

Environmental report 2009





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Environmental status

Oslo Airport Gardermoen (OSL) is Norway's biggest and most important traffic hub. It is also one of Norway's largest employers. OSL has a policy aimed at ensuring a sustainable development of the airport, balancing growth and efficiency against social and environmental considerations. As an airport operator with considerable social responsibility, OSL is continually working to meet the expectations and demands it is faced with.

A reduction of greenhouse gas emissions has become an important goal for OSL. To compensate for its greenhouse gas emissions, OSL purchases emission allowances through the UN-system. In the summer of 2009, OSL committed itself to participating in a new European, sector-specific scheme, Airport Carbon Accreditation (ACA). OSL will apply for ACA-certification of its annual carbon inventory for 2009 and establish goals and action plans for reducing CO₂ emissions at the airport.

Each year, OSL prepares an annual carbon inventory that complies with the standards of ISO 14064 and the Greenhouse Gas Protocol. In the 2009 inventory, which for the first time included emissions from waste management, emissions totalled 7044 tonnes of CO₂ equivalents. Emissions from company-owned vehicles have increased over the past four years while emissions from energy production have decreased.

In 2009, a plan was drafted for modernizing and down-sizing the company's fleet of small cars, in part guided by emission concerns. These concerns also resulted in the purchase of two electric vehicles, one hybrid car and three cars fuelled by E85 (bioethanol).

In 2009, the Climate and Pollution Agency (formerly SFT) granted OSL a discharge permit for quota-regulated greenhouse gas emissions from OSL's Energy Centre. The company compensates for the annual carbon emissions from its oil-fuelled boiler station through the EU Emissions Trading System.

For the winter season 2008–2009, the consumption of de-icing chemicals was somewhat higher than the average for earlier years. For runway de-icing this is explained by an increase in application area for chemicals, difficult winter conditions and increased focus on runway friction, especially in connection with runway exits. In the course of 2009, three minor breaches of the ground-water discharge permit were recorded but none related to river systems. During the 2008–2009 winter season, the collection rate for aircraft de-icing chemicals was 79 per cent. In random samples collected in 2009, there was one exceedance of the limit values for the discharge of oil-contaminated water from the fire drill area to the municipal sewer system.

In 2009, several important steps were taken to reduce the discharge of de-icing chemicals. The de-icing platform at the northern end of the eastern runway was expanded, aprons and associated surface water collection systems were expanded and improved, and a facility was established for the collection of chemical-laden meltwater (so-called first flush surface water).

A program was carried out for inspection and subsequent removal / remediation of old underground heating-oil tank installations at OSL-owned properties

– mostly residences and commercial properties from before the establishment of the airport.

OSL's new waste management contract has resulted in greater focus on, and better follow-up of waste management results. While waste quantities were somewhat reduced, the waste source-separation rate – which was at the same level as the previous year (55 per cent) – warrants continued focus on source separation. In 2009, a collaboration was established with relevant parties at the airport to start separating and collecting bottles and drink cans from aircraft waste.

OSL owns about 1500 acres of forest property. OSL actively manages the forest through pre-commercial thinning as well as harvesting. Appropriate biomass is delivered as fuel for the wood chip boiler.

For several years, OSL has focused on measures for reducing energy consumption. The energy consumption in electricity-specific installations in 2009 was lower than expected in light of the opening of a new indoor parking facility and the extension of the Terminal Building. The consumption of heating oil for heat production was halved compared to 2008. However, there was an increase in the use of electricity for producing heating and cooling energy.

The overall aircraft noise impact in the vicinity of the airport was lower in 2009 than in 2008. The noise reduction was greater than might be expected from the 8.5 per cent decrease in air traffic and can, in part, be attributed to an increased proportion of modern, more quiet aircraft.

2009 saw the testing of a new take-off procedure for departures towards the north from the eastern runway. This procedure will lead departing aircraft away from the most heavily populated areas.

OSL operates a facility for monitoring local air quality at the airport. The measurements indicate that local air quality was in full compliance with the criteria set by the Pollution Regulations. OSL has enlisted the help of the Norwegian Institute for Air Research (NILU) for preparing a modified air quality monitoring program to measure possible changes in local air quality resulting from the building of a proposed new terminal, Terminal 2.

The Terminal 2 project implies an extension of the current terminal, the building of a new aircraft pier and an extension of the apron. A consequence analysis for the plans was sent Ullensaker municipality in April 2009 and subsequently submitted to public examination in November 2009. The final evaluation of the consequence analysis is expected to be completed in April 2010.

