

Edmonton International Airport
2009 ENVIRONMENTAL
MANAGEMENT PLAN
December, 2009

The logo features the letters 'EIA' in a bold, white, sans-serif font. Below it, the tagline 'we'll move you.' is written in a smaller, lowercase, white, sans-serif font. The logo is positioned on the right side of the page, above a decorative graphic of overlapping, wavy, light blue and white bands that sweep across the bottom of the page.

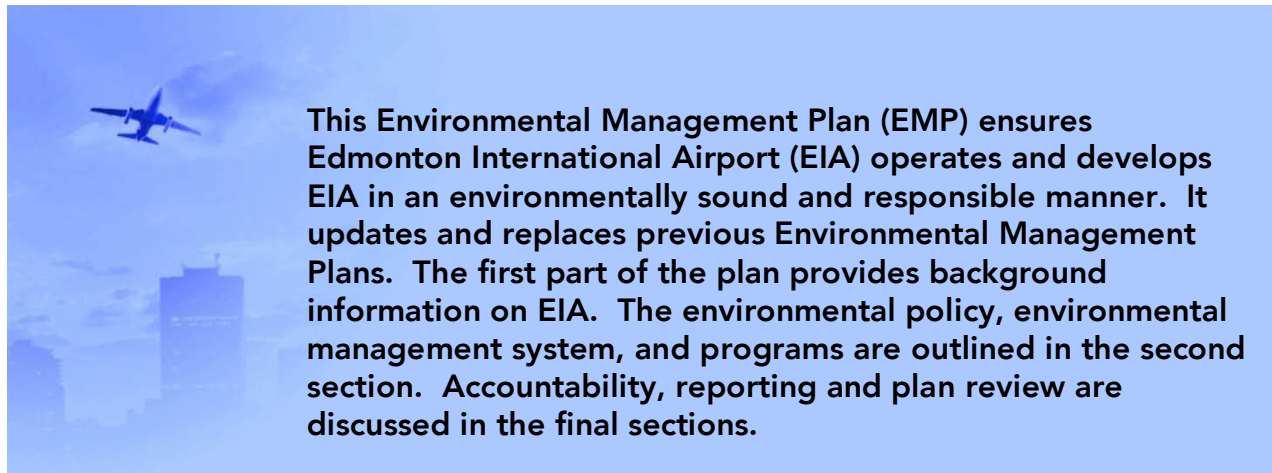
EIA
we'll move you.

EDMONTON INTERNATIONAL AIRPORT

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1.0 INTRODUCTION



This Environmental Management Plan (EMP) ensures Edmonton International Airport (EIA) operates and develops EIA in an environmentally sound and responsible manner. It updates and replaces previous Environmental Management Plans. The first part of the plan provides background information on EIA. The environmental policy, environmental management system, and programs are outlined in the second section. Accountability, reporting and plan review are discussed in the final sections.

1.1 Edmonton International Airport

EIA is an independent body whose purpose is to manage and operate the Edmonton International Airport on behalf of, and in the best interest of, the Edmonton region. In August 1992, Transport Canada officially handed the management of the Edmonton International Airport to EIA. EIA leases the airport and land from Transport Canada. The corporation is not-for-profit and all income and surpluses must be applied to the promotion of our purpose. By law the Authority does not have equity shareholders or to provide any external body with an equity interest in our organization.

EIA is governed by a Board of Directors comprised of 15 members, 13 of which are appointed by seven different governmental bodies and two are members at-large appointed by the Board. Representation includes The City of Edmonton, Leduc County, The City of Leduc, Strathcona County, Sturgeon County, Parkland County, and federal government.

The airport community at the Edmonton International Airport is comprised of 65 companies employing approximately 3,600 employees. In 2008, the airport handled 6.4 million enplaned and deplaned passengers, was served by 19 airlines, and provided non-stop service to over 50 destinations.

Based on a 2008 economic impact study, the Edmonton International Airport generated \$1.55 billion in total economic output for the Edmonton area.

OUR VISION

To be the North's preferred gateway to the World, and the World's preferred gateway to the North.

OUR MISSION

We manage commercially focused airports and facilities, striving to exceed customer and community expectations.

To achieve this vision, the following corporate goals are identified in the 2010-2014 Strategic Plan:

- By the end of 2013, EIA will be recognized as a top 100 employer in Canada.
- By 2014 increase per enplaned passenger non-aeronautical revenue by exceeding the five-year average Alberta CPI. Achieve EBITDAC (Earnings before interest taxes depreciation and amortization) of not less than 55% of revenue.
- Be in the top three with other Canadian airport peers as measured by the expense revenue ratio.
- By end of 2012, complete phased land and aviation infrastructure development planning and financing, as well as the construction of at least three cargo-related facilities, to initiate the development of a large scale, integrated cargo village, on AirLINKS West lands in support of Port Alberta.
- By 2012, EIA will be recognized for superior partnerships with airline customers by receiving the International Air Transport Association (IATA) Eagle Award.
- Improve customer service experience, resulting in a top 10 percent placing for overall customer satisfaction in the ASQ survey by 2012. Evaluated for airports with 5-15 million passengers.
- Achieve a commercial passenger terminal capacity of 9 million annual passengers by 2013 that is 100% common use.

