



Climate Action Plan 2021-2030

Towards Zero Emissions



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1. Who we are

Aena SME, S.A. is the world's leading company in airport infrastructure management by passenger volume. It manages 46 airports and 2 heliports in Spain and participates directly or indirectly in the management of another 23 airports in different countries of the world. In 2019 Aena was the European airport operator with the highest volume of passengers, with 293.4 million (Spain + Luton).

The Airports in the Aena network are characterised by offering their customers - passengers, airlines, handling agents and users in general - **a comprehensive service of the highest quality**. The implementation of new technologies and innovative processes, as well as the commitment to sustainability, are essential factors for the present and future of our facilities. Its efficient services and varied commercial offer - in exclusive environments, with the most prestigious brands and innovative products - guarantee passengers a safe and comfortable stay.



2. Aena and its commitment to climate change

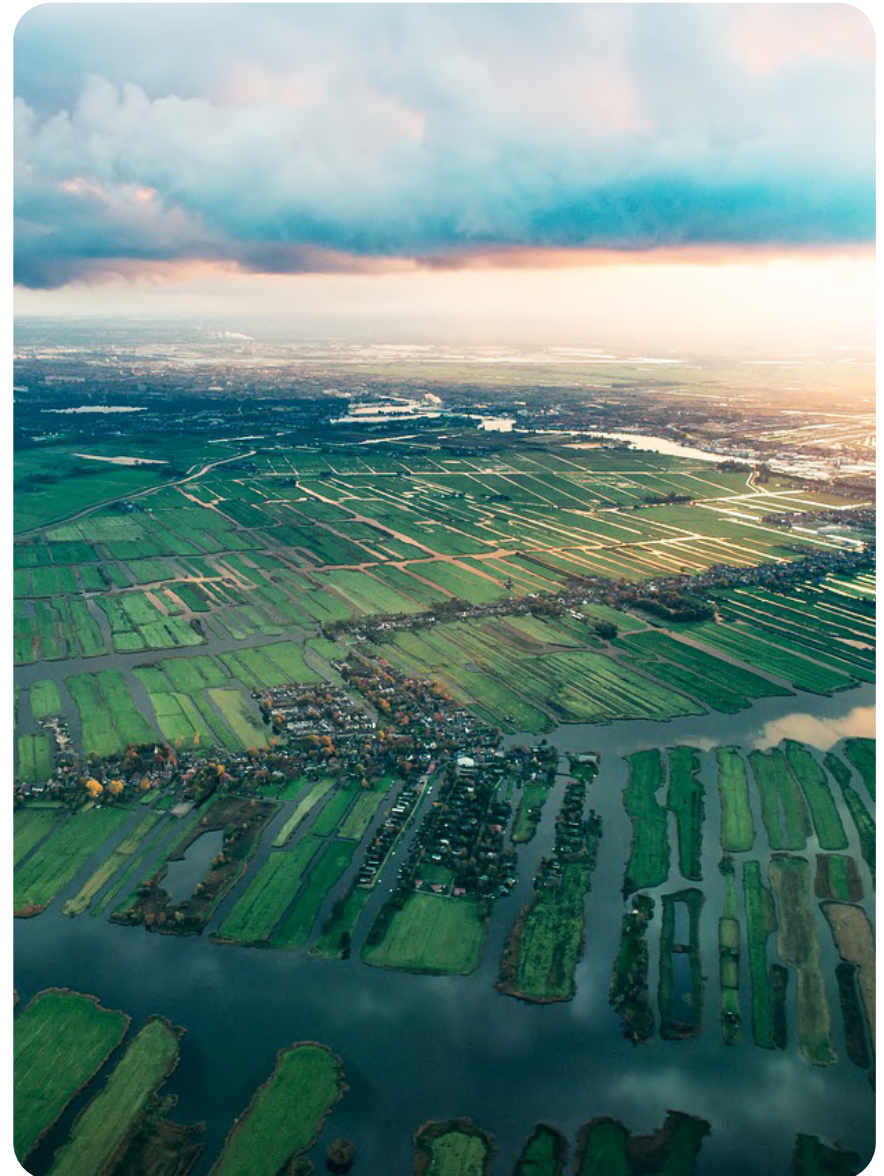
Climate change is one of the greatest risks we face. There is high consensus on the need to limit greenhouse gas (GHG) emissions without penalizing the capacity for economic growth and social inclusion. In 2020, this climate emergency was compounded by the health crisis linked to the covid-19 pandemic, which spread throughout the year and affected all sectors, including tourism and aviation, and in general the mobility of citizens around the world.

The urgency of tackling the health crisis has not diverted global concern about climate change and its consequences, and the main institutions are advocating the orchestrating of an economic recovery that will allow the negative consequences of both situations to be addressed at the same time: the pandemic and combating climate change.

In line with this trend, the situation created by covid-19 has not slowed down Aena's commitment to sustainability, which has even been reinforced by bringing forward and extending the milestones related to its decarbonisation. During 2020, the Company has defined its new roadmap, aware that the resilience of the sector depends to a large extent on **prioritizing the environmental and social challenges** that we were already facing before the pandemic, and to this end, it is necessary to further strengthen sustainability in the planning of our future, focusing on environmental protection, decarbonisation and climate emergency as key issues in its management.

Aena is a responsible company, aware of its role as an economic engine in the areas of influence of the airports, with a permanent commitment to development and sustainability. As an essential component of its sustainability strategy, Aena has drawn up the **Climate Action Plan** and has strengthened governance and reporting mechanisms to account for its progress in this area.