Gardermoen, April 2010

Nic Nilsen
Managing Director



Environmental management

Environmental goals

OSL's policy is to secure a sustainable development of the airport. We are dedicated to ensuring that the airport is operated in a manner that minimizes any adverse environmental impact. Noise impact should be predictable, and the number of people exposed to significant aircraft noise should be minimized. Groundwater and river systems must not be degraded and energy consumption should be cut by implementing energy conservation measures. Arrangements must be made for a secure waste management scheme that will promote reuse, recycling and waste minimization. While OSL will strive to minimize its carbon footprint by reducing its own emissions, our remaining emissions will be compensated for by investments in UN-approved carbon-offset projects. OSL will also work to ensure that other parties at the airport participate in reducing the overall greenhouse gas emissions of the airport.

These demanding commitments set the framework for the airport's operations. OSL has a primary strategic goal that sets the scope for the environmental work at the airport. OSL is to be a driving force in community development and in improving the environmental performance of the aviation industry.

Managing environmental work

Environmental management is an integral part of OSL's overall management system, a system based on international standards such as ISO 9001 and 14001, fulfilling all regulatory requirements for internal control. OSL methodically applies environmental management tools to ensure comprehensive supervision of the environmental work within the company as well as that of other parties at the airport.

Environmental management requires an overview of the company's environmental impact and all applicable environmental regulations. These constitute the environmental framework for the airport's operations. Of particular importance are the discharge permits from the Climate and Pollution Agency and the noise-abatement procedures for landing and take-off, as specified by the Civil Aviation Authority. Both impose strict constraints on airport operations.

OSL has determined that the most significant aspects of its environmental impact are related to noise, water and soil, energy, waste and air quality. In each of these areas, operating routines and monitoring systems have been implemented to ensure that airport operations are in compliance with the relevant regulatory framework. Furthermore, environmental requirements are included in all contracts with parties operating at the airport.

Risk assessments are an important tool in environmental management and are used to prevent or mitigate effects of potential incidents. Risk assessments are conducted on a regular basis in a number of fields that relate to the environment. They provide an overview of activities that could cause acute pollution with risk of health hazards or environmental damage at the airport and identify risk-reducing measures.

OSL has established procedures for handling non-compliance with the environmental regulations; audits are performed internally by OSL as well as by the authorities. In 2009, OSL conducted two internal audits and two risk analyses focusing on the external environment. As part of the follow-up of new emission permits for discharges to water and soil, and for quota-regulated greenhouse gas emissions, the Climate and Pollution Agency carried out two inspections in 2009. Furthermore, OSL carries out inspections to ensure regulatory compliance by other, external parties operating at the airport; OSL conducted one environmental audit and one environmental review in 2009. Breaches of statutory requirements are reported to the authorities on a running basis, while audit and monitoring results are summarized in separate reports for each environmental topic, providing a basis for the annual report.





Aircraft noise

Aircraft noise in brief

Aircraft noise affects the communities surrounding the airport. It is a goal for OSL that aircraft noise should be predictable for its neighbours. Monthly reports on traffic developments and noise levels forwarded to the Civil Aviation Authority and neighbouring municipalities are therefore made available to the public on our website. Our noise and track monitoring system records all aircraft movements and continuously measures noise in the vicinity of the airport. Aircraft movements can subsequently be assessed for compliance with regulations regarding approaches and take-offs. The Ministry of Transport and Communications is expected to impose new regulations with noise-abatement procedures designed to increase predictability of the aircraft noise impact.

OSL's website has pages dedicated to noise issues, where neighbours can readily check regulations for approaches and take-offs, see the airport's noise zone map or contact OSL regarding aircraft noise. OSL also has a dedicated telephone number for complaints or inquiries regarding aircraft noise. A summary of received noise complaints – whether submitted over the Internet, by telephone or by post – is reported to the Civil Aviation Authority in the monthly report from the Noise and Track Monitoring System (NTMS).

