural gas consumption increased slightly, likely due to the extreme cold weather towards the end of 2008. Interpretation of these graphs is difficult due to an ever expanding number of variables, including passenger volumes, weather and building expansion (i.e. increase in Parkade capacity).

In 2008, the Authority implemented several programs that reduced our environmental impact, including the following:

- the Authority’s electrical department completed several projects that reduced energy consumption resulting in a savings of over 100 KWh (kilowatt/hour); and
- the Authority installed virtual servers, which reduced energy consumption by 18% i.e. 350 KWh. Based on independent calculations, the server project also reduced greenhouse gas emissions by 95,000 kilograms, or the equivalent of planting 480 trees.

All of these energy reduction projects were initiated by Authority employees.

2009 Goals and Objectives:

- continue to reduce energy consumption wherever possible and seek out new programs that will benefit the environment.

How:

- continue to monitor and search for ways to reduce energy consumption;
- search for more energy efficient alternatives when replacing mechanical systems; and
- continue to sensitize personnel to energy reduction, be it at work or at home.

13.0 COMMUNICATION/AWARENESS/TRAINING

The Communications program was continued in 2008.

2008 Goals and Objectives:

- continue to train and inform staff;
- try to involve and educate airlines and other campus organizations;
- continue to advocate recycling and involve all staff in the recycling/ waste reduction program; and
- continue to promote the anti-idling campaign.

As mentioned earlier in this document, our 2nd Annual Environment Week BBQ event was held, which increased awareness of waste reduction, recycling, composting and included information concerning alternative energy sources.

2009 Goals and Objectives:

- revisit spill response staff training;
- continue to involve and educate airlines and others campus organizations;
- continue to advocate recycling and involve all staff in the recycling waste reduction program; and
- continue to promote the anti-idling campaign (see below).

How:

- continue to provide training;
- continue to promote environmental awareness;
- continue to educate tenants; and
- publish more articles in the campus newsletter "Contact".



14.0 CONCLUSION

Over the past several years, the Authority has worked diligently to reduce any negative environmental impacts on the community that are attributed to its operation. Success stories include the continued reduction of glycol and un-ionized ammonia released in stormwater and the implementation of programs such as hazardous material reduction/recycling, waste diversion, employee awareness, green procurement and greenhouse gas reduction.

The actions, as described in this report, have resulted in the following:

- reduction of glycol exceedances from 8 in 1999/2000 to 0 since 2005;
- ceased use of urea (runway deicer in 2005) in areas that impact surface water bodies (no exceedances);
- decreased number of spills (reported) since 2000, same as last year;
- increase in waste diversion;
- reduction of energy use, with the exception of natural gas; and
- increased employee involvement/ownership.

Our key goals will be to continue all programs, reduce greenhouse gases/energy consumption, increase recycling/waste diversion, expand our green procurement program, reduce emissions, establish more baselines values to assist in monitoring our impacts and seek out new ways to reduce them. We will continue to monitor all programs and SOPs and ensure full compliance with all environmental regulations (zero exceedances to criteria).



OMCIAA

COMMITMENT

TO

CORPORATE SOCIAL

RESPONSIBILITY

International Airport
Authority



Administration de
l'aéroport international

Approved by Board of Directors November 28, 2006

OMCIAA COMMITMENT TO CORPORATE SOCIAL RESPONSIBILITY

Application and Scope

1. This policy applies to OMCIAA's Board of Directors, staff and operations. It is an integral part of OMCIAA's Vision, Mission, Strategic Objectives, Organizational Values which are more particularly set out in **Schedule "A"** attached to this policy. It is also an integral part of OMCIAA's business and strategic plans and is further supported by a range of OMCIAA policies on specific issues.