With the preparation of this Climate Action Plan (CAP), the company takes another step forward in its environmental commitment, strengthening its leadership in achieving a more sustainable air transport.



3. Purpose and Scope of Aena's Climate Action Plan

The Climate Action Plan forms part of the long-term sustainability strategy of Aena, which has already announced its commitment to achieving the Net Zero Carbon target by 2040. As an intermediate step, Aena is committed to achieving carbon neutrality by 2026. Meeting these targets will allow Aena to achieve a balance between its activity and the conservation of the environment.

For the development of the CAP, Aena will build on the experience accumulated in its fight against climate change. In recent years, Aena has been implementing energy efficiency measures, replacing polluting fuels and using renewable energy sources. In the coming years the company will intensify its fight against climate change, incorporating new and ambitious measures, which constitute an added value to the strict compliance with the environmental legislation applicable both internationally and nationally.

The main objective of Aena's CAP is to lay the foundations for achieving the Net Zero Carbon objective in 2040, which will materialize in 2030 in a significant reduction of CO₂ emissions derived from the company's own activity, as well as promote the reduction of other emissions from stakeholders by working collaboratively with airlines, air traffic service providers, fuel producers, handling companies, aircraft manufacturers, etc.

To this end, Aena has updated its objectives and commitments acquired in terms of decarbonisation and environmental protection, and reinforced its strategy against climate change, designed to meet the objectives of the Paris Agreement, with more ambitious and anticipated challenges. The Climate Action Plan defines the programmes, initiatives and specific projects to be implemented until 2030 and assesses the contribution of each of the projects to the achievement of the global emissions reduction target.



The Climate Action Plan is a multi-year plan, aligned with:

- 1 The "climate change sustainability targets" based on regulatory requirements at European and national level, as well as the objectives of the Paris Agreement.
- 2 The recommendations of the Task Force on Climate-related Financial Disclosures (TCFD).
- 3 Act 11/2018 on non-financial reporting and diversity and the guidelines derived from the European Commission's climate reporting supplement, included in Directive 2014/95/EU of the European Parliament and of the Council, which sets out a description of policies, outcomes and risks related to environmental issues.

4. Context

The Paris Climate Conference (COP21) in December 2015 concluded with the first universal and legally binding agreement on climate change. The Paris Agreement sets out a global framework to avoid dangerous climate change by keeping global warming well below 2°C and continuing efforts to limit it to 1.5°C. It also aims to strengthen the capacity of countries to cope with the effects of climate change and to support them in their efforts. In this context, the EU has conveyed to the international community the confirmation of its objective to reduce its GHG emissions by 40% by 2030.

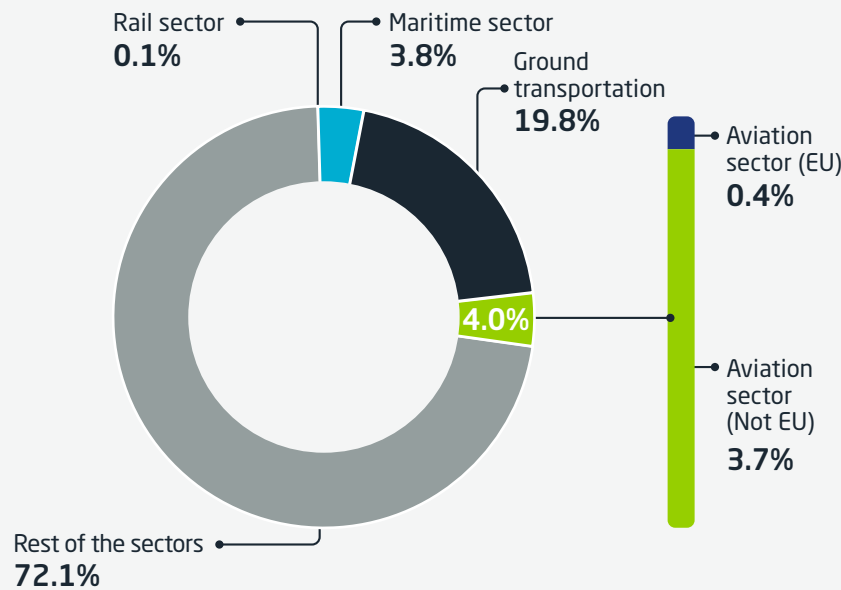
The Spanish Government is resolutely promoting compliance with the objectives of the Paris Agreement. The draft Law on Climate Change and Energy Transition, currently being processed, proposes that Spain should achieve climate neutrality no later than 2050, that emissions from the Spanish economy as a whole in 2030 should be reduced by at least 20% compared to 1990.

Contribution of the aviation sector to CO₂ emissions

Of the total global greenhouse gas (GHG) emissions, the aviation sector accounts for approximately 2.5%, and it is noteworthy that about 80% of global CO₂ emissions from aviation come from flights longer than 1,500 km, for which there is no practical transport alternative (source ATAG).

With regard to the contribution in GHG emissions of the aviation sector in Europe, this amounts to 4% and if we take into account only the transport sector these constitute approximately 14.4% with respect to other modes of transport¹:

Greenhouse gas emissions from the transport sector (EU 27 + UK2018)



On the other hand 95% of these emissions are generated by aircraft, while the rest are attributable to the direct control of airports, i.e. activities carried out in their facilities and involving numerous agents in their supply chain.