Aircraft noise status 2009

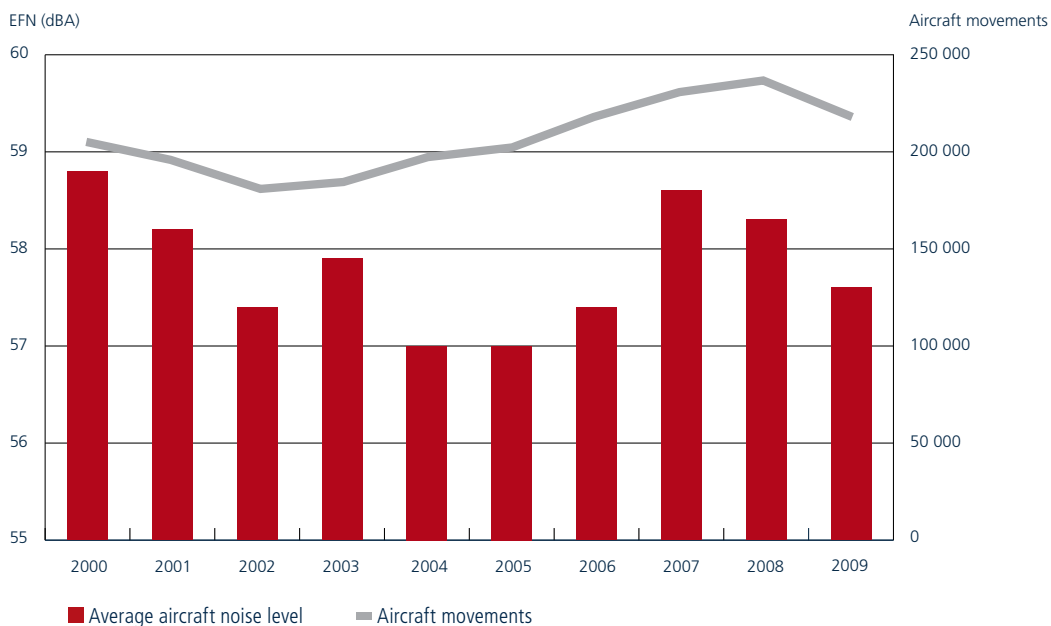
In 2009, a new take-off procedure was developed and tested for northward departures from the eastern runway. This procedure, for which compliance is defined by an associated "tolerance corridor", was tailored to meet the requirements in Civil Aviation Authority's proposal for new noise abatement procedures. The new procedure will lead departing aircraft away from the most heavily populated areas.

The introduction of new regulations for noise-abatement procedures is expected to be coordinated with the change of airspace structure in 2011 (a reorganization of air traffic arriving at and departing from OSL). The NTMS is being updated to comply with the proposed changes in noise-abatement procedures.

The number of aircraft movements increased every year from 2002 to 2008 before dropping by 8.5 per cent from 2008 to 2009, to the same level as in 2006. The average noise impact as measured by the six fixed monitoring stations outside the airport perimeter dropped by 0.7 dB. This reduction is greater than what might be expected from the drop in traffic and can, in part, be attributed to an increased proportion of more quiet aircraft.

The figure below compares average aircraft noise levels with number of aircraft movements in 2000–2009. By computing daily average noise levels over the year at the fixed measurement points outside the airport area, it is possible to quantify the noise impact on the surrounding areas.

Trends in aircraft noise and number of movements





Water and soil

Water and soil in brief

Oslo Airport overlies part of the Romerike aquifer. Southwest of the airport is a landscape conservation area; it has a characteristic ravine landscape, through which the rivers Sogna and Vikka run. To the northeast is a nature preservation area.

Surface water is generally handled locally at the airport. In the event of large run-offs, especially during snowmelts, there will be some influx of surface water from the western runway into the river Sogna. Along the western runway and the railway line, the natural water table has been lowered to protect the infrastructure. Water run-off and some of the collected de-icing chemicals (glycol and formate) are processed at the Gardermoen treatment plant. Collected surface water with high glycol concentrations is delivered to other treatment plants as a carbon source for purification processes. The remainder of the de-icing chemicals degrades locally in the ground and along the runway systems. Surface water from the fire-drill field may contain jet fuel residuals. This water is collected and led through an oil / water separator to the municipal sewage network.

Water and soil status 2009

Three breaches of the discharge permit for groundwater were recorded in 2009, all located by the western runway, south of the groundwater divide. There was no recorded breach of the discharge permit for river systems.

The collection rate for aircraft de-icing chemicals during the 2008-2009 winter season was 79 per cent. The limit value for the discharge of oil-contaminated water from the fire drill area into the municipal sewage system was exceeded in one of a total of 24 samples.