Meaning of Corporate Social Responsibility for OMCIAA

2. Corporate social responsibility is a long-term business approach that is based on OMCIAA's role in economic and social development and in environmental stewardship and its impact on the community. It is the OMCIAA's integration of core values such as honesty, respect, fairness, integrity, transparency into policies, procedures, and day to day business practices in meeting its corporate objectives and stakeholder expectations while enhancing the benefits to the community.

OMCIAA Commitments to Corporate Social Responsibility

3. OMCIAA is committed to maintaining a sustainable corporation by,
 - (a) Managing its economic, social and environmental activities in a financially, socially and environmentally responsible manner;
 - (b) Identifying the economic, social and environmental issues associated with its operations, its development activities and establishing key performance indicators to measure its performance in addressing these issues;
 - (c) Reviewing OMCIAA's progress in managing its business in a way that enhances the positive and minimizes the negative economic, social and environmental impacts of its activities.
4. These commitments serve to guide and support the decisions of OMCIAA Board of Directors and all OMCIAA staff.

OMCIAA's Economic, Social and Environmental Issues:

5. OMCIAA implements this Policy mindful of the need to balance economic, social and environmental performance in an open decision-making process with the involvement of all stakeholders. The list of economic, social and environmental issues is not exhaustive but rather a starting to point to identifying additional issues in these three areas as OMCIAA operations and activities grow or change.

Approved by Board of Directors November 28th, 2006

2

- (a) **Economic:** Economic performance focuses on OMCIAA's impact on the economic circumstances of its stakeholders and on economic systems at the local, national and global levels. OMCIAA recognizes the need for commitments and performance measurement in the following areas:
- Customer/client service
 - Fees and charges
- (b) **Social:** Social performance focuses on OMCIAA's impacts on the social systems within which it operates, including impacts on its stakeholders and its own intangible assets such as reputation. OMCIAA recognizes the need for commitments and performance measurement in the following areas:
- Health, safety and security
 - Human resources management
 - Community relations
- (c) **Environmental:** Environmental performance focuses on OMCIAA's impacts on living and non-living natural systems, including ecosystems, land, air and water. OMCIAA recognizes the need for commitments and performance measurement in the following areas:
- Physical environment and natural resources
 - Hazardous materials
 - Recycling and waste management

Performance Indicators and Policy Implementation

6. Responsibility for implementation of this policy rests with the OMCIAA Board of Directors and with all staff. The issues arising from economic, social and environmental performance fall under the responsibility of the President and each administrative unit of OMCIAA and certain sub-committees of the Board of Directors.
7. OMCIAA currently engages in corporate social responsibility activities without necessarily identifying them as such. The list of OMCIAA commitments and performance indicators set out in **Schedule "B"** attached is a basic first step to identifying current corporate social responsibility practices, identifying the strengths and weaknesses relative to OMCIAA goals, peers and best practices and to implementing a systematic corporate social responsibility approach. It is anticipated that as OMCIAA's activities grow and change, the commitments and performance indicators in Schedule "B" may grow and change accordingly.

8. The President and administrative units are responsible for the development of management systems sufficient and appropriate to ensure information is collected on performance indicators against which OMCIAA can measure its corporate social responsibility performance, forming benchmarks.
9. Once the administrative units have completed gathering information on the commitments and performance indicators, the administrative units will submit the information to the President with recommendations on the appropriateness of the commitments and performance indicators and proposed means for improving performance, where needed.
10. The President will report to the Board of Directors as required on OMCIAA's corporate social responsibility performance.
11. This policy is reviewed annually by the Board of Directors in conjunction with its annual strategic planning session and may be amended by the Board of Directors, as necessary and in consultation with Senior Management.

SCHEDULE “A”

OMCIAA Vision, Mission and Objectives

VISION

Building connections to the world

MISSION

Working with its partners, the Authority will be a leader in providing affordable safe and secure world-class airport facilities and services to the community and all of the airport’s customers.

