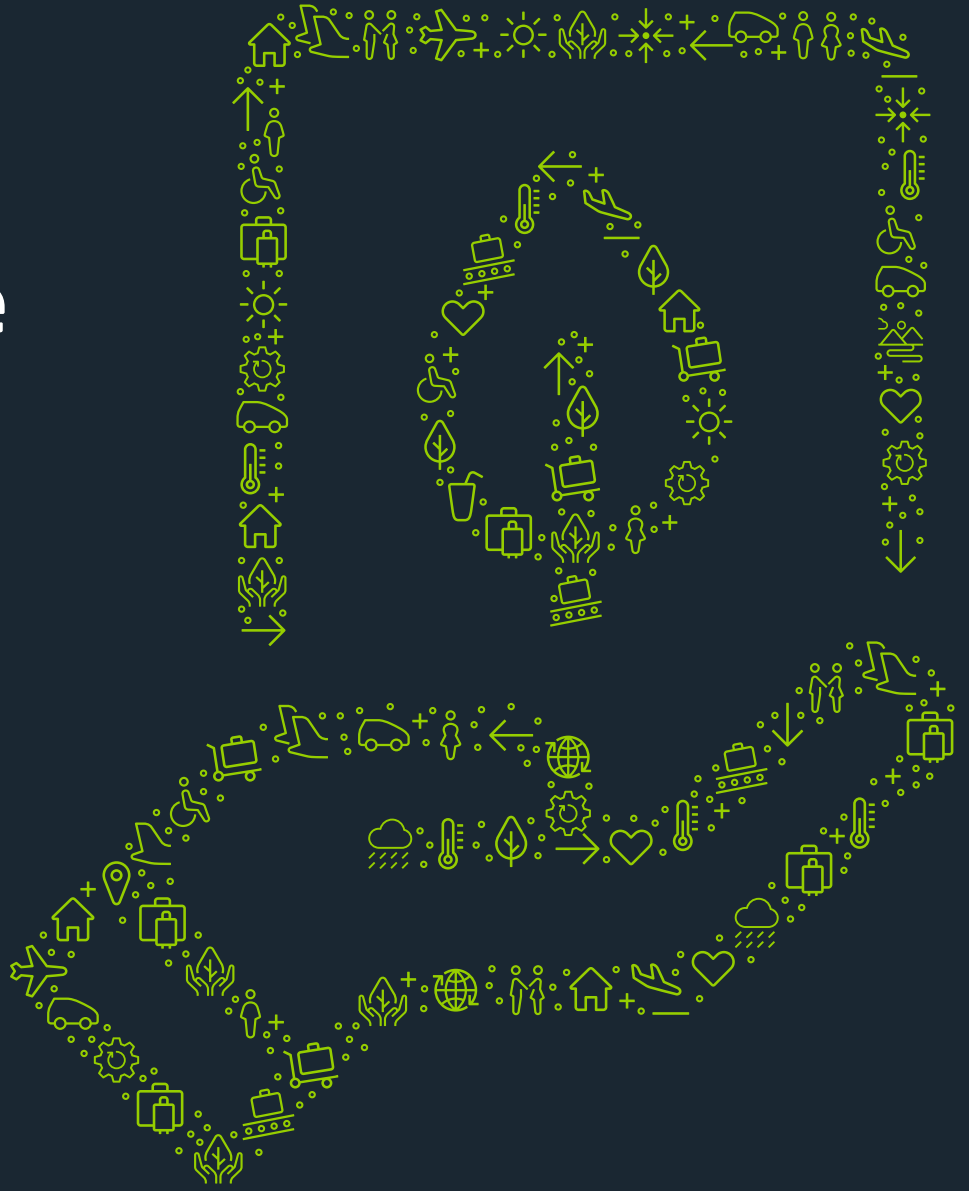
Updated report of the Climate Action Plan 2021



February 2022

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Context

Aena addresses the challenge of decarbonization to move towards a low-carbon economy and drive climate action in the air transport industry.

The challenge of decarbonization

Air transport is ready to address one of the most complex and challenging moments in its history: respond to the climate emergency in a context of reconstruction after the standstill caused by the COVID-19 pandemic, which brought to light the importance of connectivity and mobility for social and economic development and for the well-being of people.

Climate change is the major challenge of today. In recent years a strong scientific consensus has been reached on the detrimental impact of greenhouse gas (GHG) emissions from human activities. The latest IPCC report highlights that unprecedented changes are already occurring with a current global temperature increase of 1.1 degrees abovepre-industrial levels.

The international community is **demonstrating its commitment to respond to this emergency**. In 2021, we have seen how private initiatives and regulation continued to align to achieve the goals set by the Paris Agreement of December 2015. The Agreement provides the international framework for keeping global warming below 2°C and sustaining efforts to limit it to 1.5°C.

Europe leads the efforts of the international community

Within this framework, more and more countries, regions, cities and companies have set carbon neutrality targets. Europe is leading the global commitment, through the European Green Deal, agreeing to reduce GHG emissions by at least 55% by 2030 compared to 1990 levels, ultimately reaching neutrality by 2050.

In 2021, the European Commission announced the "**Fit for 55**" package, which includes proposals that impact the European air mobility framework such as the ReFuelEU aviation initiative and will mandate the introduction of a minimum percentage of sustainable aviation fuels (SAF) in the coming years.

The ambition to achieve a **climate-neutral economy** cannot neglect the challenges and costs of the transition. Climate ambition must go hand in hand with competitiveness, zero and low-carbon solutions and ensuring the connectivity and social cohesion that the aviation sector provides.

For its part, Spain is promoting compliance with the objectives of the Paris Agreement and is developing legislation to achieve zero carbon emissions by 2050. In 2020, the Government approved the Climate and Environmental Emergency Declaration and in 2021 the Climate Change and Energy Transition Law, with the goal of achieving **carbon neutrality by 2050**.

SPANISH CLIMATE CHANGE LAW AT A GLANCE:

Net Zero
by 2050

2023
upward review of targets

42%
penetration of renewable energy sources in final energy consumption

23%
reduction in global emissions by 2030 compared to 1990 levels

30,000
millions euros over three years to finance the ecological transition

A strategic sector for economic development and social connectivity

The gradual recovery of international mobility, after the hiatus caused by COVID-19, has contributed not only to the recovery of the sector, but also to recovering the economic and social benefits that air transport and connectivity bring to people around the world. However, the industry is still working to regain pre-COVID levels and strengthen its role as an economic driver.

Tourism is one of the sectors most benefited by **airport activity**. According to ATAG[1], before the coronavirus crisis, the airline sector provided 44,8 million jobs and 1 billion dollars linked to tourism worldwide. In Spain, this contribution is significant due to the importance of tourism in our country, which currently contributes more than 7.4% of the national GDP and which in 2019 reached 12%. Air transport is also key for trade, accounting for 35% of the total value of goods.

Industry forecasts state that by 2050 air transport will have a demand of 10 billion passengers[2]. So that we can continue to enjoy an air transport that allows us to communicate, broaden our horizons, get to know other cultures, interact and share experiences, at Aena we are working together with the entire industry to ensure that **aviation is a clean mode of transport** in the near future.

[1] ATAG: Blue Print for a recover (September 2020). | [2] ATAG: Waypoint 2050 (September 2021).

Aware of the importance of the need for all industries and all countries and people around the world to join together to achieve decarbonization targets, the industry stands united in its mission to ensure that the restart of activity is used as an **opportunity to rebuild global connectivity** and the benefits of air transport:

- In 2019, the ACI Europe General Assembly announced the commitment of major European airport operators **to achieve zero carbon emissions by 2050** and to work together to accelerate the decarbonization of the airline industry. 238 airports have already signed up to this commitment.
- In 2021, the European aviation industry presented **Destination 2050 - A Route to Net Zero European Aviation**, a roadmap for reducing CO_2 emissions in Europe and globally. Within the framework of the Paris Agreement and the European Green Deal, the objective is clear: for all flights in and out of the EU, the UK and the European Free Trade Association (EFTA) to achieve net zero CO_2 emissions by 2050.
- The **Air Transport Action Group (ATAG)** has subscribed to international commitments to net-zero emissions by 2050.
- Numerous airlines and groups such as IATA, IAG, etc. have demonstrated their commitment to reach **Net Zero emissions by 2050**.

915 million tonnes of CO_2, 2.1% of global human-induced emissions (in Europe it amounts to 4%).

12% of global transport CO_2, compared to 74% for road transport (in Europe it amounts to 14.4%).

About 80% of global aviation emissions are from flights of more than 1,500 km for which there is no practical and efficient transport alternative.

95% of aviation emissions are generated by aircraft, while the rest is attributable to the direct control of airports.

Alignment

Alignment with the recommendations of TCFD (Task Force on Climate-related Financial Disclosure):

This report includes information related to governance, strategy, risks and opportunities management, objectives, metrics and developments related to climate change, following the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD).

In addition, the guidelines derived from the supplementary regulation Directive 2014/95/EU of the European Parliament and of the Council on climate-related disclosures, which sets out a description of performance and risk policies linked to environmental issues, have also been taken into account.

2

Aena at a glance

At Aena we promote a more sustainable aviation model, making progress in the decarbonization of our activity and our value chain.

About us

We are the world's leading airport operator by passenger volume. Our structure allows us to offer a consistent quality of service to the more than 119 million[3] passengers we receive worldwide through our airports in Spain, with a commitment to innovation and sustainability without compromising safety, quality and efficiency in our activity.

Aena is a state-owned company that manages **46 Spanish airports and 2 heliports** for the general public. We are also involved in the management of 23 other airports around the world, including London Luton Airport and Aeroportos do Nordeste do Brasil.

[3] This represents an increase of +57.7% compared to 2020 and -56.4% compared to 2019 (provisional data as of the closing date of the document).

Milestones 2021

We have brought forward our ACI EU Net Zero emissions target to 2040.

Commitment Science Based Targets initiative Business Ambition for 1.5°C: Establishment of long-term science-based decarbonization targets with the aim of achieving net zero by 2050 for Scopes 1, 2 and 3 in line with the criteria and recommendations of the Science Based Target Initiative.

Purchase of 100% renewable electricity with guarantee of origin for the 2nd consecutive year.

Approval of the Strategy and Sustainability Policy from the Sustainability and Climate Action Committee and from the Board of Directors.