For the past winter season, the consumption of aircraft de-icing chemicals as well as runway de-icing chemicals was somewhat higher than for previous years. For runway de-icing chemicals this is explained by an increase in application area for chemicals, difficult winter conditions and increased focus on maximizing friction, especially in connection with runway exits. For aircraft de-icing

chemicals, the higher consumption may be attributed to weather conditions.

The Climate and Pollution Agency has mapped PFOS-residues in soil and groundwater at four fire-drill fields in Norway, one of which was at OSL. The results, presented in 2009, showed traces of PFOS in the groundwater at Gardermoen. OSL's own investigation showed that the dispersion is limited and the location such that it will not affect possible future drawing of drinking water.

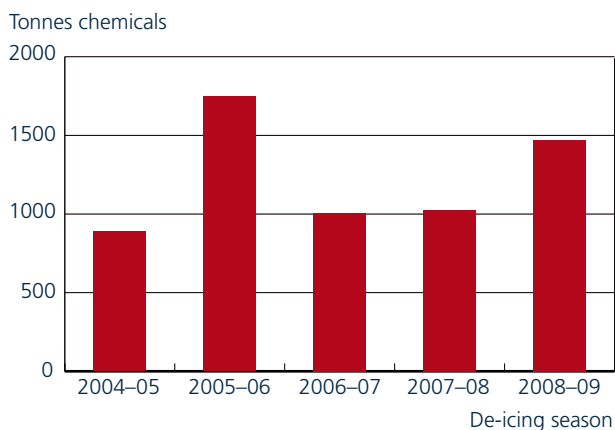
In 2009, a program was carried out for inspection and subsequent removal / remediation of old underground heating-oil tank installations at OSL-owned properties outside the airport perimeter. At two sites, there was minor contamination of the soil as a result of oil leaks. It was determined that these presented no threat of groundwater contamination.

In 2009, the extension of the de-icing platform in the northwest corner of the airport was put in operation after increasing the capacity for collection of contaminated surface water. The modification of the apron at the western part of the airport was completed, as was a new surface water collection system for this area. The system for collecting chemical-laden melt water, or "first flush" surface water from the western runway was upgraded and expanded. This will reduce the proportion of de-icing chemicals reaching the river Sogna.

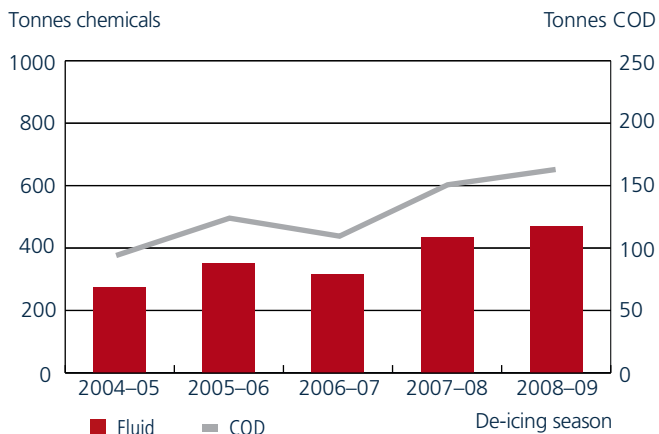
Future challenges in the area of water and soil relate to the handling of surface water and waste water from a possible future terminal extension and from new aprons and taxiways. Another point of focus is the evaluation of long-term effects of de-icing chemicals that are spread along runways and taxiways. One of OSL's projects is aimed at acquiring a better understanding of the dispersion of de-icing chemicals on cold days as well as during snow-melting.

The de-icing chemicals used at OSL are biodegradable organic compounds. The environmental impact of runway de-icing chemicals can be stated in terms of total chemical oxygen demand (COD), a measure of how much oxygen is consumed during the breakdown of the chemicals in a recipient.

Consumption of aircraft de-icing fluid (glycol)



Consumption of runway de-icing fluid (formate)





Energy

Energy in brief

Heating and cooling energy (thermal energy) produced at OSL's Energy Centre is distributed through a distant heating / distant cooling network to OSL's buildings, tenants and installations. Thermal energy is extracted from groundwater by means of an extensive network of heat exchangers, providing heating in winter and cooling in summer.

The Energy Centre at OSL has equipment for producing heat from other sources as well: an electric boiler (10 MW), four oil-fuelled boilers (26 MW) and four heat exchangers that are provided with biomass-fuelled heat from Hafslund District Heating (20 MW)

OSL purchases most of its electric power through Bergen Energi AS, OSL's energy broker at Nord Pool. Through its high-voltage network, OSL distributes electric power to OSL's buildings, OSL's tenants and electrical installations. In OSL's carbon inventory, the term electricity-specific installations refers to installations drawing power through any electric metre at OSL (including metres in OSL's high-voltage network) with the exception of those providing power for the production of heating and cooling energy.