1.2 Airport Setting

The Edmonton International Airport serves as the gateway to western and northern Canada linking this region to the world. The facilities and customer service reflect the vitality and sophistication of Alberta's provincial capital. The airport operates 24 hours per day, 365 days per year and has two runways, allowing the airport to efficiently and effectively move goods and people in and out of the region.

The Edmonton International Airport is located 34 kilometres south of the City of Edmonton's downtown core. The airport property covers over 2,700 hectares, and is the largest airport-related land mass in Canada with scheduled passenger service. Besides airport operations-related infrastructure, some portions of the property are developed for recreational purposes including a motorsports park, a trap shooting club, and a world-class golf course. Fifty-six per cent of the airport land mass is cultivated for agricultural purposes and is leased to local farmers to minimize EIA's maintenance requirements.

The Edmonton International Airport is located within Leduc County, a rural, northern prairie locale. Major highways border the northern (19) and eastern (Queen Elizabeth II) property boundaries. Located to the east is Nisku Industrial Business Park that accommodates 500 diverse businesses. Immediately southeast is the thriving City of Leduc with more than 15,000 residents.

A tributary of Whitemud Creek, which traverses the west side of the airport property, is one of the most sensitive environmental features at the Edmonton International Airport. Much of the collected airport stormwaters are discharged into the tributary, and portions of the tributary have rare, undisturbed riparian areas.

Off-airport property, water bodies such as Telford Lake and Saunders Lake are located 2 km southeast and 5 km east respectively, and can influence bird activity in the region. Also, the Leduc & District Regional Sanitary Landfill has been in close proximity to both lakes and the airport for the past 25 years, and there are plans to expand the landfill in the future.



Edmonton International Airport - 2008

2.0 ENVIRONMENTAL POLICY



The management of EIA shares the concern of the Canadian Public to protect, preserve and enhance the environment. EIA is committed to operating and maintaining all airports within the Edmonton Regional Airports Authority in a safe and environmentally responsible manner, while sustaining the health and safety of employees, travellers and the public at large.

EIA will exercise due diligence in providing an environmental assessment of applicable projects and activities to mitigate environmental impacts. EIA will strive to meet or exceed all applicable federal and provincial acts, regulations, codes, guidelines and municipal bylaws related to environmental issues.

2.1 Environmental Management System

EIA has an established Environmental Management System (EMS) to ensure operations and activities at the Edmonton International Airport are conducted in an environmentally responsible manner, and to ensure EIA's environmental policies are satisfied. The basic framework of the EMS is compatible with the requirements of ISO 14001 to assist in achieving continual improvement in environmental performance and to ensure EIA consistently meets environmental, regulatory, community and employee obligations.

The EMS components are, but not limited to, the following:

- Environmental Management Plan
- Policies
- Programs & SOPs
- Auditing
- Communication
- Reporting
- Training
- Objectives
- Business Plan

2.1.1 Environmental Management Plan (EMP)

The Environmental Management Plan is the guidance document that forms the foundation for the system. The EMP documents and articulates the factors that must be considered to adequately address environmental risks specific to the Edmonton International Airport.

2.1.2 Environmental Laws & Regulations

Since aviation is federally regulated and the Edmonton International Airport is located on federal property, federal acts, regulations and guidelines are applicable. EIA will continue to comply with federal regulations as they apply to the Edmonton International Airport, and in the absence of federal regulations, provincial regulations will be utilized to provide environmental due diligence. If a provincial standard is used in a program, it is explicitly stated. EIA expects that tenants abide by applicable environmental acts, regulations and guidelines, which are supported in lease agreements. Airport tenants are expected to understand their environmental responsibilities and adhere to the environmental requirements of their leases.

2.1.3 Programs & SOPs

Environmental aspects are based on organizational activities and specific operations, and consider the current airport environment. These aspects have one or more environmental impacts at the Edmonton International Airport. Aspects that are deemed to have a significant impact (e.g. regulatory requirements) become the basis for the development of environmental programs. These programs are managed by the Environment, Safety, and Operational Compliance Department and may be implemented and/or administered in conjunction with other EIA' departments.

The current environmental aspects are as follows:

- Environmental Impact Assessment
- Aircraft Noise
- Hazardous Materials Spill Response
- De-icing Fluids (Glycol)
- Water Quality
- Storage Tanks
- Ozone Depleting Substances
- Environmentally Impacted Sites

These programs are described in more detail in Appendix A.