Airport Carbon Accreditation Level 4+ (Transition) commitment at Madrid and Barcelona airports by 2026.

Aena has become the first Spanish company to incorporate its commitment to climate change into its bylaws. Aena's Climate Action Plan was submitted to a consultative vote at the General Shareholders'.

Establishment of the Sustainability and Climate Action Committee as an aid to monitoring climate performance to ensure the development and regular follow-up of the CAP.

Appointment of a Chief Green Officer, with the aim of making sustainability a key element in the Company's decision-making and to strengthen its commitment to sustainability with all stakeholders.

Partnerships, Alliances and Recognitions

Partnerships and alliances

Aena actively participates in collaborations and alliances with third parties, forming part of the following national and international partnerships and alliances that promote sustainable development. Among the main alliances, the following stand out:

ACI NetZero 2050

ACI Europe's NetZero2050 initiative is an agreement between more than 200 European airports that represents a milestone in the actions they are taking to fight climate change. Aena is part of this agreement but with a more ambitious goal than the one established by ACI: becoming net zero by 2040.

The Toulouse Declaration

Launched by the French government, this declaration is a public-private initiative whose goal is to achieve net zero CO_2 emissions by 2050. Signed by the main associations linked to air transport in Europe, including Aena, this declaration establishes a joint vision of the sector in the long term with the same target of net CO_2 emissions in 2050, in line with the long-term climate objectives of the EU and the Paris Agreement.

European Clean Hydrogen Alliance

Promoted by the European Commission, this initiative aims to create a solid, innovative and competitive clean hydrogen sector in Europe that is fully capable of sustaining and enabling the energy transition outlined by the Commission in its communication "A Clean Planet for all". It combines knowledge and technological and financial resources from public and private sources. Aena has been part of this alliance since the beginning of 2021 with the aim of contributing to the development of the green hydrogen value chain in airports.

POR UNA RECUPERACIÓN SOSTENIBLE

For a sustainable recovery
An initiative backed by companies, NGOs, scientists, academics and citizens in general that urges the government, when resolving the economic crisis caused by the pandemic, to lay the foundations for transformation on a more sustainable and robust economy based on three fundamental pillars: digitalization, decarbonization and resilience, in the understanding that competitiveness and the environment go hand in hand, because without environmental sustainability, there can be no economic or social sustainability.

Clean Skies for Tomorrow

Clean Skies for Tomorrow
Led by the World Economic Forum, the Clean Skies for Tomorrow Coalition provides a crucial global mechanism allowing senior executives and public leaders, via the aviation value chain and beyond, to align themselves in a transition to sustainable aviation fuels as a significant and proactive step for industry to achieve carbon neutral flights. Aena has been part of this coalition since mid-2021.

SCIENCE BASED TARGETS
DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

Science-Based Targets Initiative
The Science-Based Targets initiative (SBTi) drives ambitious climate action in the private sector as it enables companies to set science-based goals for emission reduction. Aena has been committed to this initiative since November 2021.

COMUNIDAD #PORELCLIMA

#PorElClima
Community formed by civil society organizations, NGOs, companies and administrations aware of the urgent need to act against climate change. We have been a member of it since 2017, with the commitment to reduce our GHG emissions.

EUROPEAN CLIMATE PACT

Community formed by civil society
organizations, NGOs, companies and administrations aware of the urgent need to act against climate change. We have been a member of it since 2017, with the commitment to reduce our GHG emissions.

Forética

Forética
This is the leading organization in sustainability and corporate social responsibility in Spain. Its mission is to integrate social, environmental and good governance aspects into the strategy and management of companies and organizations. It currently has more than 200 members.

Forthcoming partnerships

During 2021, Aena also participated in working groups and took the necessary steps to be part of new forthcoming alliances.

- **Renewable and Low-Carbon Fuels Value Chain Industrial Alliance:** Promoted by the European Commission to boost the supply and the technical and economic viability of liquid and gaseous fuels of renewable and low carbon origin, the alliance invites the industry, public authorities, civil society and any other actor to adhere to it once it has been established. Aena has participated in the public consultations launched by the Commission.

- **Alliance for the use of H2 in Spanish Aviation:** This alliance, promoted by the Spanish Aerospace Technology Platform, is now in the process of being formed and launched. Its purpose is to promote the use of H_2 in aviation and facilitate compliance with the objectives of the hydrogen roadmap, the PERTE (strategic projects for economic recovery and transformation) and the EU's Green Deal. Aena has attended all the meetings to form the alliance from the beginning and the alliance will be led by a Steering Committee of which Aena will be a part.

Recognitions and ratings

Our commitment to sustainability is recognized and rated by different organizations and indices:

CDP Climate Change (Climate Disclosure Project): An international, non-profit organization that awards an environmental score to companies that incorporate climate change as a strategic factor. Aena has achieved the highest rating in 2019 and 2020, an A, above the average for its sector, which emphasizes the value of our strategy against climate change and the actions carried out in this area.

FTS4Good: Created by global index provider FTSE Russell, the FTSE4Good index series is designed to measure the performance of companies that demonstrate strong environmental, social and governance (ESG) practices. FTSE Russell confirms that Aena SME, SA has been independently assessed against the FTSE4Good criteria and has met the requirements to form part of the FTSE4Good index series.

Dow Jones Sustainability Index: This index aims to represent the top 10% of the 2,500 largest companies, based on long-term economic, environmental and social criteria. Additionally, in its Sustainability Year Book, an annual publication, it classifies the most socially and environmentally responsible companies, evaluating the ESG performance of the largest companies in the world (more than 7,500 in 2021). To be included in the Sustainability Yearbook, a company must achieve a score that is 15% higher than the average sustainability performance in its sector and achieve results that are at the same level as the top 30% of companies in the sector in terms of performance. Aena is one of the companies included in the Sustainability Year Book 2022.

Certifications

EMAS Regulation
The European Commission's Environmental Management and Audit System (EMAS) facilitates the evaluation and improvement of the company's environmental behaviour and promotes transparency.

ISO 9001: Quality Management System
Focuses on customer satisfaction and the ability to provide products and services that meet the company's internal and external requirements.

EFQM Model of Excellence and Quality in Business Management Instrument for self-assessment and defining continuous improvement processes in business environments.

Carbon footprint reduction seal
Awarded by Spain's Ministry for Ecological Transition (MITECO) to Adolfo Suárez Madrid-Barajas Airport in relation to the reporting of its carbon footprint calculations, as well as the carbon dioxide (CO_2) emissions that it has managed to reduce through the measures applied by the company.

Airport Carbon Accreditation is the carbon footprint certification programme of the Airport Council International (ACI), which accredits the calculation of the carbon footprint of airports and the progress made in their commitments to reduce CO_2 emissions. In 2021, 91% of our network's emissions have been certified by this programme, with the following levels in 8 airports.

2021:

- **Level 3 (Optimization)**: Madrid and Barcelona.
- **Level 2 (Reduction)**: Málaga, Lanzarote and Palma de Mallorca.
- **Level 1 (Mapping)**: Alicante, Santiago and Menorca.

In 2021, we made a commitment to obtain a higher level of achievement of this certification by 2026.

2026:

- **Level 4+ (Transition)** in Madrid and Barcelona airports.
- **Level 3+ (Neutrality)** in Alicante,Menorca, Malaga, Ibiza and Palma de Mallorca airports.

14064: Calculation of the Carbon Footprint Allows verification and validation of the company's calculation of greenhouse gas emissions.

ISO 14001: Environmental Management System Enables us to monitor and minimize the impact of our activity on the environment.

ISO 50001: Energy Management System Helps define the procedures for reducing energy consumption and its costs, and minimizing the carbon footprint.

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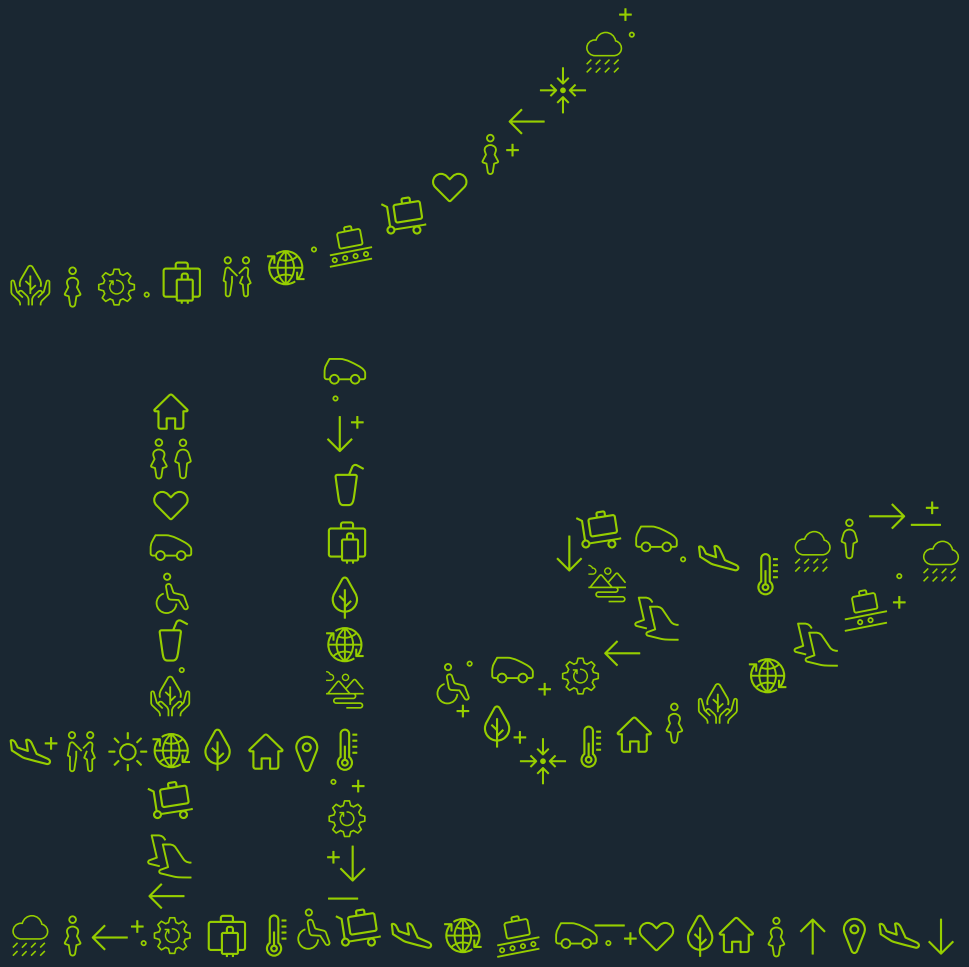
Governance

Aena's decarbonization plan is based on a governance model that involves senior management in decision-making, ensuring the long-term commitment of the entire organization.



