

KEY PERFORMANCE INDICATORS

Climate change

Key Performance Indicator: to reduce greenhouse gas emissions by increasing efficiency and obtaining energy from renewable sources.

Building upon our work to date, the priority over the course of this plan will be to drive further efficiency improvements by continuously reducing our energy demand. We believe that generating and purchasing renewable electricity can make an important contribution to reducing our CO₂ emissions and we will seek to increase the generation of energy from renewable sources on-site, where it is practical to do so.

Waste

Key Performance Indicator: By 2015 the airport will achieve 100% waste diversion from landfill.

We will manage our waste along the principles of the waste hierarchy (Reduce waste generation, Re-use, Recycle, Recovery, Disposal), work with our business partners to minimise the production of waste where possible and promote the re-use and recycling of waste materials.

Local Air Quality

Key Performance Indicator: The airport will not breach any local air quality limit.

Air pollution can pose a risk to human health and National Air Quality Standards have been set for a range of pollutants. We currently monitor particulate matter (PM₁₀), nitrogen dioxide and benzene. Sources of air pollutants include aircraft operations whilst on the ground, operational equipment and vehicles, energy generation and airport related road traffic. We will:

- develop a Surface Access Strategy that promotes a modal change away from the private car to less environmentally damaging forms of travel;
- adopt operational practices that seek to minimise the polluting emissions from airport operations;
- undertake regular monitoring for key pollutants, within the wider context of the Air Quality Strategy for England and Wales to contribute to the control of local air quality; and
- make the results of air quality monitoring publicly available

Landscape and Ecology

Key Performance Indicator: The area of land under active ecological and landscape management and enhancement will not be reduced.

The airport is a significant landowner. Any development that takes place requires mitigation and compensation measures to be undertaken either in advance, during or immediately following development. We will further develop our landscape and ecology strategy so that within the constraints imposed by the normal operation of the airport, we will promote the development of rich and varied habitats, to integrate the airport within its rural setting and to promote access to the airport site.

Water Quality

Key Performance Indicator: All surface water discharge samples will remain within consented limits.

Discharge of pollution into rivers and streams can have potentially harmful consequences to fish and the general river habitat. We have a number of consents that limit the quality of runoff that we can release to the watercourse. We will adopt rigorous programmes of monitoring and control to ensure that all drainage discharges are controlled in accordance with regulatory consents. In addition, we will seek to minimise the load placed on the environment by ensuring the sensitive storage and use of chemicals

Noise

Key Performance Indicator: The night noise contour (55LAeq) will not exceed an area of 16 sq. km. By committing to a noise contour area, we seek to establish an enduring noise envelope within which the most serious noise impacts will be contained. This will allow people to plan accordingly and by providing noise mitigation to those within the noise envelope, we will seek to provide support and mitigation to those who are most impacted by aircraft noise.

Whilst actual noise levels can be recorded, their potential to be intrusive and cause disturbance cannot easily be quantified. However the equivalent continuous sound level (LAeq) is the most common index of aircraft noise exposure. It is a measure of the equivalent continuous sound level, in this case averaged over an eight hour night from 23:00 to 07:00. This is used to create a contour area within which a certain sound level is exceeded. When laid over a map of the area surrounding the airport, we can measure the area and the population affected.