¹Source: European Environment Agency (Greenhouse Gas Inventory 2018)

ALIGNMENT OF THE BUSINESS MODEL AND STRATEGY WITH THE 17 SDGS



Aena aligns its business model and strategy with the 17 Sustainable Development Goals of the United Nations Agenda 2030, with its commitment to SDG 13 being particularly noteworthy for its performance in the fight against climate change.

Objectives covered by Aena

- 6 7 Protection of the environment, efficient use of resources and **fight against climate change**
- 11 13
- 15
- 9 12 Guarantee sustainable consumption patterns
- 2 3
- 4 5 Economic and sustainable growth
- 8
- 10 11 Diversity and social inclusion
- 16 17 Strengthen alliances to achieve common sustainable goals



Document focus

KEY FACTS OF AENA'S CLIMATE ACTION PLAN



The **Climate Action Plan will allow in 2026 to achieve carbon neutrality** and on the way to achieving Net Zero in 2040, a 94% reduction in 2030 will be obtained in emissions per passenger associated with Aena's own operations². The development of this plan involves investments close to € 550m (period 2021-2030).



Aena will act as a driving force in the sector, promoting **emissions reductions associated with airlines and handling agents**³.



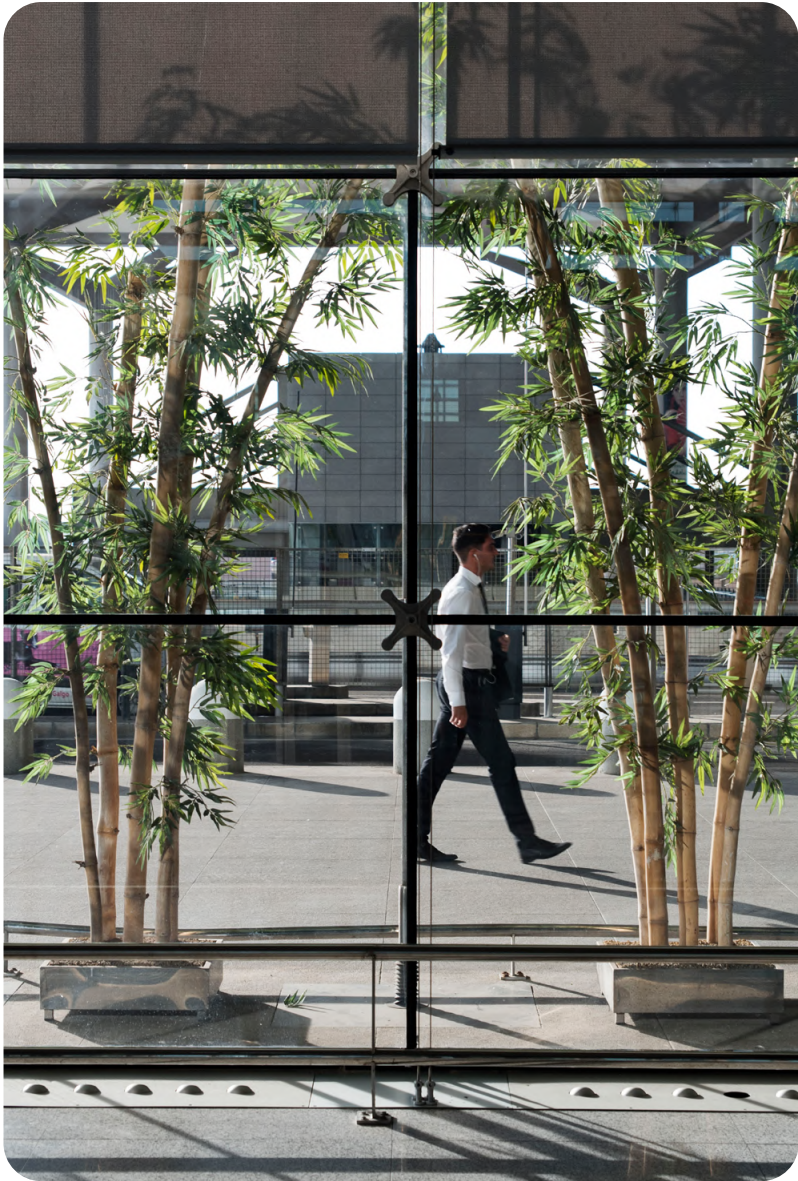
The Plan **strengthens internal mechanisms for monitoring** to ensure the development and regular follow-up of the initiatives (e.g. Sustainability and Climate Action Commission, Operational Working Group).



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.

² Scope 1 Emissions (fuel consumption) and Scope 2 (electricity and cogeneration energy consumption)

³ Scope 3 Emissions



5. Starting point

As a result of Aena's commitment to the fight against climate change, in 2018 the company published its climate change strategy, based on 4 lines of action:

- Energy Efficiency.
- Energy from renewable sources.
- Reduction of emissions from fuel use.
- Reduction of third party emissions.