Governance

We are moving steadily towards the decarbonization of the business, supported by a governance model that involves senior management in decision-making and ensures the long-term commitment of the entire organization.

The **new Sustainability Policy** has become our internal reference framework with which we reaffirm the orientation of our activity towards the creation of long-term value for all stakeholders. Sustainability is part of our business model, which is why the **Board of Directors** is the ultimate decision-maker and performs the non-delegable functions of guiding and controlling the strategy, objectives, risks and results, as well as monitoring and reporting on the Strategy.

The mission of the **Sustainability and Climate Action Committee** is to review and supervise the Sustainability Strategy and the Climate Action Plan (CAP), to monitor compliance with the objectives. Meanwhile, the Audit Committee is responsible, among other things, for monitoring sustainability risks.In addition, an internal **working group** has been created to cross-coordinate the deployment of the Strategy and support its implementation by promoting the active and direct involvement of all areas and employees.

The Climate Action Plan is integrated into the company's strategy and has the endorsement of our shareholders. In 2021, we were the **first Spanish company and one of the first in the world to present our Climate Action Plan at the General Shareholders' Meeting**, which achieved the support of 95.65% of the votes.

In order to make sustainability a key component of the company's decision-making processes, Aena's Director of Innovation, Sustainability and Customer Experience has taken on the additional role of **Chief Green Officer (CGO)**. The main objective of the CGO is to ensure sustainability is incorporated in all of the company's business areas and to report, both to the Board and to the employees, any updates and progress on the company's sustainability through the established communication channels.

Compliance with the Sustainability Strategy and, specifically, with the Climate Action Plan has an **impact on our remuneration model**. The variable remuneration of all employees, including the Chairperson, members of the Steering Committee and the rest of Senior Management, is linked to the achievement of the objectives of the Climate Action Plan through the performance management system.

Governance of the Climate Action Plan

The Sustainability and Climate Action Committee undertakes quarterly reviews of the correct development of the initiatives deployed as part of the Aena Climate Action Plan. In addition, the Audit Committee participates in the review of the environmental risk system, while the Appointments and Remuneration Committee is responsible for establishing a remuneration system that supports the deployment of the CAP. Finally, the results are presented annually to the Board of Directors and are submitted to a consultative vote by the General Shareholders' Meeting.

	FUNCTION	FREQUENCY
GENERAL SHAREHOLDERS' MEETING	Consultative vote and monitoring of the Climate Action Plan.	Annual
BOARD OF DIRECTORS	Approval of the CAP and annual and punctual supervision. Orientation and control of the strategy, policies, objectives, risks and results in matters related to climate action.	
Appointments, Remuneration and Corporate Governance	Remuneration model that includes links to climate action targets.	Annual
Audit Committee	Supervise the risk management system, ensuring the identification, management and communication of the main risks within the planned levels.	Annual
Sustainability and Climate Action Committee	Notification, supervision and reporting of the Climate Action Plan.	Quarterly
	Monitoring of the Climate Action Plan.	
EXECUTIVE STEERING COMMITTEE	Make sustainability a fundamental element in the Company's decision-making and notify both the Board and the employees of any updates and progress in the company's sustainability through the appropriate communication channels.	
Chief Green Officer		
SUSTAINABILITY DIRECTORATE	Design and coordination of the Climate Action Plan.	
CLIMATE ACTION PLAN WORKING GROUP	Operational coordination of business areas for the deployment of the strategy.	Bimonthly

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Strategy

Aena is committed to the sustainable recovery of the sector based on efficiency, innovative solutions and collaboration with third parties.

Roadmap for a sustainable business model

Spain has a robust network of airports that ensure the connectivity of our citizens and territorial cohesion, in addition to having the necessary strength to undergo a solid recovery process. Despite the significant difficulties that the COVID-19 crisis is posing for all actors in our economy, the airport network has shown high resilience and capacity to provide airport services in terms of safety, quality and continuity.

Nevertheless, the air transport sector needs to recover from what has been the biggest crisis in its history. This recovery, however, must be based on the concept of sustainability, taking advantage of those technologies and practices that guarantee an **environmentally sustainable mode of transport**.

Therefore, at Aena we have undertaken a **commitment to be an active agent** in the fight against climate change, minimizing the consumption of natural resources, reducing atmospheric pollution, protecting biodiversity, etc. by reinforcing our strategy of action to care for our environment, manage natural capital and minimize the environmental impact of our activity.

In this regard, we are committed to reinforcing sustainability as a key strategic axis, laying down the foundations for the sustainable development of the Aena airport network and establishing the necessary environmental standards to carry out a green recovery of the sector. This commitment was reflected in 2021 through the approval of our **2021-2030 Sustainability Strategy**, which includes Aena's Climate Action Plan. The Strategy, with an investment of close to 750 million euros, reinforces our commitment to respond to ESG (Environmental, Social and Governance) challenges and mega-trends, focusing on managing the risks and opportunities associated with climate change.

In 2021 **Aena also approved its Sustainability Policy**, whose principle of action is to integrate sustainability (climate change, air quality, noise management, water management, effects on biodiversity and waste management, in addition to social aspects) into all business areas, transferring this culture to the entire value chain.

Commitment to the SDGs

2021-2030

750 M€
Total investment in the Sustainability Strategy

550 M€
Investment in the Climate Action Plan

Structure of Aena's Sustainability Strategy

STRATEGIC PROGRAMMES	Lines of action	
CARBON NEUTRALITY	Renewable energy (CAP)	Energy efficiency (CAP)
	Sustainable own fleet (CAP)	Carbon offsetting (CAP)
SUSTAINABLE AVIATION	Clean aircraft propulsion (CAP)	Efficiency in aviation operations (CAP)
	Sustainable ground handling fleet (CAP)	
RESPONSIBLE USE OF RESOURCES	Efficient water footprint	Circular economy
COMMUNITY AND SUSTAINABLE VALUE CHAIN	Sustainable mobility (CAP)	Cooperation and awareness (CAP)
	Air quality	Noise management
	Biodiversity preservation	
SOCIAL COMMITMENT	Relationship with the community	People management

CAP: Climate Action Plan

Communication and transparency

Aena's response to the climate emergency

In response to the fight against climate change that companies, administrations and society in general are addressing, in 2021 Aena drafted its Climate Action Plan (CAP) approved by the Board of Directors and submitted to a consultative vote in the General Shareholders' Meeting, becoming the first Spanish company and one of the few listed companies in the world to report to its shareholders on its decarbonization plan.

The **main objectives** of this Plan are to achieve carbon neutrality by 2026, obtain a 94% reduction in emissions per passenger associated with Aena's own operations by 2030, and be Net Zero Carbon (0 net emissions) by 2040.

The CAP also establishes actions that position Aena as a driving force in the sector, **promoting emission reductions** associated with its stakeholders, in particular among airlines (scope 3 emissions).

Key Facts of Aena's Climate Action Plan

The **Climate Action Plan will allow in 2026 to achieve carbon neutrality** on the way to achieving Net Zero in 2040. The development of this plan involves a total investment of close to €550 M (2021-2030).

Aena will act as a driving force in the sector, **promoting emissions reductions associated with airlines and handling agents**.

The Plan **strengthens internal monitoring mechanisms** to ensure the development and regular follow-up of the initiatives (e.g. Operational Working Group).

The Plan complies with the **requirements of the Task Force on Climate-related Financial Disclosures (TCFD)** and **the Sustainability Accounting Standards Board (SASB)**, including information related to corporate governance, strategy, risk and opportunity management, metrics and their evolution.

Climate Action Plan Roadmap

The Plan is structured across three strategic programmes: Carbon neutrality, sustainable aviation and community and sustainable value chain, which will be implemented through a series of effective actions and measures focused on energy efficiency, the use of renewable energies, sustainable mobility, the reduction of third-party emissions and the decarbonization of processes and activities.

In fact, the desire is to become **catalysts of transformation** for other agents in the sector, working as a driving force for aircraft manufacturers, airlines, air traffic service providers, fuel producers, handling companies, etc., working as a coordinated action group for the execution of projects with a comprehensive approach and the common goal of decarbonizing the sector to continue creating wealth, continue connecting people, and all this in a way that respects the planet.

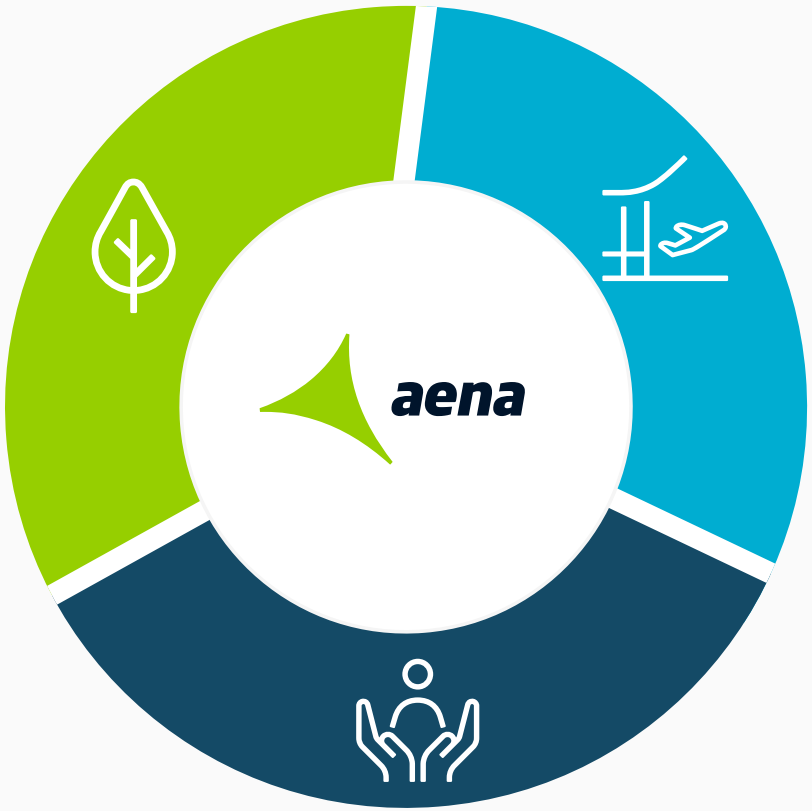
Roadmap

The CAP establishes a roadmap marked by annual strategic objectives associated with a breakdown of programmes, lines of action, initiatives and projects, which in turn contribute to achieving the objectives.