Energy status 2009

OSL has over several years focused on energy conservation measures. In 2009, light fittings on the railway platforms were modified for use with lamps with 43 per cent lower energy consumption. Lighting control systems in the Terminal and other buildings were examined and improved. The improved control of the street heating outside the Terminal Building has been estimated to reduce annual thermal energy consumption by 600–800 MWh.

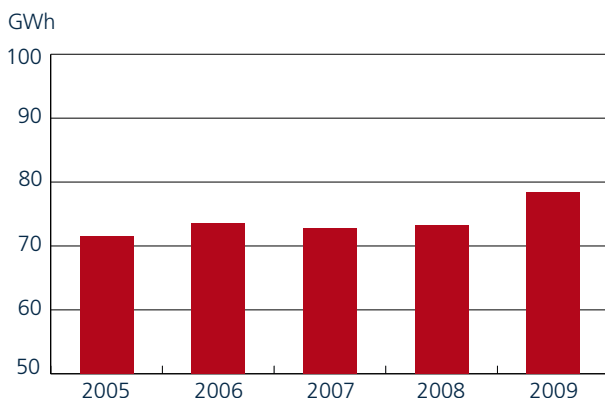
2009 saw the completion of the eastern extension of the Terminal Building and the apron extension on the west side of the airport. With these in operation in addition to the new indoor parking facility (in operation from the fall of 2008), a 3.27 GWh increase in electricity consumption was predicted. However, the increase was only 1.1 GWh, indicating reduced consumption in pre-existing facilities.

The consumption of thermal energy was marginally lower than for previous years. The heating degree day index was 6.6 per cent lower than normal at Gardermoen (1972–2000). This means that in 2009 the need for thermal energy was somewhat lower than for an average year. Extracted or recovered thermal energy (the difference between energy purchased for thermal applications and consumed thermal energy) was marginally lower than in 2007 and 2008. The amount of energy extracted or recovered will vary from year to year as a function of summer weather and the capacity for heat exchange in the area where OSL's groundwater-based heat pump wells are located.

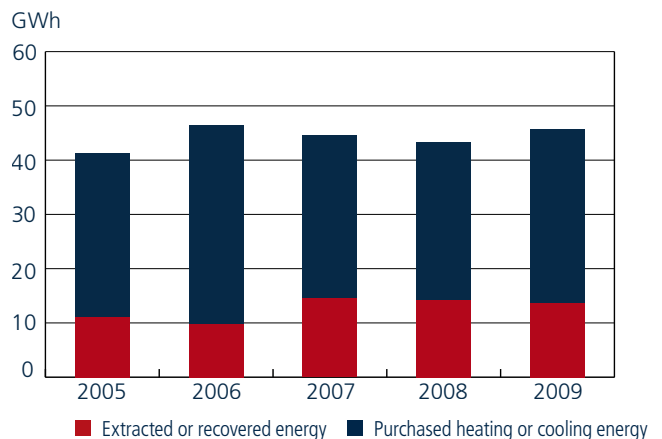
In 2009, only 0.9 GWh of the thermal heat production was oil-based, considerably less than in earlier years. The annual consumption of electric power for thermal heat production – mostly in the spring and in December 2009 – was at the average level for 2001–2009. District heating was relied upon to a somewhat greater extent than in the two preceding years.

Due to their high capacity, the four oil-fuelled boilers at OSL's Energy Centre are subject to the regulations regarding GHG emission allowance trading. In 2009, the Climate and Pollution Agency granted OSL a permit for quota-regulated emissions of greenhouse gases. Each year OSL compensates for CO₂-emissions from its oil-fuelled boilers through the EU Emissions Trading System.

Total consumption of electrical energy



Consumption of heating and cooling energy





Waste

Waste in brief

The major sources of solid waste at the airport are the airlines, the handling companies, catering companies, cargo activity, airline passengers and OSL operations.

All companies operating at the airport participate in a joint waste management scheme in which all waste is handled by the same waste disposal company. The waste is separated at the source, brought to fixed waste collection points at the airport and subsequently collected by the waste disposal company. The waste management scheme is flexible, allowing waste fractions, container sizes and collection rates to be adjusted when necessary.