During 2020, the objectives derived from the first phase of the Aena Strategy against Climate Change were achieved:



Reduction of 53% of CO₂ emissions of Aena in absolute terms (base year 2015);



Achieve a **100%** share of energy supply from **renewable energies**;

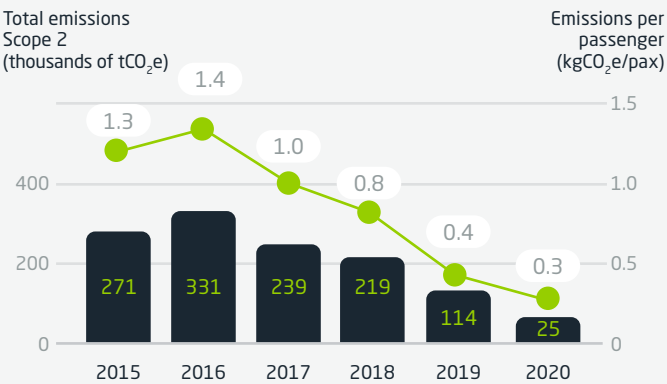
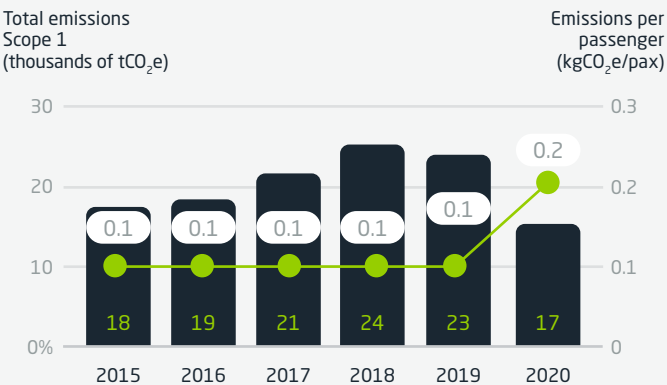


Plan to reduce 30% of emissions from handling agents by 2020 at Adolfo Suárez Madrid-Barajas Airport and 20% in remaining airports.

This performance was recognized by the Carbon Disclosure Project (CDP), which for two consecutive years has awarded the highest rating established by this organization, forming part of the A List companies and placing itself among the only 11 Spanish companies to have obtained this score.

However, Aena wants to go further in its commitment to the fight against climate change by updating its objectives and advancing the milestones for achieving them so that, based on the aforementioned climate change strategy and the achievements made, the current Aena CAP arises, establishing **2019 as the new base year**.

Evolution of emissions period 2015-2020



GREENHOUSE GAS EMISSIONS (GHG): SCOPE 1, 2 and 3

AENA'S OWN EMISSIONS

SCOPE 1. Direct emissions from sources or processes and activities controlled by Aena at our facilities. The sources of GHG emissions are the following:

- **Stationary combustion.** Emissions generated by generators, portable generators, boilers, fire extinguishing service practices and auxiliary pumps of fire water tanks.
- **Combustion in mobile sources.** Emissions from vehicles belonging to the Aena fleet, both light and heavy.

SCOPE 2. Indirect emissions produced by the generation of electricity or thermal energy acquired and consumed at our airports. Its source is:

- **Electricity consumption.** Emissions associated with the electricity consumption of the activities carried out by airports for air conditioning, lighting and operation of various facilities.

THIRD PARTY EMISSIONS

SCOPE 3. It integrates the rest of the indirect emissions coming mainly from:

- **LTO cycle.** This is the landing and take-off of aircraft of the airlines operating at the airports.
- **APUs.** Auxiliary power units that supply power to aircraft when they are on the ground.
- Vehicles and machinery that provide **handling services** or assistance to passengers and aircraft at airports.
- Other (**dealership energy consumption, ground access, employee travel, etc.**).



Certifications and Endorsements

The management carried out by many of our airports has been verified according to various international standards. Achieving these certificates and maintaining them involves undergoing exhaustive audits each year to verify the correct implementation of the system, the procedures established and the development of our actions to achieve the objectives set.

Certifications:



EMAS Regulation. The Eco-Management and Audit Scheme (EMAS) facilitates the evaluation and improves the environmental behaviour of the company and favouring transparency.



ISO 14001: Environmental Management System. Allows the control and minimization of the impact on the environment, which can originate according to our activity.



ISO 50001: Energy Management System. Contributes to the definition of procedures to reduce energy consumption, minimizing the carbon footprint of the company and diminish costs resulting from energy consumption.



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



Airport Carbon Accreditation (ACI Europe). Accredits the calculation of the carbon footprint of our airports and the carrying out of the commitments to the reduction of the acquired CO₂ emissions.



ISO 9001: Quality Management System. Oriented on customer satisfaction and the capacity to provide products and services that comply with the internal and external requirements of the company.



EFQM Model of Excellence and Quality in the Corporate Management Instrument for self-assessment and the determination of continuous improvement process in corporate environments.



Seal in the reduction of the carbon footprint granted by the Ministry of Environment of Spain (MITECO) to Adolfo Suárez Madrid-Barajas Airport in relation to registering the carbon footprint, setting and absorption protection of carbon dioxide.

Endorsements:



FTSE4Good

FTSE4Good. This stock exchange index evaluates the degree of sustainability of the companies and recognizes their good practices in the social, environmental and good governance spheres.



Network Spain WE SUPPORT

Global Compact. Organization to which we have belonged since 2017, committing us to its ten principles.



#PorElClima. Community established by society, SDG, companies and administrations aware of the urgent necessity to act against climate change, to which we have belonged since 2017, with the commitment to reduce our GHG emissions.



CDP. It recognizes Aena's environmental commitment, by giving an assessment to companies that incorporate climate change as a strategic factor. Aena has achieved the highest rating in 2019, an A, above the average for its sector.