Aena's Climate Action Plan is aligned with the Sustainable Development Goals and the recommendations of the TCFD.

In 2021, Aena established reduction targets based on science, through the Science-based targets initiative (SBTi).

Aena's Climate Action Plan: Strategic programmes



CARBON NEUTRALITY

Scope 1 and 2

Become a carbon neutral airport operator (2026) and lay the foundations to achieve Net Zero Carbon (2040)

Total Scope 1 and 2 emissions

AVIACIÓN SOSTENIBLE

Scope 3

Acting as a tractor for other players in the aviation sector to accelerate its decarbonization

LTO and ground handling emissions

COMMUNITY AND SUS-TAINABLE VALUE CHAIN

Scope 3

Improve the sustainability of the environment by collaborating with suppliers, tenants, transport agents and the community

Transport emissions from/to airport

5

Risks and opportunities linked to climate change

At Aena we follow the recommendations of the TCFD for the analysis and management of the risks associated with climate change, which facilitate a better understanding of the impact on our business of these risks and opportunities.

Risk management

The Risk Management and Control Policy ensures the implementation of a specific framework for managing the risks inherent in the activity and the sector in which we operate, as a fundamental pillar of our strategy.

We take a **cross-cutting approach to risk management** which ensures the involvement of all corporate departments, as well as the different governing bodies, in the process of risk identification, analysis, evaluation, assessment and control.

In line with the established corporate environmental commitments and objectives, the integration of climate risk analysis in risk management is key to identifying, preventing and mitigating the different strategic impacts of these risks in the fight against climate change, as well as identifying new opportunities.

Risk management organizational structure

Board of Directors

Defines, updates and approves the Risk Management and Control Policy.

Audit Committee

Supervises the internal control and risk management systems, ensuring that the risks are identified,managed and maintained at planned levels.

Corporate Directorates

Identify and evaluate the risks that are in their area of responsibility, proposing and executing action plans for their mitigation and reporting on the effectiveness of said plans.

Internal Audit Department

Supervises the proper functioning of the Risk Management System, standardizes and consolidates the information related to the identification and assessment of risks (and their corresponding follow-up actions) and reports to the Steering Committee and the Audit Committee.

Aena risk analysis

Physical risks

- Temperature increases.
- Heat spikes.
- Extreme precipitation.
- Rising sea levels.

Transition risks

Regulatory and legal

- Changes in regulations that may lead to an increase in the price of carbon and/or a tightening of carbon markets.
- Imposition of a percentage of use of SAF.
- Possible imposition of a new ecotax on the price of tickets.

Market

- Changes in consumer behaviour (demand).
- Disincentivization/restriction of domestic flights on routes where there is a high-speed train alternative.

Reputation

- Changes in consumer preferences.
- Stigmatization of the sector.

Opportunities

Implementation of **renewable energy** in airports.

Promote the transition towards **sustainable land mobility**.

Promote a market for **sustainable aviation fuels**.

Promote **industrial alliances** and public-private collaboration agreements.

Reinforce and increase **ACA, CDP accreditations and other climate-related certifications** that improve the reputation of the Company.

Physical and transition risks

In the risk identification process and in line with the recommendations of the TCFD, we classify our risks according to whether they are physical or transition risks and we consider three climate-related scenarios, which allow us to identify these risks for each one of them.

Climate scenarios for analysis

For the analysis of **physical risks**, in line with the recommendations of the TCFD, the following climate scenarios have been considered:

- **Scenario RCP 8.5 (Business as Usual scenario:** Se corresponde con una trayectoria en la que las emisiones continúan subiendo al mismo ritmo que en la actualidad, suponiendo un calentamiento global que probablemente no superará los 4ºC.
- **Scenario RCP 2.6 (most aggressive emissions mitigation scenario):** This corresponds to a pathway in which emissions would have been cut in half by 2050, resulting in global warming of less than 2ºC.

To analyze the **transition risks**, the climate scenarios of the International Energy Agency have been used since they provide information, data, and projections related to air traffic in various time horizons. The study has focused on the following climate scenarios:

- **B2DS (Beyond 2 Degrees Scenario):** This scenario implies that in the year 2100 the global average temperature difference will be around 1.75 ºC with respect to pre-industrial records.
- **2DS (2 Degrees Scenario):** This scenario assumes the temperature rise will be limited to 2ºC.
- **RTS (Reference Technology Scenario):** This is a less restrictive scenario, involving environmental policies and agreements in line with those of today (Paris Agreement, Green Deal, etc.), but which have not led to a massive green technological deployment as depicted in the previous scenarios.

Analysis of physical risks

Physical risks: In the medium/long term, the analysis carried out shows that an increase in temperatures, more frequent heat waves, extreme precipitation or a rise in sea level may have a direct effect on infrastructures or the management of transport services due to adverse weather conditions.

These risks could cause an increase in heating/cooling costs (OPEX), lead to investments to extend runways at some airports to avoid operational restrictions or the need to undertake investments to protect facilities against extreme precipitation or rising sea levels (CAPEX), among other things.

Based on this analysis, we have defined **climate change mitigation and adaptation measures**:

Mitigation measures: Specific actions to reduce the negative environmental impacts associated with airport activity and develop sustainable means of travel, promoting collaborative actions with airlines and other stakeholders.

Adaptation measures: The Master Plans take into account the predicted evolution of climate variables, the possible impacts of climate change and the possible effects on infrastructure and airport operations, establishing specific measures for the adaptation of airports based on intermediate time horizons up to the predicted evolution time horizon. Our airports also have procedures and contingency plans in place to minimize the impact on operations of emergency situations linked to meteorological or geological events, such as those that occurred during 2021 in Spain involving snowfall from storm Filomena or the eruption of the La Palma volcano.

Transition risk analysis

Transition risks: Those that derive from the regulatory, financial and technological changes necessary to achieve decarbonization.

Transition risk category	Risk	Affected financial category	Affected financial driver
Regulatory and legal	Increase in the price of carbon and/or a tightening of carbon markets	**Costs**	Costs derived from the acquisition of emission rights or other carbon credits
	Imposition of a percentage of use of SAF	**Revenue**	Air travel revenue from passengers
	Imposition of an eco-tax on the price of tickets	**Revenue**	Air travel revenue from passengers
Market	Changes in consumer behaviour	**Revenue**	Air travel revenue from passengers
	Disincentivization/restriction of domestic flights on routes with a high-speed train alternative	**Revenue**	Air travel revenue from passenger demand and operations
Reputational	Changes in consumer preferences	**Revenue**	Revenue
	Stigmatization of the sector	**Revenue**	Revenue
	Loss of holdings of significant shareholders	**Share price**	Market value and financing

Opportunities

The risk identification process allows us, in turn, to determine opportunities for improvement in relation to climate change.

Reduction of energy dependence: With the aim of establishing a new energy consumption model that promotes the implementation and generation of renewable energy, we have launched a Photovoltaic Plan that will allow us to self-generate energy through the installation of solar panels in our airports.

Revenue from the sale of electricity at electric vehicle charging stations: The increase in global sales of electric vehicles offers us a new business opportunity with the implementation of charging stations that will allow us to diversify our portfolio of services and increase our revenue from the sale of electricity.

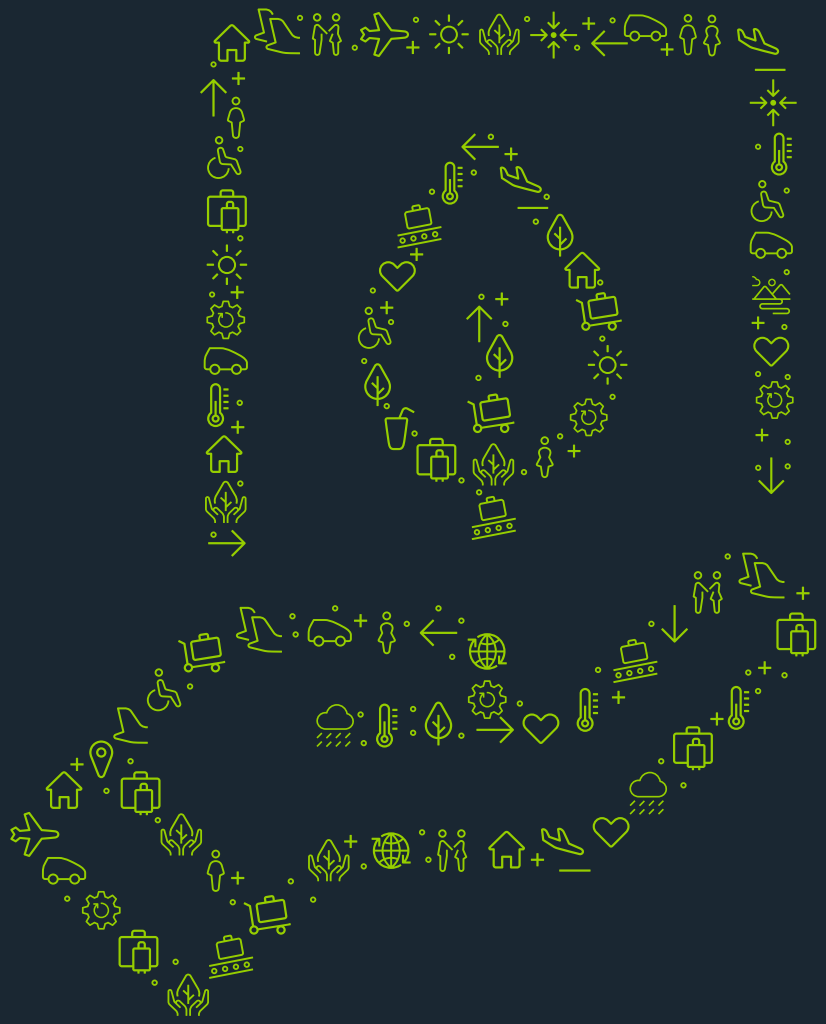
Improve our reputation through accreditations and participation in sustainability rankings: To ensure the efforts we have made in the implementation of environmental criteria throughout our value chain our recognized and improve our reputation in this area, we want to promote best practices in terms of sustainability and enhance our presence in sustainability indices and ratings.