STRATEGIC OBJECTIVES

To manage the business in a financially, environmentally and socially responsible manner;

To be an industry leader in the planning, development and operation of world-class airport facilities;

To provide the diverse and dynamic customer base with a high level of customer service;

To further develop the commercial focus of the Authority;

To develop and maintain productive, talented employees who are excited by their work, committed to the Authority’s values and the achievement of its mission and business objectives;

To foster partnerships that contribute to the viability of the airport and the socio-economic growth of the community;

To continue to work proactively with all levels of government, the cities of Ottawa and Gatineau, the Community and major stakeholders;

To operate the airport facilities in a safe manner;

To manage the airport campus in a secure manner; and

To foster environmental stewardship in all facets of its business and throughout the campus.

ORGANIZATIONAL VALUES

To meet and exceed the expectations of its stakeholders; and
To conduct its business responsibly, with integrity and transparency.

Approved by Board of Directors November 28th, 2006

5

SCHEDULE “B”

ECONOMIC

Area	Commitment	Performance Indicator
Customer and Client Service	Maintain standards of excellence in service to passengers, air carriers, tenants, agencies within the Passenger Terminal Building, suppliers, service providers	<ul style="list-style-type: none"> • Average ratings on quarterly customer service surveys and ranking • Average response time to comment cards • % of airport employees and of volunteers with customer service training within the last 5 years • % of employees who are able to communicate in both official languages
Fees and charges	Maintain fees and charges that are not excessive and provide advance notice for all changes in user charges	<ul style="list-style-type: none"> • Average aeronautical fees charged to airlines by OMCIAA relative to aeronautical fees charged by largest 8 airports in Canada • Period of time between date of consultation meetings with airlines and effective date of new or changed fees

SOCIAL

Area	Commitment	Performance Indicator
Health, Safety and Security	Maintain standards of excellence in safety	<ul style="list-style-type: none"> • Ratio of accident/incidents to worked hours • Number of safety/security training programs • Number of security incidents/ results of security audit
Human Resource Management	Ensure long-term corporate continuity	<ul style="list-style-type: none"> • Number of human resources initiatives with respect to employee performance, training, career advancement, succession planning
Community Relations	Foster interface with the community	<ul style="list-style-type: none"> • Number of community outreach events
	Promote participation and volunteering in the community	<ul style="list-style-type: none"> • % of employees in leadership or other roles in community, charity, professional and/or special interest organizations
	Strive for diversity and proportional representation of the regional public	<ul style="list-style-type: none"> • % of women, of minorities and of persons with disabilities on the Board of Directors/ staff
	Support community charities and initiatives through financial contributions	<ul style="list-style-type: none"> • Number of dollars spent on projects that benefit the community (e.g. Project Clear Skies)

Approved by Board of Directors November 28th, 2006

6

SCHEDULE “B”

ENVIRONMENTAL

Area	Commitment	Performance Indicator
Physical Environment and Natural Resources	Reduce and/ or offset carbon emissions to protect and improve air quality	<ul style="list-style-type: none"> • Number of initiatives or measures taken
	Protect water quality	<ul style="list-style-type: none"> • Number of exceedences in storm water outlets per sample
	Protect natural habitat and significant natural features	<ul style="list-style-type: none"> • Ratio of hectares preserved to developed lands
	Reduce consumption and/ or use more efficiently energy, water, and other natural resources where practicable and taking into account external factors	<ul style="list-style-type: none"> • Amount of electricity used per passenger • Amount of natural gas used per passenger • Amount of water consumed per passenger
Hazardous Materials	Manage and control use of hazardous material	<ul style="list-style-type: none"> • Number and extent of fuel spills per 1000 aircraft movements • Number and extent of chemical spills per 1000 aircraft movements • Number of products assessed and replaced
Recycling and Waste Management	Use recyclable and recycled supplies and products where practicable	<ul style="list-style-type: none"> • % of waste that is diverted to recycling
	Reduce waste generation	<ul style="list-style-type: none"> • Amount of waste generated per passenger