6. Governance

Aena's Board of Directors considers sustainability and the fight against climate change as priorities in the management of the company. Consequently, the Board has decided to take a pioneering step in the responsibility and commitment of commercial companies in environmental matters and, therefore, proposes that Aena not only have a solid plan to tackle climate change but also, in the interests of transparency, that its shareholders participate in the development of this plan, Aena has become the first Spanish company and one of the first in the world to report to its shareholders each year on its climate action performance. Thus, the Climate Action Plan will be approved at the Company's General Shareholders' Meeting, to which the monitoring of the Plan's implementation will be presented annually.

In accordance with the recommendations of the TCFD, the **BOARD OF DIRECTORS** of Aena will be the highest body responsible for the approval of the CAP, its annual and specific supervision as well as the orientation and control of the strategy, policies, objectives, risks and results related to climate action.

Likewise, the **SUSTAINABILITY AND CLIMATE ACTION COMMITTEE** within the Board of Directors has been created. Its functions include the mission of informing, supervising and reporting the Climate Action Plan as well as ensuring the progress of the actions and the fulfilment of the established objectives.

7. Risk and opportunity analysis

Based on the guidelines of the Task Force on Climate-related Financial Disclosure (TCFD), an analysis of the risks and opportunities arising from climate change has been carried out, considering 3 climate⁴ scenarios:

- Reference Scenario

States commit to emissions reductions, without massive green technology deployment.
- 2 °C Scenario

New regulatory measures allow the maturation of new technologies, reaching a level of commercial deployment.
- <2 °C Scenario

Substantial deployment of new technologies with massive deployment of renewable energies and phase-out of fossil fuels.

In each of the scenarios, the possible **physical risks** have been analysed (due to the direct consequences that these may have on airport operations), along with **transition risks**. The latter include market risks, regulatory risks (arising from the approval of climate change and decarbonisation regulations that directly affect the air transport sector), and reputational risks that may affect the company's ability to attract the necessary resources.

Climate change may have a high impact on Aena. Rising temperatures, more frequent heat waves, extreme precipitation or sea level rise could increase air conditioning costs, incur investments to extend runways at some airports to avoid operational restrictions, or undertake investments to protect facilities from extreme precipitation or sea level rise.

On the other hand, increasing awareness of climate change may lead to changes in consumer behaviour that could lead to a preference for other modes of transport or a drastic reduction in demand for tourist travel. In extreme climate scenarios, it is possible that regulatory changes could lead to a tightening of the carbon market, the imposition of taxes that affect the price of tickets or greater requirements for the consumption of biofuels.

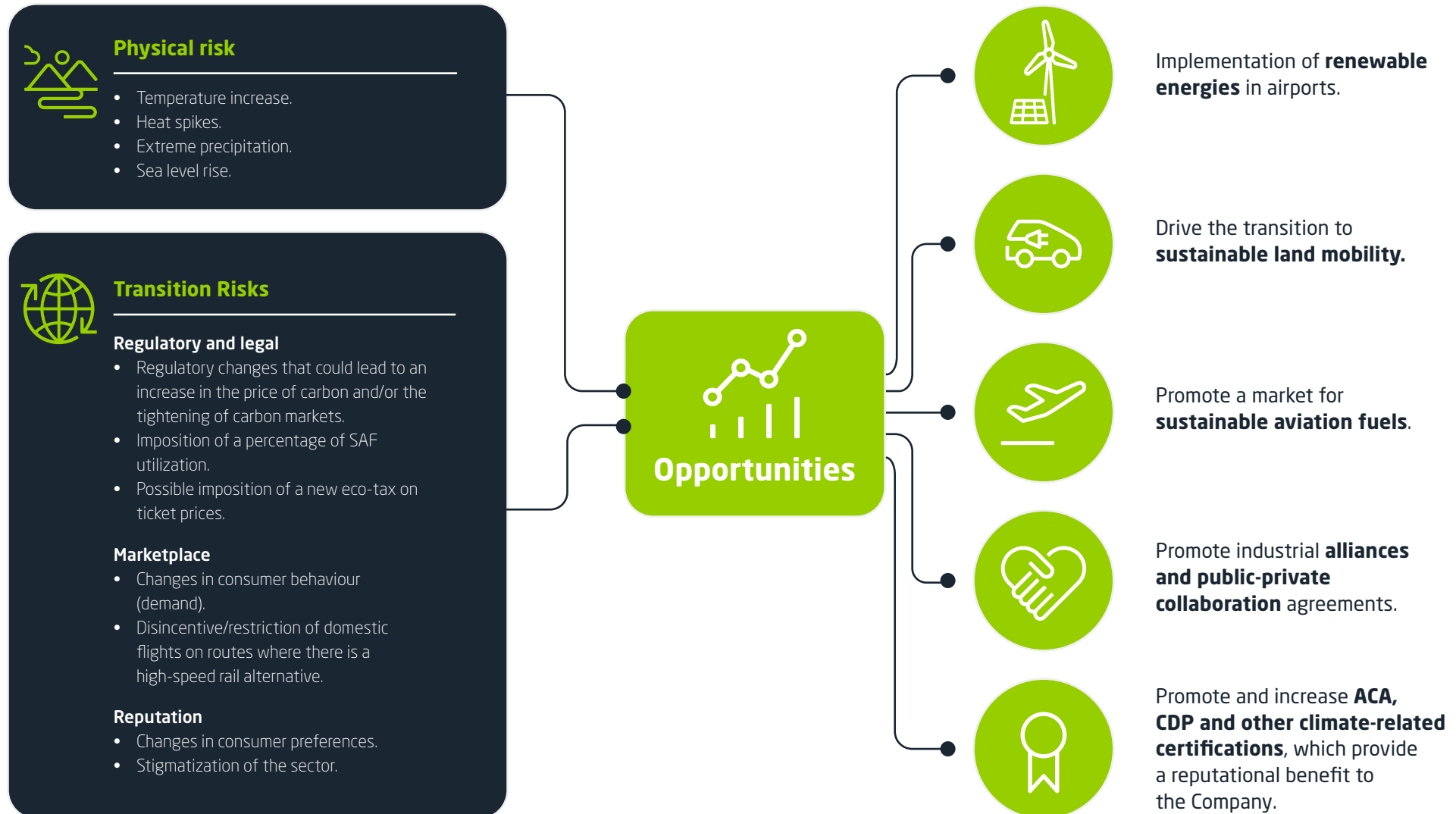
The risk analysis carried out highlights the need to promote the reduction of emissions beyond those associated with the direct activity of the company, also acting as a driver towards sustainable aviation.