Promote a market for sustainable aviation fuels: To promote the use of biofuels by airlines and suppliers and to guarantee the availability of these products, we carry out collaborative actions with companies to promote the supply of these alternative fuels at airports and, thus, meet the objectives towards the neutrality of carbon.

6

Monitoring of the Climate Action Plan 2021

2021, a key year for our Climate Action Plan on the path to decarbonization.



Metrics, objectives and evolution

Aena calculates its **carbon footprint** every year to assess the impact of its activity on climate change, monitor the evolution of its environmental performance in terms of climate change and evaluate the effectiveness of the measures adopted in the fight against climate change.

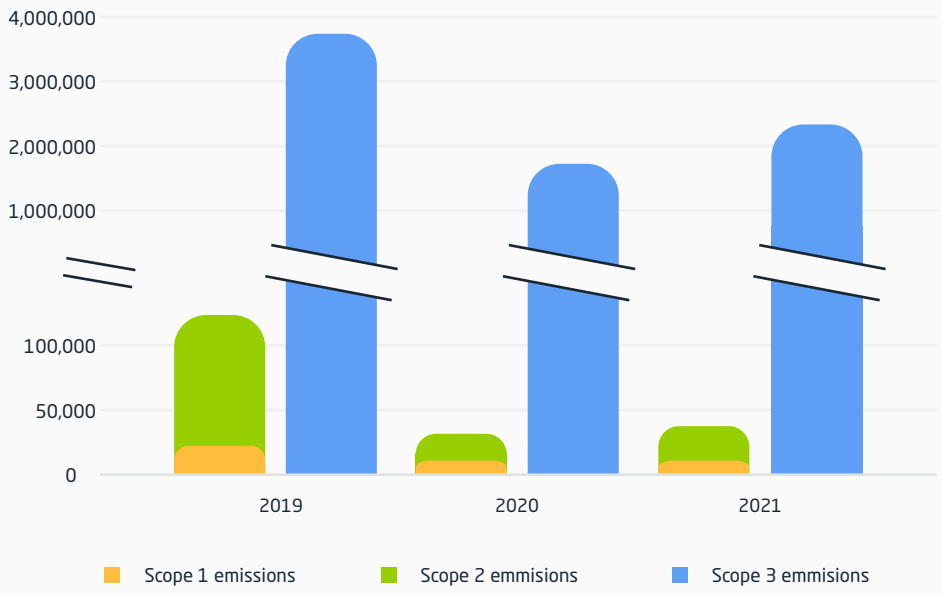
Greenhouse gas emissions 2021 (scope 1, 2 and 3) (tCO_2e).

	2019	2020	2021	Reduction 2021 vs 2019
Scope 1 emissions	22,769.6	17,112.5	14,313.6	-37%
Scope 2 emissions	113,860.9	26,199.3	31,870.9	-72%
Scope 3 emissions	3,866,448.1	1,870,884.6	2,242.058	-42%

To calculate 2021 emissions, the **current emission factors** have been used, which are updated every year. In this regard, it should be noted that the certification of Aena's emissions is included under the annual Airport Carbon Accreditation programme at the main airports, corresponding to approximately 91% of the network's emissions since 2020.

The calculation methodology is based on the **GHG Protocol**. The calculation of Scope 2 emissions has been made according to market criteria (**market based)**: it takes into account the residual electricity mix for non-renewable energy in those countries where it is available and the conversion factor of electricity from renewable sources with certificate of origin is zero.

Carbon footprint of Aena (tCO_2e)



Scope 1 and 2

Description of the categories of Scopes 1 and 2 of Aena's carbon footprint:

The Scope 1 and 2 categories below are based on those established in the ACI EU Airport Carbon Accreditation programme.

Scope 1 emissions: Direct emissions from sources or processes and activities controlled by Aena at its facilities, such as emissions from heating boilers, from the fire-extinguishing service or from the vehicles in its fleet.

Scope 2 emissions: Indirect emissions produced by the generation of electricity or thermal energy purchased at airports.

Aena energy consumption

Greenhouse gas emissions are calculated based on the organization's fuel and energy consumption.

Note: The energy consumption data includes the consumption of concessions.

Aena energy consumption (GJ)	2019	2020	2021
Fuels (Scope 1)			
Fuel oil	175,238	128,154	109,872
Gasoline	2,297	1,907	2,044
Natural gas	164,590	132,092	105,999
Propane	851	551	558
Kerosene	2,661	1,501	2,054
Subtotal	345,637	264,205	220,526
Energy (Scope 2)			
Electricity	3,447,151	2,591,629	2,907,297
Heating/Cooling	623,144	522,762	605,816
Subtotal	4,070,295	3,513,095	3,513,095
Total	4,415,932	3,378,596	3,733,621

Scope 3

At Aena we are aware that airports are responsible for a small part of the sector's emissions, which is why we want to act as **drivers of the transformation of the entire sector**, promoting collaboration and the implementation of innovative solutions with all the key players, such as airlines and handling companies, as well as employees and passengers at our airports. Therefore our path to the decarbonization of the sector also involves reducing scope 3 emissions by involving third parties.

The **applicable categories of the Scope 3** calculation are based on those corresponding to the CDP (Carbon Disclosure Project) climate change questionnaire. These are as follows:

Description of the Scope 3 categories of Aena's carbon footprint:

Purchased goods and services: Includes all upstream emissions from the production of all goods or services purchased or acquired by Aena. This includes goods (tangible products) and services (intangible products).

Capital goods: Includes all upstream emissions from the production of all capital goods purchased or acquired by Aena. Capital goods are those final products that have a long useful life and are used by Aena to manufacture a product, provide a service, sell, store or deliver goods. In accounting, capital goods are those treated as fixed assets or as plant, property, and equipment. For example: computer equipment, machinery, buildings and vehicles.

Investments: This category includes emissions associated with investments made in international airports in 2021.

Activities related to energy production: Includes emissions related to the production of energy or fuels acquired and consumed in the reporting period that have not been included as part of the footprint in Scopes 1 and 2 (emissions derived from the use of fuels and electricity consumption). Scope 1 includes the use of fuels by controlled or owned sources. Scope 2 includes those emissions derived from the use of fuels to generate electricity, steam and urban air conditioning acquired and consumed.

Waste generated in operations: Emissions from the disposal and treatment of waste generated in our operations in the reporting year are included. This category includes both solid waste and wastewater.

Business travel: Collects the emissions derived from employee travel for business activities in vehicles owned by Aena or operated by third parties such as planes, trains, buses, etc.

Employee commuting: Includes emissions due to employee commuting. They may be due to:

- Travel by car
- Travel by bus
- Travel by train
- Travel by underground
- Others (e.g. bike, walking, tram).

Assets leased by the organization: Includes emissions from the operation of assets that are leased by Aena, which are largely assumed as their own and are included in Scope 1 and 2. Those not included are collected in this category.

Downstream transportation and distribution: Includes all emissions from downstream transportation. In our case, it includes the movement of passengers to or from the airports, as well as the distribution of goods to the nearest transport node.

Use of services provided by the organization: Emissions due to the use or consumption of the goods or services sold are included. We consider our customer to be: the airlines, the handling agents and the passengers. The use of services by passengers is included in Scope 1 and 2 emissions, since it corresponds to the use of facility services (lighting, air conditioning, water, etc.) which has already been considered in the Scope 1 and 2 inventory or in other Scope 3 categories.

In the case of airlines and handling agents, emissions from take-off and landing of aircraft[4] (LTO cycle), auxiliary power units (APU) and emissions caused by the activity of handling agents of Scope 3 are accounted for in this category.

Scope 3 emissions are calculated according to the ***Corporate Value Chain (Scope 3) Accounting and Reporting Standard*** published by the ***GHG Protocol Initiative***.

[4] Based on the latest information published in the MITECO national emissions inventory.

Evolution of emissions Scope 3 (tCO_2e)

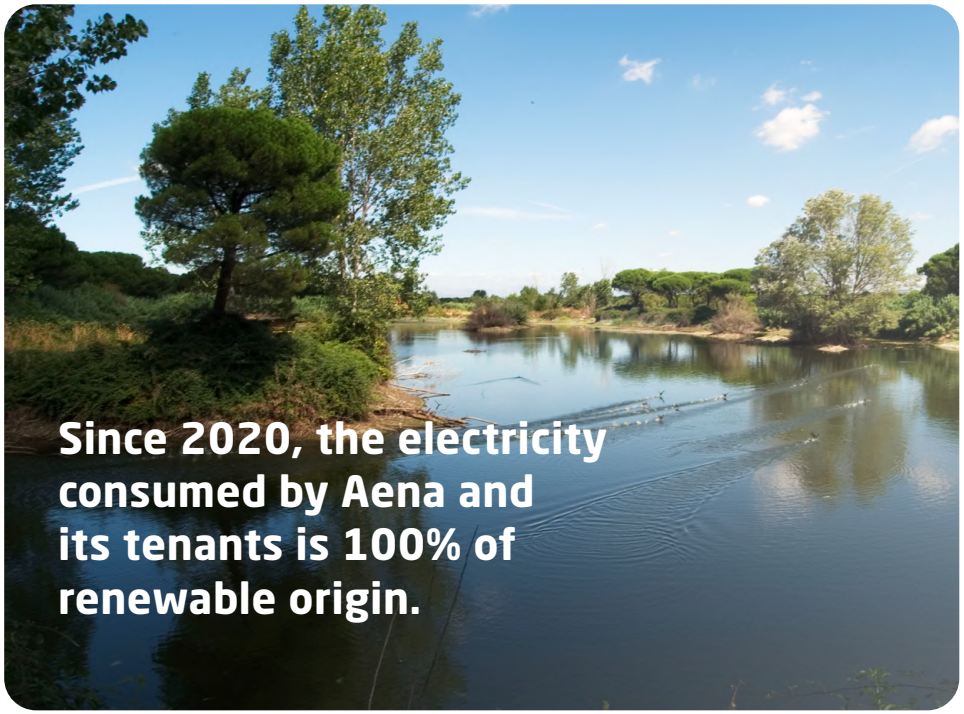
	2019	2020	2021
Purchased goods and services	364,289	211,438	242,184
Capital goods	388,463	416,448	356,485
Activities related to energy production (not included in scope 1 or 2)	38,730	5,298	8,653
Waste generated during operation	15,717	7,298	3,625
Business travel	3,949	2,661	1,760
Employee commuting	3,367	1,275	2,523
Assets leased by the organization	37	no material	38
Downstream transportation and distribution	611,323	143,885	130,749
LTO	2,327,368	1,019,117	1,431,664
APU	58,490	22,577	31,438
Handling	30,754	18,288	19,485
Investment	23,960	22,600	13,453
Total Scope 3	**3,866,448**	**1,870,884**	**2,242,058**