2.2 Confirmation and Improvement

To confirm that the system is functioning as required, audits are used to evaluate EMS performance and ensure regulatory compliance is being achieved.

Internal and external audits are alternated every year. Internal audits use in-house resources; external audits use an independent external consultant. Audit findings are reported to EIA Senior Management, who monitor and confirm the completion of corrective actions to address findings.

Transport Canada performs a yearly ground lease audit that includes aspects of environmental management, which can effect system changes.

2.3 Open Discussion with Stakeholders

EIA consults with the surrounding communities on appropriate environmental aspects, and is always available for consultation with external stakeholders on possible environmental issues that may impact the Edmonton International Airport or be related to Edmonton International Airport activities.

For instance, EIA has taken a proactive approach to the management of aircraft noise and the concerns of the surrounding communities through the formation of the Noise Advisory Committee. The committee functions as a forum for information exchange between the Airport and local communities, and as an education vehicle on airport operations and aircraft noise. The Noise Advisory Committee reviews noise concerns and determines when noise abatement procedures should be considered.

2.4 Reporting

EIA reports publicly on its environmental performance through the corporate Annual Report. Further technical information can be found through EIA's website www.flyeia.com.

2.5 Continuous Improvement

In support of continuous improvement, EIA works to ensure all its employees and EIA Team partners are aware of and understand their environmental responsibilities. Training includes professional development training for Environment, Safety, and Operational Compliance Department staff as well as targeted training for employees or tenants, and the promotion of regulator-offered environmental training opportunities within the airport community.

2.6 Objectives

In order to monitor and improve environmental performance, EIA has a systemic process to establish, implement and maintain objectives and targets.

3.0 ACCOUNTABILITY

The Board of Directors oversees the business conduct of EIA and the activities of management. The Board provides objective, prudent guidance and governance, based on accountability and transparency. The Board is responsible for overseeing environmental and operational safety policy and procedures.

- It is the responsibility of the President to ensure compliance with environmental policies and practices.
- EIA senior managers are responsible for reviewing and approving the Edmonton International Airport EMP.
- The Vice President Airport Operations provides leadership, direction and management for the environmental issues of the airport.
- The Environment, Safety, and Operational Compliance department maintain the EMS and provide professional environment management knowledge and support to all departments.

All airport employees are responsible for, and expected to abide by EIA's environmental policy. Airport tenants are required to understand their environmental obligations and abide by environmental regulations (e.g. spill response).

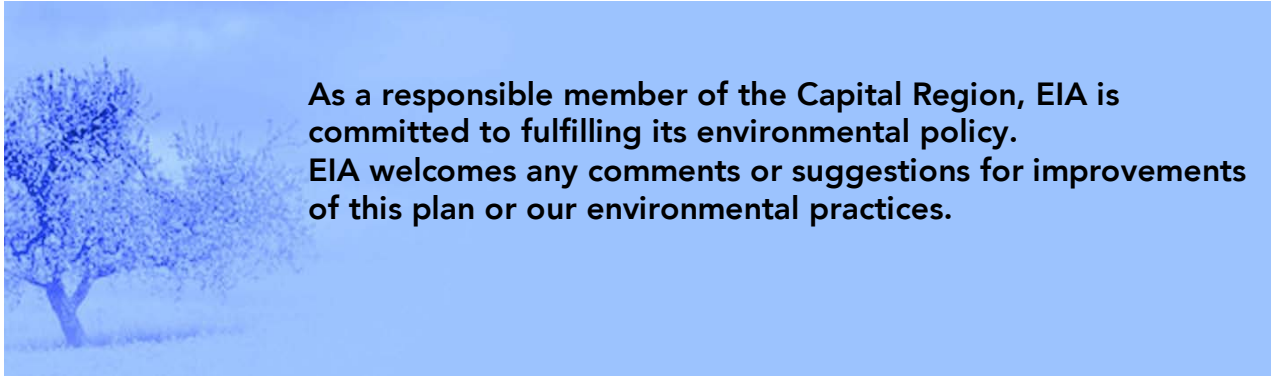
4.0 EMP REVIEW



The Environment, Safety, and Operational Compliance department will lead the review of the Environmental Management Plan at least once per calendar year. All appropriate internal committees and departments will be consulted to determine if changes to the plan should be considered.

The Vice President Airport Operations will present the results of the EMP review to the EIA Senior Management team. The Senior Management team will consider the recommendations presented and approve any changes made to the plan.

5.0 CLOSING



As a responsible member of the Capital Region, EIA is committed to fulfilling its environmental policy. EIA welcomes any comments or suggestions for improvements of this plan or our environmental practices.

6.0 APPENDIX A

1.0 ENVIRONMENTAL PROGRAMS

Summarized below are descriptions of each program.