The response to the risks caused by climate change also allows Aena to access **new opportunities to improve** its current operations (improvements in consumption efficiency) and even consider the development of new businesses (production of renewable energies or clean propulsion technologies).

⁴For the analysis of physical risks, the projections developed by the State Meteorological Agency (AEMET) for the RCP 8.5 scenario defined in the Fifth Report of the Intergovernmental Panel on Climate Change (IPCC) have been considered. As for the transitional ones, the ZDS developed by the International Energy Agency (IEA) has been selected. The Business as Usual scenario (RCP 8.5) and a more aggressive emissions mitigation scenario (RCP 2.6) have been used to identify risks.



Analysis of Aena's Climate Risks



In order to guarantee its continuous monitoring and facilitate the external reporting process, climate risk analysis will be integrated into Aena’s global risk analysis procedures in accordance with the following methodology.




Aena’s risk management methodology classifies risks into categories in line with those defined in the TCFD. Aena’s risk management methodology assesses the impact and probability

of risks and establishes an action plan, followed by periodic monitoring and updating to ensure that they are in line with future trends.




8. Strategic objectives and programmes




Long-term vision

The Climate Action Plan is articulated with a long-term vision, which defines a series of objectives and initiatives with a scope to 2030, laying the foundations to achieve Net Zero Carbon by 2040.



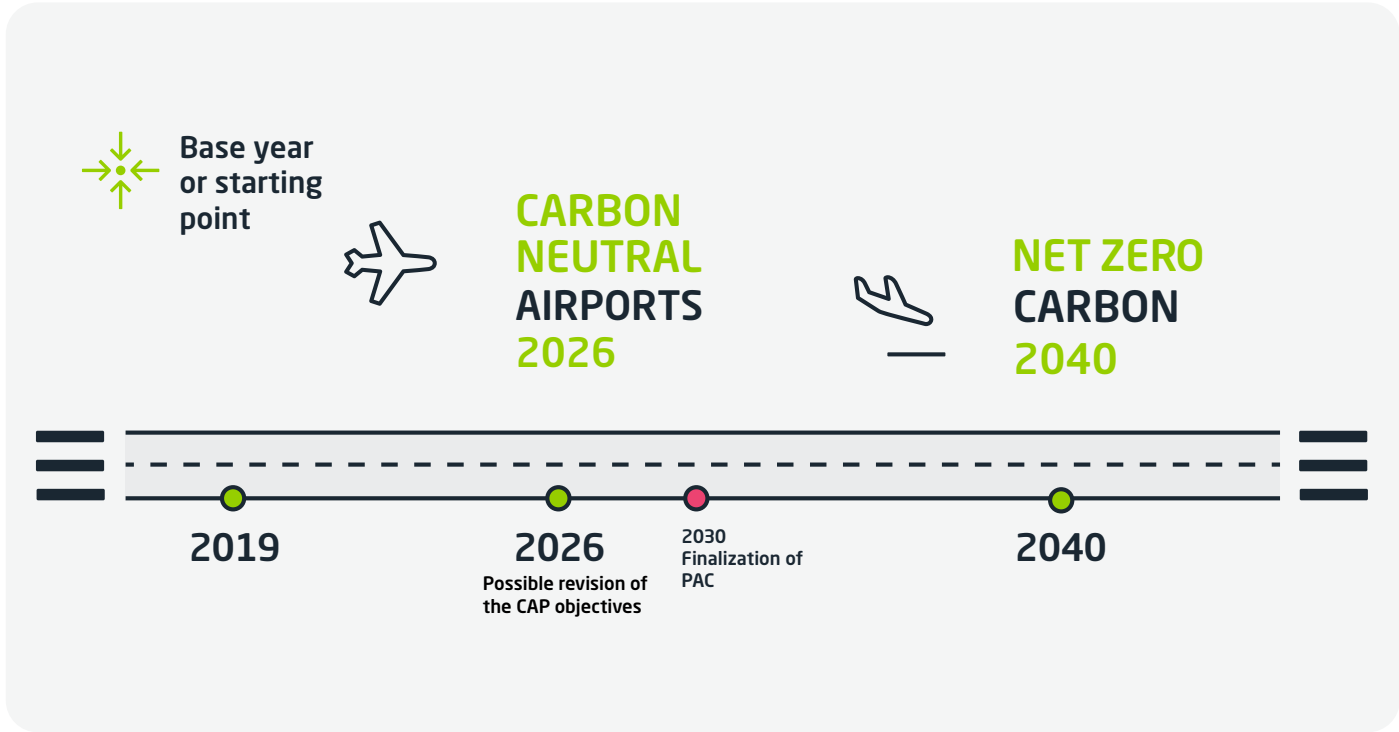
Wider scope

For all the reasons described above, the CAP has a wider scope than the airport itself by promoting improvements in the sustainability of the air transport sector, developing initiatives that have an impact beyond its own operations.