Evolution of emissions

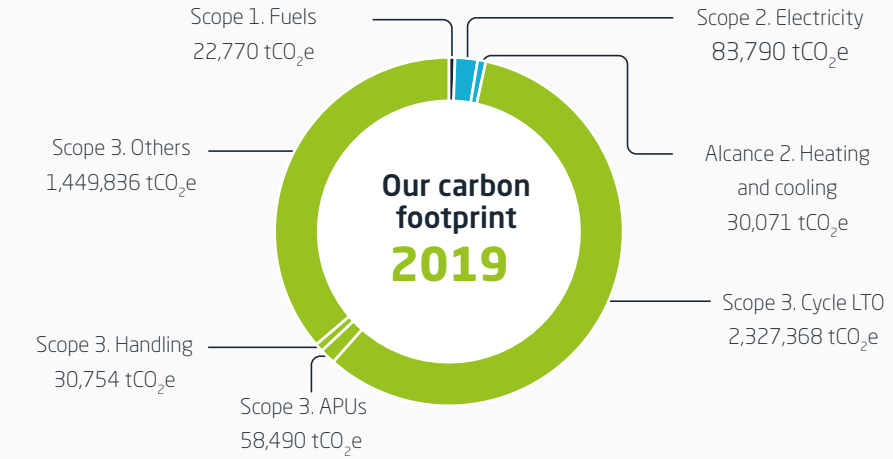
Reductions in Scope 1 compared to the base year 2019 have reached 37%. Energy consumption in our facilities has been reduced thanks to the implementation of mitigation and efficiency measures as well as due to the reduction in activity as a result of COVID-19.

The **reduction in Scope 2** emissions achieved in 2021 compared to 2019 is 72%, mainly due to the purchase of 100% of our electricity from guaranteed renewable origin sources.

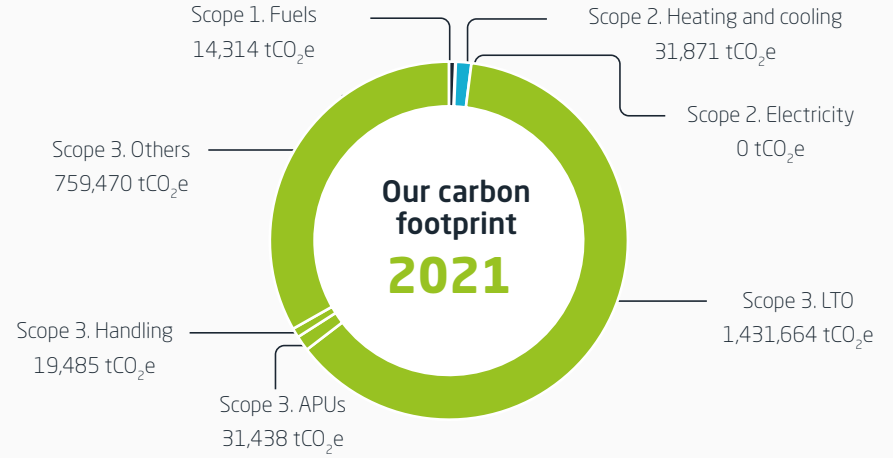
The **reduction of the Scope 3** footprint achieved in 2021 compared to 2019, was 42%, mainly due to the reduction in traffic, as well as the collaborative initiatives with third parties implemented during 2021.



Contribution of emissions 2019 (tCO_2e)



Contribution of emissions 2021 (tCO_2e)



Note: "Others" includes other Scope 3 emissions such as the acquisition of goods and services, waste management, assets leased by the organization, investments, etc. Note common to the two graphs (2019 and 2021).

2021 objectives and actions linked to the reduction of Scope 1&2 emissions: Carbon Neutrality Programme

2021 Targets

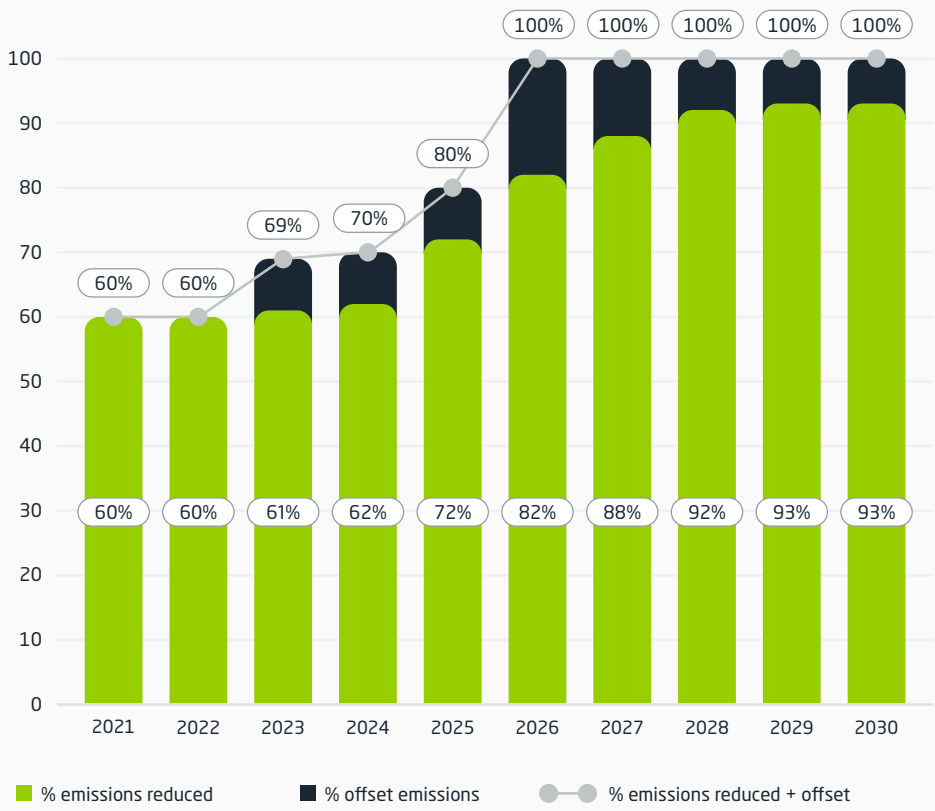
In 2021, the actions included in the Carbon Neutrality Programme 1 were started, **exceeding the emissions reduction target** established for that year by more than 6% (total reduction of 66.2%).

During said year, we have continued to purchase 100% of our electricity from guaranteed renewable energy sources. Likewise, **0.81% of renewable electrical energy** has been produced for self-consumption from the existing wind turbines and photovoltaic installations, and thanks to the progress made in the execution and start-up of the new photovoltaic installations in various airports in the network.

EMISSIONS REDUCTION

CAP TARGET

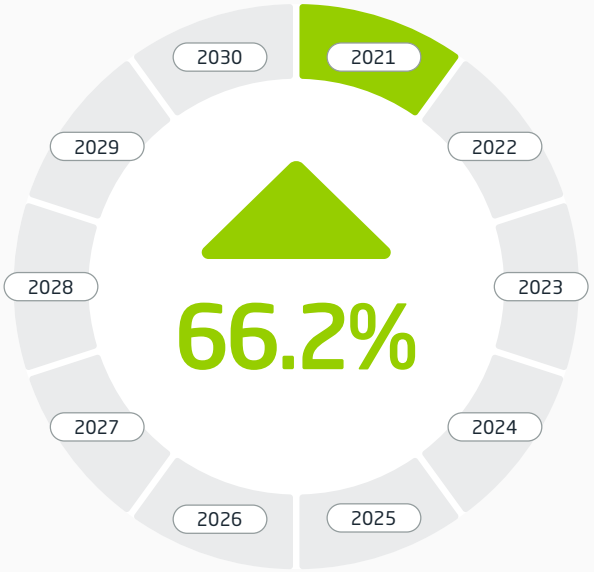
% Emissions reduction (Scope 1 and 2)



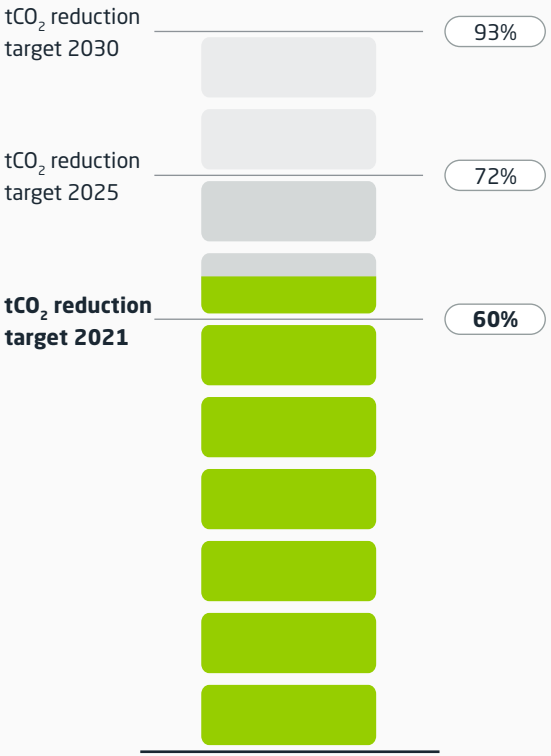
EMISSIONS REDUCTION

STATUS AND MONITORING

Monitoring of the annual indicator



Monitoring of the indicator for the period (2021-2030)



Overall monitoring result

In 2021, the reduction in CO_2 emissions (Scope 1 and 2) was higher than the established target:

66.2%

Actions carried out in 2021

In 2021, we made progress in the **fulfilment of the Photovoltaic Plan** through actions involving the drafting of projects, application for permits and deposit of the necessary guarantees. We also commissioned two new photovoltaic plants in the Canary Island airports of Lanzarote and Tenerife Sur, to go with the one in Fuerteventura that entered into operation in 2020.