Waste fractions generated in the public areas of the Terminal are transported by a suction system to a central waste collection point for removal by the waste disposal company. The administration building and the Flyporten Business Centre are also linked to this disposal system. The waste is weighed by the waste removal company and delivered to approved waste management plants for final processing and recycling. The waste removal company provides monthly statistics on separation rates and tonnage at all collection points.

Waste status 2009

OSL is responsible for organizing the waste management scheme at the airport and is a driving force in ensuring that the airport as a whole achieves high performance scores on waste management. As a result, OSL has chosen to report waste statistics for the entire airport, not only OSL.

2009 was the first year completely covered by the current five-year waste disposal contract, signed in the fall of 2008. This contract has

provided OSL with a better overview and follow-up of waste management at the airport. 2009 was the first year for which a carbon inventory has been made for waste management at the airport.

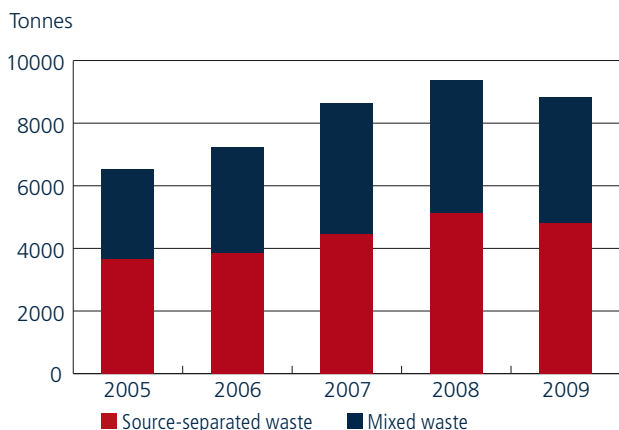
The waste tonnage for the whole airport was 8836 tonnes in 2009, a 6 per cent reduction compared to the previous year. Of this, 4822 tonnes was source-separated waste, giving a separation rate of 55 per cent, similar to that of 2008. Airport waste was delivered in 102 different waste fractions.

Waste from areas connected to the suction system, from the waste collection points in the Terminal and OSL's operational areas account for more than half of the total waste at the airport. The source-separation rate from these areas was 43 per cent in 2009.

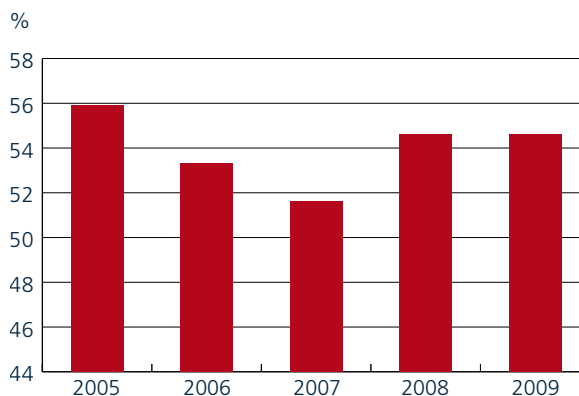
OSL faces the challenge of promoting an increase in the source-separation rate in the years ahead. In 2009, relevant parties at the airport joined forces in a project aimed at separating and collecting bottles and drink cans from aircraft waste; the work will continue in 2010.

The waste management contract is designed to facilitate correct source separation and a high source-separation rate for the airport as a whole. In addition, each participating company is offered effective follow-up through the "Green Responsibility" scheme, in which each participant is given on-line access to relevant manuals, regulations, and its own waste management statistics. In this way, each company is provided with an overview of its waste management performance, an important element in improving the airport's overall waste management performance.

Waste tonnage for the airport as a whole



Source separations rates for the airport as a whole





Climate

Climate in brief

In recent years there has been increasing focus on greenhouse gas emissions from aviation. As is the case for aircraft, the environmental impact of emissions from airport operations is both local and global. OSL acknowledges its burden of responsibility as Norway's principal airport.

Each year, OSL accounts for its climate impact in accordance with the Greenhouse Gas Protocol and the ISO 14064 series. In this context, "OSL" encompasses Oslo Airport AS, Oslo Airport Property AS (a fully-owned subsidiary) and 50 per cent of Oslo Lufthavn Tele og Data AS. The methodology used for developing the carbon inventory was verified by Det Norske Veritas (DNV) in 2008.