Roadmap

Finally, the CAP sets out a roadmap marked by annual strategic objectives associated with a breakdown of programmes, lines of action, initiatives and projects, which in turn contribute to the achievement of the specific objectives associated with each action.



The CAP is structured in **3 strategic programmes**, designed on the basis of the physical and transition risks identified, which in turn are developed in the corresponding lines of action. In order to achieve the strategic objectives established, Aena includes the implementation of a set of effective actions and measures focused on energy efficiency, the use of renewable energies, sustainable mobility, the reduction of third-party emissions and the decarbonisation of processes and activities.

Aena undertakes **to report regularly on progress in achieving the results** of the Climate Action Plan, which is configured as a living document that will be periodically updated as new approaches are developed and existing commitments are advanced.

AENA'S CLIMATE ACTION PLAN: STRATEGIC PROGRAMMES



CARBON NEUTRALITY

Scope 1 and 2

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

Total Emissions of Scope 1 and 2

Impact on emission reduction
~ 135,000 Tn CO₂ eq

SUSTAINABLE AVIATION

Scope 3

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

LTO emissions and ground handling

Impact on emission reduction
~ 171,000 Tn CO₂ eq

COMMUNITY AND SUSTAINABLE 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

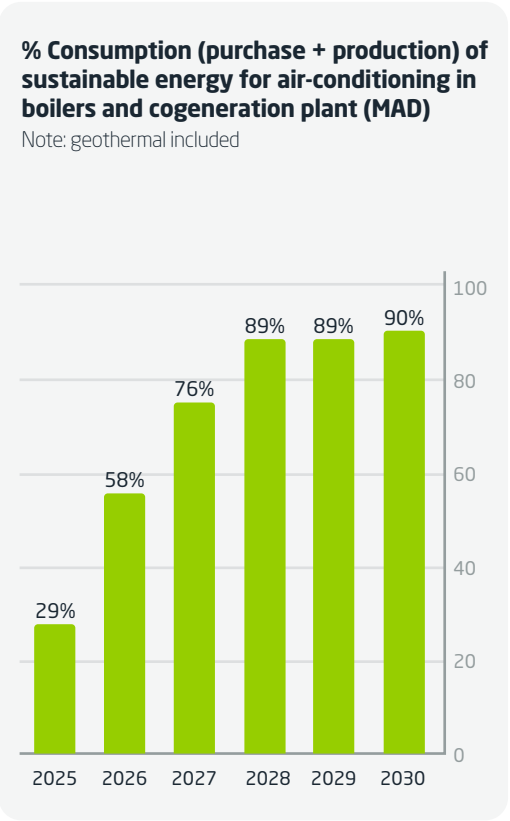
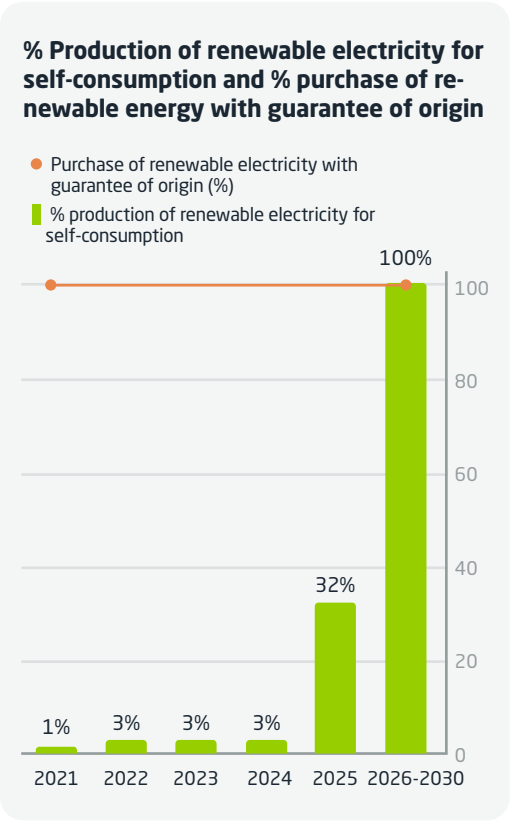
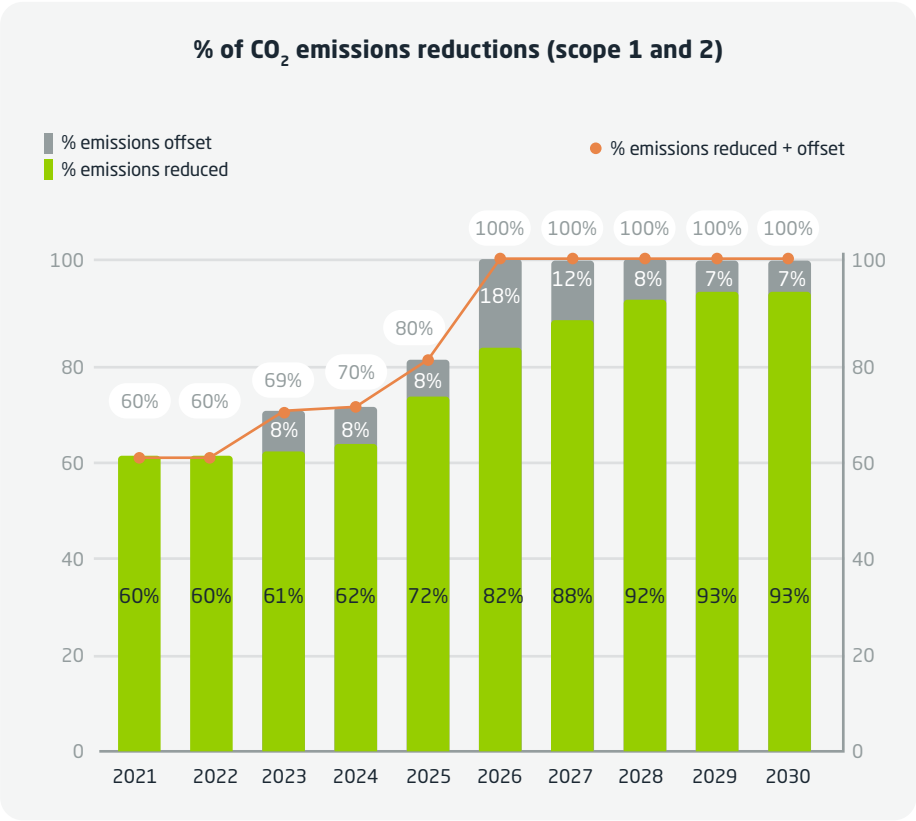
Impact on emission reduction
~ 17,000 Tn CO₂ eq