Another action worth highlighting in 2021 was the preparation of the tender for the supply of a **2.5 MW fuel cell** for Barcelona Airport, to replace an emergency diesel generator unit. This initiative is important to start technologically testing the use of hydrogen as an energy source for airports, taking into account the importance that this vector will have in the future air transport energy model.

Feasibility studies have also been carried out for the **implementation of geothermal energy** in the airports of Madrid, Barcelona and Palma, which will analyse the potential for generating this type of energy in these three airports.

Regarding the purchase of electrical energy, since 2020 we have acquired **100% of our electrical energy from guaranteed renewable energy sources**. This green energy is supplied to all tenants through Aena's own distribution network, thus covering all the companies that operate in our airports.

In relation to the **purchase of sustainable fuels**, in 2021 the necessary steps were taken to ensure biopropane will be available in 2022, to replace the propane of fossil origin being consumed currently, as well as to ensure the availability of biodiesel and biomethane for Aena's airport network.

We also advocate the purchase of **new sustainable technologies** with the aim of promoting and providing the company with a more agile, efficient and transparent supply chain, which will in turn allow us to incorporate more environmentally friendly solutions. In 2021, we had a total of 50 electric vehicles and 24 electric vans.

Likewise, in order to achieve a reduction in demand and, therefore, in energy consumption at the airports in the network, we try to continuously identify and **implement energy improvement and efficiency** actions with the aim of reducing energy consumption per passenger. In this regard, to date a series of measures have been developed aimed at adapting and adjusting energy consumption to actual airport operations and technological improvements in lighting and air conditioning (motion sensors, replacement with LEDs, renewal of air conditioning installations and automatic lighting control, etc.).

In this area, it is also worth highlighting the initiative launched in 2021 at the Alicante-Elche Miguel Hernández Airport, consisting of a **new intelligent energy saving system** in the Automated Baggage Handling System (ABHS). The installation of a new software, with more advanced technology and improved functions, allows savings that could reach one million kWh per year, equivalent to the average energy consumption of 293 homes, by minimizing system start-ups and optimizing the travel time of the luggage inside it.

Aena has also installed **smart meters** in some of its facilities, to its energy management. Along these lines, the Adolfo Suárez Madrid-Barajas Airport has installed an Energy Management Platform for Terminals that systematically analyses consumption and allows energy efficiency measures to be installed in the terminal facilities based on the results obtained.

Lastly, in 2021, Aena carried out **energy audits** at 20 of its main airports. Based on these, the evolution of energy consumption in their facilities is monitored, taking into account the measures implemented, mainly in lighting, electromechanical installations and air conditioning, providing feedback for the action plans and promoting the reduction of consumption and energy and cost savings.

2021 targets and actions linked to the reduction of Scope 3 emissions: Community and Sustainable Value Chain and Aviation Programmes

2021 Targets

In terms of targets related to the **sustainable handling fleet**, in 2021 we achieved the electrification of 24% of this fleet, exceeding the established objective by 1%. In addition, there are now 211 electric charging stations in the airport network, exceeding the established objective by 13 points.

Additionally, **in collaboration with ENAIRE**, A-CDM and advanced towers have been implemented at 3 and 12 airports, respectively. Also, the average additional taxi-out[5] time in the five largest Spanish airports (Madrid, Barcelona, Gran Canaria, Palma de Mallorca and Malaga), has remained below the average of the five large European airports.

Regarding the average additional ASMA[6] time, in the largest airports of Barcelona, Gran Canaria, Madrid and Malaga, this has remained below the average of the five large European airports in 2021.

Actions carried out in 2021

The main actions aimed at **reducing Scope 3 emissions** have been carried out within the framework of programmes 2 (Sustainable Aviation) and 3 (Community and Value Chain) of our CAP, which focus on positioning Aena as a catalyst for other agents in the aviation sector to speed up its decarbonization, as well as on sustainable mobility to and from the airport, and proactive collaboration with the supply chain and the community. These are described below.

[5] Additional TAXI-OUT time is a commonly accepted measure of inefficiencies in the taxi-out phase of an airport. It is measured in minutes per IFR departure (minutes/departure).

[6] Additional ASMA time is an approximation of the arrival queue time of incoming traffic, during periods of airport congestion. It is the difference between the actual ASMA transit time and the unimpeded ASMA time, calculated based on ASMA times in periods of low congestion. It is measured in minutes per IFR arrival (minutes/arrival).

Sustainable Ground Handling Fleet

One of the pillars of Aena's decarbonization activity is he transition to **sustainable vehicle fleets** and ground handling equipment.

We are deploying the necessary initiatives in this area to make this transition a reality, in coordination with all our suppliers of ground handling services and our airports.

To do this, we have completed an exhaustive analysis of the fleets that operate in our airports, both in terms of type and evolution of historical and future sizes. Based on this data and in continuous communication with the ground handling agents themselves, we defined an ambitious yearly **fleet composition evolution plan**, which became one of the main pillars of the decarbonization of Scope 3 of our Climate Action Plan which is now entering the implementation phase.

In this regard, we have carried out key activities in 2021 to ensure **progress in the evolution of these fleets**. Of these, the following are worth highlighting:

With the support of working groups created in collaboration with our ground handling service providers, we have completed the advanced draft of the **sustainable fleet clauses** for bid specifications that will be used in the upcoming tenders for aircraft ground handling services.

These specifications contain all the sustainability requirements that will apply to the fleets, allowing the agents to carry out a **joint transition** towards meeting sustainable fleet objectives.

The electricity consumption forecasts per airport for the next few years have been completed, allowing us **to define the size of the charging stations network** that will be deployed in each airport, in line with the evolution of the fleets of our suppliers.

As well as defining the scale of the charging network, we have analysed **innovative electrical supply solutions for electric vehicles**. This gives us multiple options to ensure that in the coming phases we can select the most suitable one in each of our centres for our suppliers' fleets.

We have begun preliminary studies for other support services, such as the implementation of **telemetry in ground support vehicles**, which will allow us to explore new ways to improve the efficiency of handling activities.

Shared-Use Vehicle Pilot for handling services

As part of its drive to ensure sustainability in the third parties that perform airport activities, Aena is committed to ensuring efficiency in handling operations. To this end, a **pilot test for the shared use of handling vehicles** has been designed and promoted at Palma de Mallorca airport.

During 2021, we have promoted collaboration between handling agents and equipment suppliers in order to design this pilot scheme and define its scale, and the necessary agreements have been reached. This pilot will be launched in 2022 and lay the foundations for the shared use of handling vehicles throughout the Aena network, **reducing the need for equipment and improving the efficiency** of the activity both economically and in terms of sustainability.

Efficiency in aviation operations

ENAIRE, with whom we closely collaborate, plays a key role in reducing emissions from aviation in our country. Both companies have carried out a **joint analysis of our sustainability objectives**, based on ENAIRE's ambitious "Green Sky" programme and our Climate Action Plan.

As a result, our service contracts now contain the following **commitments** based not only on reducing emissions but also on other environmental improvements:

Reduction of emissions into the atmosphere: Through the implementation of A-CDM and Advanced Towers, as well as "additional Taxi-Out time". Also through improving the efficiency of the Taxi-In, on conjunction with the Directorate General of Civil Aviation.

Finally, CEM Working Groups have also been included, through which we identify and launch all those initiatives of interest to ENAIRE, Aena and aviation stakeholders that can contribute to making our industry more sustainable.

Reduction of noise levels in the surroundings of Spanish airports.

Improved environmental management in air navigation facilities deployed in the Aena airport network.

Sustainable Aviation Fuel

Aena's sustainability strategy encourages the involvement of all the other stakeholders in the airport ecosystem, to promote the reduction of emissions in the sector. **We collaborate as much as we can** with third parties through working groups and joint projects that help them minimize their impact on the environment. One of the main lines of action in this area is the promotion of Sustainable Aviation Fuel production and consumption, to meet and even exceed the objectives set in this regard by the EU's Fit For 55 package of legislative proposals.

At Aena we have worked during the year with stakeholders from the entire value chain, from producers to airlines, to ensure the production of these fuels in the Spanish market and their subsequent consumption. To this end, we have joined the main European alliances for the **production and consumption of SAF**, and we are working to define formulas to encourage its consumption in Spain.

We have also continued to participate in national project proposals submitted for **public funding,** which are highly necessary when undertaking large investments in synthetic kerosene production infrastructure, ensuring its production at competitive prices at the national level.

Hydrogen in Aviation

The development of new clean energy sources will be crucial for the sustainability of the aviation sector and mobility in general. The main aircraft manufacturers, and in general the stakeholders of the sector, point to **green hydrogen** as one of the main sources of decarbonization of air transport in the long term.

At Aena we are developing the company's strategy for the **introduction of hydrogen in airports in the short**, medium and long term. As it is an energy source in development, in which there are constantly new advances, collaboration with as many external agents as possible, both technological and industrial developers, is essential.

In this regard, we have become members of the **European Green Hydrogen Alliance**, the main body at the European level promoting the development of the green hydrogen value chain. At the national level, Aena has promoted the creation of this Aviation Alliance with the main players in the sector in Spain.

We also participate in the **SHYNE initiative**, led by Repsol, which brings together the main companies and institutions interested in hydrogen at the national level.