1.1 ENVIRONMENTAL IMPACT ASSESSMENT

The purpose of this program is to ensure environmental impacts are identified, avoided, or mitigated during the planning, design, construction, and operation of all new projects. Environmental impacts are not limited to change of air, soil and water quality but also extend to impacts on personal safety, social well being, wildlife, habitat and aesthetics. The Environment, Safety and Operational Compliance department works with other departments at the project initiation stage to ensure sustainable development is achieved. EIA uses the Facility Alteration Permit process to review and monitor all new construction activities.

1.2 AIRCRAFT NOISE

EIA prefers to maintain a good working relationship with nearby communities while balancing demands for a safe, convenient, and 24-hour service airport. EIA is involved in many noise management initiatives to help reduce noise impacts in communities and to educate our stakeholders.

Noise concerns received from the public will be acknowledged and internally investigated as received. Details of noise concerns are correlated with the flight tracking system (ANOMS) and responses are provided to complainants.

The Noise Advisory Committee functions as a forum for information exchange between the Airport and local communities, and as an education vehicle on airport operations and aircraft noise. The committee reviews noise concerns and determines when a noise abatement procedure should be recommended.

AVPA (Airport Vicinity Protection Area Regulation) is a provincial regulation that ensures only compatible land uses locate around the airport so that the use, enjoyment and security of the surrounding properties are not jeopardized by current and future airport operations. Compatible land uses are determined through the "Noise Exposure Forecast" tool created by Transport Canada, and the requirements of the AVPA are built into municipal planning processes.

1.3 HAZARDOUS MATERIALS SPILL RESPONSE

The use of hazardous materials is necessary for the day to day operations of any airport. The more often they are handled and used, the greater the possibility for accidental release into the environment. Hazardous material spills can have severe impacts on the environment by contaminating the soil and making their way into the ground water or other water supplies. An effective and efficient hazardous material spill emergency plan is necessary to minimize any detrimental effects to the environment and human health. The purpose of this program is to ensure proper assessment, management, cleanup, and regulatory compliance of any hazardous materials spill occurring at the Edmonton International Airport.

1.4 DE-ICING FLUIDS (Glycol)

A thin layer of ice on an aircraft can be a major safety hazard. Glycol is sprayed on aircraft as a de-icing agent and as a preventative measure to stop further formation of ice. The de-icing season at the Edmonton International Airport typically starts in October and ends in May. Glycol application is performed by the airlines or by contractors to the airlines.

The introduction of glycol into natural ecosystems can negatively impact water quality. Glycol exerts a high biochemical oxygen demand on a receiving water body, which means it could deplete the water's oxygen supply. This creates toxic conditions for aquatic life. The purpose of the management program is to ensure deicing activities are effectively managed, mitigated and monitored.

1.5 WATER QUALITY

There is always a risk that substances commonly associated with airport operations can enter the stormwater system, sanitary system or groundwater as pollutants. To ensure compliance with water quality regulations licenses, and guidelines, airport water systems are sampled and monitored on a regular basis. The purpose of this program is to provide background information and guidance on water quality issues, sampling procedures, regulatory requirements and sample analyses.

1.6 STORAGE TANKS

Various storage tanks at the Edmonton International Airport are used to store diesel fuel or gasoline. Contamination of soil and water resources can occur through the leakage of storage tanks, or by spillage at refuelling areas. The purpose of this program is to allow EIA to practice environmentally sound storage tank management, comply with regulatory obligations and prevent the release of substances to the environment. Applicable EIA and tenant fuel storage tanks are registered with Environment Canada on their Storage Tank website for Petroleum and Allied Petroleum Products.

1.7 OZONE DEPLETING SUBSTANCES

Ozone Depleting Substances (ODS) are compounds which, upon decomposition, destructively interact with the earth's ozone layer, resulting in ozone depletion. Of particular concern for their ozone depletion capabilities are halons (bromofluorocarbons) and CFCs (chlorofluorocarbons). Halons are used in fire extinguishing equipment, primarily for electrical fires and in portable extinguishers, while CFCs are used as refrigerants in air conditioners and cooling systems.

The purpose of this program is to ensure compliance with applicable federal regulations and to minimize the potential ozone depleting effects of CFCs by recovering, containing and monitoring the use of CFC containing material/equipment.

1.8 ENVIRONMENTALLY IMPACTED SITES

The purpose of this program is to allow EIA to manage contaminated sites at the Edmonton International Airport in conjunction with Transport Canada and reduce any potential risks and long-term liabilities. Transport Canada is responsible for the contaminated sites that existed at the Edmonton International Airport prior to 1992 transfer. However, many of the properties across Canada are managed on a priority basis. EIA continues to work with Transport Canada to ensure that contaminated sites are managed in accordance with the Treasury Board's Federal Contaminated Sites Management Policy.