OSL's carbon inventory includes emissions from the company's own activities, classified as direct or indirect emissions, as well as an optional selection of indirect emissions from other sources. Starting from 2009, it will also include emissions associated with waste disposal.

OSL's carbon inventory does not include energy supplied by Hafslund District Heating or energy extracted or recovered from OSL's groundwater-based heat pump wells (renewable energy). Ground transportation for passengers and the business activities of OSL's tenants were deemed to be outside the scope of OSL's carbon inventory.

Climate status 2009

The carbon inventory for 2009 estimates OSL's total greenhouse gas emissions to be 7044 tonnes CO₂. This includes, for the first time, emissions associated with waste disposal. Using 2009 as the reference year for the period 2006–2009, OSL's greenhouse gas emissions are seen to have increased up to 2008, followed by a decline in 2009. However, as the level of several activities depends directly on weather conditions in the winter season, the level of associated emissions is partially beyond

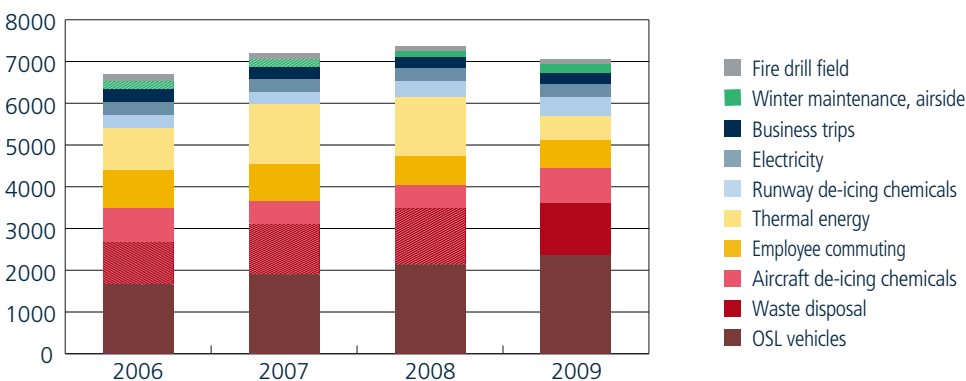
the company's control. The greatest contributions to OSL's greenhouse gas emissions are from OSL's vehicles and from energy production. The carbon inventory shows an increase in CO₂ emissions from company vehicles in each of the last four years while the contribution from energy production dropped in 2009.

Guided by an action plan spanning several years, OSL is working to reduce its greenhouse gas emissions. In 2009, the company acquired two electric vehicles, one hybrid car, and three cars fuelled by E85 (bioethanol). Reducing CO₂ emission has been an important motivation behind OSL's plans for modernizing and down-sizing the company's fleet of small cars. The opening of a new, local bus-route for shift workers is a further contribution towards this end.

In the summer of 2009, OSL committed itself to participating in a new European, sector-specific scheme, Airport Carbon Accreditation (ACA). The scheme consists of four accreditation levels: mapping, reduction, optimisation and neutrality. OSL will apply for the highest level of ACA-certification for its 2009 carbon inventory and establish goals and action plans for reducing greenhouse gas emissions at the airport. This includes an initiative for involving other parties at the airport in a collaboration aimed at reducing the airport's combined greenhouse gas emissions.

To compensate for its greenhouse gas emissions, OSL contributes to the UN's Clean Development Mechanism (CDM). Each year, investments are made in projects that represent emission reductions offsetting the climate impact OSL is unable to avoid. However, OSL's Energy Centre is required to surrender emission allowances in accordance with the Greenhouse Gas Emission Allowance Trading Act and compensates for its emissions through trade in the European Union Emission Trading System (EU ETS).

CO₂
Tonnes



Hatched areas:

Emissions from waste disposal for 2006–2008 are estimates based on 2009-emissions.

Emissions from winter maintenance airside for 2006–2007 are estimates based on average values for 2008 and 2009.



Air quality

Air quality in brief

Air quality in and around the airport area is affected by local and regional emissions as well as by long-range pollution. Emissions from airport operations have the greatest impact on ambient air quality locally at the airport, with aircraft and vehicles being the largest contributors. Outside the airport, several other factors will affect local air quality, such as road traffic, industrial emissions, emissions from domestic oil furnaces or wood-stove heating and long-range pollution.

Emissions to air are regulated by the Pollution Regulations' provisions on air quality and the discharge permit issued by the Climate and Pollution Agency. OSL operates a mobile unit for monitoring air quality at the airport. Throughout 2008, it was located near the southern end of the western runway. Annual reports based on data from this monitoring unit are available on OSL's website: www.osl.no.