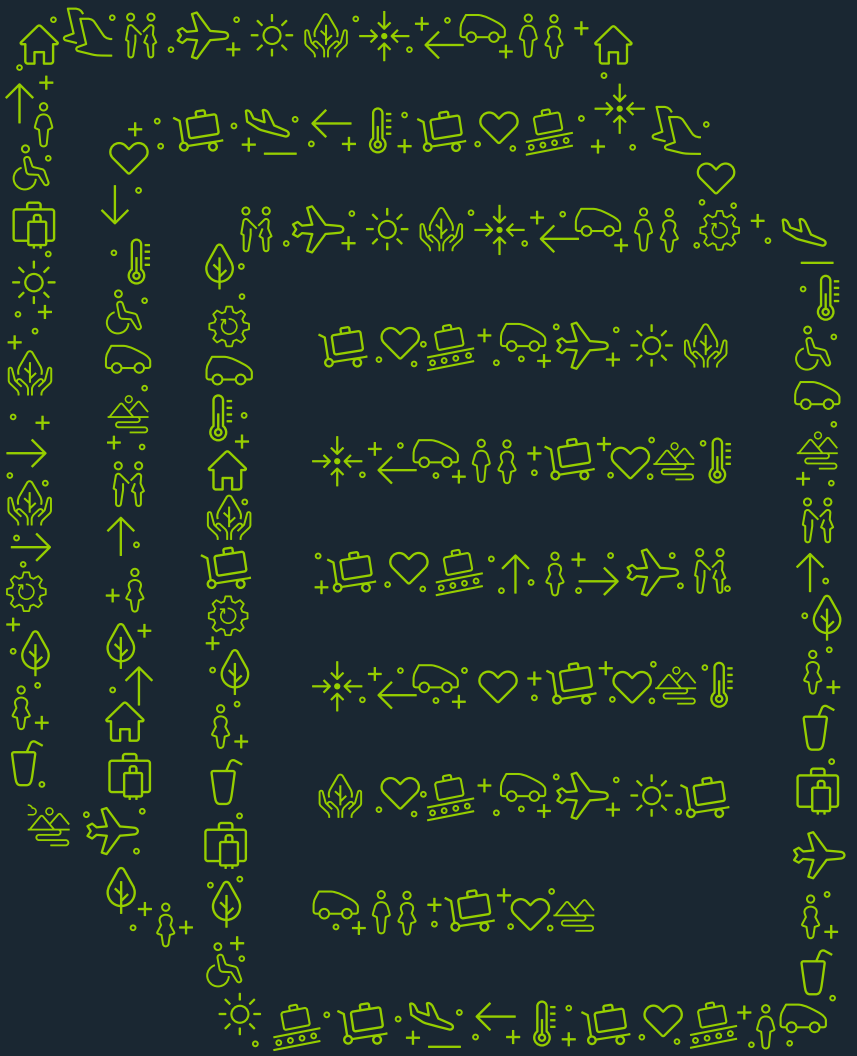
Similarly, we have defined objectives for the **introduction of hydrogen in the short and medium term**, in accordance with the roadmap for green hydrogen in Europe. These objectives include the introduction of hydrogen handling vehicles, and the supply infrastructure required for this.

In addition, we are collaborating with aircraft manufacturers on projects to develop **hydrogen aviation**, especially those related to the development of the liquid hydrogen value chain.

7

Appendices

Aena is making progress with its roadmap towards the decarbonization of the activity it carries out by working on the programmes and strategic lines defined in its Climate Action Plan.



Programme: Carbon neutrality

Line of action	Area	Actions	Specific goal	Indicator
RENEWABLE ENERGY Ensure 100% self-consumed green electricity and 90% consumed green energy for air conditioning (purchase+ production) by 2030	Renewable electricity production	Generation of green electricity through the Photovoltaic Plan (975 GWh/year available by 2026	Ensure 100% self-consumed green electricity by 2026	% of self-consumed green electricity
		Pilot project to replace 2 generator units with hydrogen batteries in BCN in 2023 and based on results, extrapolate the project to PMI and LPA in 2028	Launch of pilot project in BCN 2023	NA
	Sustainable air conditioning energy production	Generation of energy for sustainable air conditioning through geothermal energy at the airports of MAD, BCN and PMI by 2026	Ensure self-consumption of energy for sustainable air conditioning, 19% by 2026 and 25% by 2030	% self-consumed sustainable air conditioning energy
		Biogas production in MAD by 2026		
	Purchase of green electricity and purchase of sustainable fuels for air conditioning	Purchase of electricity with guarantee of origin	Purchase of 100% renewable electricity with guarantee of origin by 2020	% purchase of green electricity
		Replace fossil fuels with green fuels in boilers and in the cogeneration plant in MAD	22% purchase of sustainable fuel by 2026 and 65% by 2030	% purchase of sustainable fuels for air conditioning
ENERGY EFFICIENCY Reduce energy consumption per passenger by 9% by 2030	Efficiency in electricity consumption	Extend the use of LED lighting to 100% in terminals by 2026 Implementation of LED lighting on the platform and beaconing by 2030 Extension of the smart energy management platform to monitor consumption at 10 airports by 2030	Reduction of electricity consumption per passenger by 10% by 2030	Electricity consumption per passenger
	Air conditioning efficiency	Reduction of the operating mode of the cogeneration plant by 2026 Progressive plan to replace equipment for others with greater energy efficiency (boilers, etc.)	Reduction of air conditioning energy consumption per passenger by 9% by 2030	Air conditioning energy consumption per passenger
SUSTAINABLE OWN FLEET 100% sustainable vehicles by 2026	Vehicle electrification	Electrification of cars and vans owned by Aena	Electrification of 26% of vehicles by 2026	% of own sustainable vehicles
	Use of alternative fuels	Use of sustainable fuels in remaining vehicles (e.g. trucks, coaches and SUVs)	74% of own vehicles using sustainable fuel by 2026	
	Own car sharing	Promote sustainable mobility in airport fleet	Launch of the Car sharing pilot project airport fleet by 2020	NA
OFFSETTING EMISSIONS	Emission neutrality	Emission offsetting projects	Achieve carbon neutrality by 2026 through progressive offsetting of emissions	% offset emissions

Programme: Sustainable aviation

Line of action	Area	Actions	Purpose	Indicator[7]
CLEAN PROPULSION FOR AIRCRAFT. Proactively participate in the development of new sustainable fuels and their integration in the aviation sector	Promotion of the use of SAF	Participation in SAF production projects to promote its use by airlines Facilitate the distribution of SAF in the airport network Create an incentive system for airlines that promotes the consumption of sustainable fuels	SAF consumption forecast in the Aena network of 2.6% by 2026 and 4.6% by 2030	% of SAF consumed in the airport network
	Hydrogen	Position Aena in relation to hydrogen in the future	Definition of the hydrogen strategy before 2026	N/A
	Sustainable aircraft	Definition of programme to rank companies based on their use of sustainable aircraft by 2024	Program definition in coordination with airlines in 2024	
EFFICIENCY IN AVIATON OPERATIONS. Collaborate closely with ENAIRE, airlines and ground handlers to reduce the emissions generated in airport operations	Efficiency in ground handling operations	Airport network pooling pilot project	Pilot project implementation in 2022	N/A
		Implementation of telemetry to improve consumption efficiency	Implementation of telemetry in 7 airports of the network by 2026	No. of airports with telemetry system in ground handling vehicles
	Efficiency of the LTO Cycle	Implementation of A-CDM and advanced towers to improve taxiing efficiency	5 major airports with A-CDM by 2026 12 airports with advanced towers in the 2021-2026 period	Number of airports with A-CDM Number of airports with advanced towers
	Efficiency during flight	Collaboration with ENAIRE to optimize operations joint objectives	At 5 main Aena airports: Average additional Taxi-out time and average additional ASMA time less than that of the 5 large European airports in the 2021-2025 period	TAXI-OUT (Additional taxi time in departures: min/departure) and ASMA (Additional time in approach: min/arrival) in 5 main Aena airports
		Creation of working groups for the development of joint initiatives and objectives with ENAIRE	Quarterly meetings	N/A
SUSTAINABLE GROUND HANDLING FLEET. Achieve 78% sustainable ground handling vehicles by 2030	Vehicle electrification	Ground Handling Vehicle Electrification Requirements Implementation of electric charging stations to supply the new electric vehicles	Installation of 250 charging stations on the air side by 2026 and 900 stations by 2030	% of sustainable ground handling vehicles Number of electric charging station on the air side
	Use of alternative fuels	Requirements for the use of sustainable fuels in Ground Handling vehicles Implementation of hydrogen-powered vehicles by 2030 Implementation of hydrogen stations to supply the new vehicles (electric and alternative fuels)	Installation of hydrogen stations in the five main airports by 2030	Number of hydrogen stations

Programme: Community and sustainable value chain

Line of action	Area	Actions	Purpose	Indicator
SUSTAINABLE MOBILITY Promote sustainable mobility to and from the airport	Promotion of public transport	(e.g. group of mobility agents)	N/A	% of passengers using public transport
	Promotion of public transport	Investment in charging stations to promote sustainable transport to/from the airport	Install 1 charging station for every 40 spaces by 2024	No. of parking spaces for each charging station
		Establishment of sustainability requirements for Rent a Car / VTC / Car Sharing	Inclusion of requirements in new contracts (VTC and Car Sharing 2022, Rent a car 2023)	% of sustainable vehicles in Rent a Car, VTC and Car Sharing
		Promotion of sustainable mobility through tariff system in car parks (car parks as sustainable mobility hubs)	Design of a tariff system by 2021	N/A
		Electrification of shuttles used between terminals at Madrid and Barcelona airports	100% electric shuttle fleet in MAD + BCN by 2026	% Fleet of electric shuttles in MAD+BCN
		Employee travel emission offsetting	Offset 100% of the emissions generated by Aena employee travel through verified sustainable projects from 2024	Total emissions offset from employee travel per year
	Sustainable logistics	Creation of a collaboration forum with airport logistics operators	Launch of the collaboration forum in 2022	N/A
CLIMATE COOPERATION AND AWARENESS Proactively collaborate with the supply chain and community to drive sustainability	Agreements with universities	Collaboration agreements with universities and technology centres to accelerate the sustainable transformation of the sector	Provision of a fund for the promotion of agreements with universities until 2026	N/A
	Climate change awareness	Creation of an awareness-raising action plan coordinated by an internal cross-departmental working group	Launch of 1 awareness campaign each year	N/A
	Sustainable supply chain	Establishment of selection criteria and requirements, as well as their monitoring and penalties, in the field of sustainability for Aena's suppliers and tenants	Definition and implementation of quantified sustainability requirements for 100% of contracts from 2022	N/A