Air quality status 2009

OSL's air quality monitoring system provides continuous measurements of the density of particulate matter and the concentration of nitrogen oxides.

Limit values for various air pollutants in the ambient air can be found in Chapter 7 of the Pollution Regulations. The daily mean limit value for particulate matter is set at $50 \mu\text{g}/\text{m}^3$, while the hourly mean limit value for nitrogen dioxide is set at $200 \mu\text{g}/\text{m}^3$. These limit values are not to be exceeded more than 35 and 18 times per year, respectively.

In 2009, there were no recorded exceedances of limit values for particulate matter and only one recorded exceedance of the limit value for NO_2 , which is well within the permitted number of exceedances.

OSL has enlisted the help of the Norwegian Institute for Air Research (NILU) to modify its program for monitoring air quality at and around the airport. The goal is to measure possible changes in local air quality resulting from the proposed building of a new terminal.

Key figures

		2005	2006	2007	2008	2009
Air traffic						
Passengers	number	15 896 148	17 672 179	19 043 800	19 344 459	18 087 722
Domestic	number	7 716 556	8 379 738	8 916 521	8 991 678	8 627 881
International	number	8 179 592	9 292 441	10 127 279	10 352 781	9 459 841
Aircraft movements	number	201 866	205 109	216 284	230 495	211 039
Passengers per aircraft movement (scheduled / charter)	number	85	86	89	88	90
Noise						
Non-compliance (Section 2-1 in the airport noise regulations) *	number	81	49	123	60	164
Noise impact (mean equivalent of aircraft noise levels, fixed measuring points)	dBA	57	57,4	58,6	58,3	57,6
Energy						
Total electricity consumption	GWh	72,8	74,5	73,8	73,9	78,1
Electricity for electricity-specific installations	GWh	61,7	63,0	65,3	67,2	68,3
Purchased heating and cooling energy	GWh	30,2	36,5	30,2	29,0	31,9
Electricity to boiler	GWh	5,2	4,5	2,1	0,8	3,8
Electricity to compressors, pumps, etc.	GWh	5,9	6,9	6,4	6,0	6,0
Hafslund District Heating	GWh	13,6	22,6	17,6	18,7	21,2
Heating oil	GWh	5,5	2,6	4,0	3,5	0,9
Extracted or recovered energy	GWh	11,1	9,8	14,5	14,2	13,7
Consumed heating and cooling energy	GWh	41,3	46,4	44,6	43,2	45,5
Fossil fuels						
Aviation fuels	m ³	376 038	432 132	433 517	469 533	442 821
Heating oil	m ³	682	381	550	528	214
Fuel for OSL's vehicles	m ³	554	633	724	811	895
Fuel for fire drills (paraffin)	m ³	39,0	62,6	48,0	42,5	45,2
Fuel for fire drills (propane)	m ³	2,6	2,3	1,4	1,4	1,3
Waste						
Source-separated waste	tonnes	3 648	3 847	4 459	5 120	4822
Mixed waste	tonnes	2 874	3 371	4 185	4 250	4014
Total amount of waste	tonnes	6 522	7 218	8 644	9 370	8836
Source separation rate	%	55,9	53,3	51,6	54,6	54,6
Hazardous waste *	tonnes	206	151	166	208	320
Climate						
Carbon inventory as CO ₂ equivalents **	tonnes	-	6 692	7 189	7 362	7044
Water supply and sewage						
Water consumption OSL	m ³	159 000	175 000	191 000	192 000	237 000
Wastewater volume, airport	m ³	227 000	239 000	260 000	267 000	245 000
Drainage water volume	m ³	1 303 000	1 567 000	1 863 000	1 794 800	1 621 500
De-icing chemicals (per season)						
		2004/05	2005/06	2006/07	2007/08	2008/09
Aircraft de-icing:						
Total consumption of glycol	tonnes	890	1 748	1 006	1 027	1 470
Specific consumption of glycol	kg / aircraft	133	160	127	118	139
Collection rate for glycol	%	82	80	81	85	79
Runway de-icing chemicals:						
Total consumption of runway de-icing chemicals	tonnes	264	354	309	428	469
Environmental impact, expressed as COD ***	tonnes COD	92	124	108	150	164

* The value for 2009 may be high due to changes in data access

** 2009 is the reference year for the time series

*** COD = chemical oxygen demand