Programme 1: CARBON NEUTRALITY

This programme establishes the achievement of making Aena a carbon neutral airport operator by 2026 and laying the foundations for achieving Net Zero Carbon by 2040⁶.

To this end, a series of **strategic objectives** have been defined relating to the reduction of Aena's own emissions, as well as the production of renewable energy for self-consumption, the purchase of energy from renewable sources and the increase in the energy efficiency of our facilities.

Strategic objectives



In order to achieve these strategic objectives, the actions, specific objectives and associated indicators are shown below.

⁶See chapter 10 of this document

Programme: Carbon neutrality

Course of action	Field	Actions	Specific objective	Indicator
RENEWABLE ENERGIES. <i>Ensure 100% of self-consumed green electricity and 87% of green HVAC fuels consumed by 2030</i>	Renewable electricity production	Green electricity generation through the Photovoltaic Plan (975 GWh/year available in 2026)	Ensure 100% of self-consumed green electricity by 2026	% of self-consumed green electricity
		Pilot project to replace 2 generator sets with hydrogen cells in BCN in 2023 and depending on results extrapolation project to PMI and LPA in 2028	Start-up pilot project in BCN in 2023	NA
	Sustainable air-conditioning energy production	Green air-conditioning energy generation by means of geothermal energy at MAD, BCN and PMI airports by 2026	Ensure sustainable self-consumption of HVAC energy of 19% by 2026 and 25% by 2030	% of self-consumed green HVAC energy
		Biogas production in MAD in 2026		
	Purchase of green electricity and purchase of biofuels for air conditioning	Purchase of electricity with guarantee of origin	Purchase of 100% renewable electricity with guarantee of origin since 2020	% to purchase green electricity
		Substitution of fossil fuels for green fuels in MAD's boilers and cogeneration plant	22% of sustainable fuel purchase in 2026 and 65% in 2030	% of purchase biofuels for air conditioning
ENERGY EFFICIENCY. <i>Reduce energy consumption per passenger by 9% by 2030</i>	Efficiency in electricity consumption	Expansion to 100% LED in terminals in 2026 Implementation of LEDs on platforms and beacons by 2030 Extension of the intelligent energy management platform to monitor consumption at 10 airports by 2030	Reduction of electricity consumption per passenger by 10% in 2030	Electric consumption per passenger
	Efficiency in air conditioning	Reduction of the cogeneration plant's operating regime in 2026 Progressive plan to replace equipment with more energy efficient ones (boilers...)	Reduction of air-conditioning energy consumption per passenger by 9% by 2030	Air conditioning energy consumption per passenger
AENA'S OWN SUSTAINABLE FLEET. <i>100% sustainable vehicles by 2026</i>	Vehicle electrification	Electrification of cars and vans owned by AENA	Electrification of 26% of vehicles by 2026	% of own electric vehicles
	Use of alternative fuels	Use of sustainable fuels in all other existing vehicles (e.g. trucks, coaches and off-road vehicles)	74% of own vehicles using sustainable fuel by 2026	
	Car sharing own	Promoting sustainable mobility in the airport fleet	Implementation of the car sharing pilot project airport fleet in 2022	NA
CARBON OFFSET.	Emission neutrality	Emissions offset projects	Achieve carbon neutrality by 2026 through progressive offsetting of emissions	% emissions offset

Programme 2: SUSTAINABLE AVIATION

Programme focused on positioning Aena as a driver for other agents in the aviation sector to accelerate its decarbonisation. To this end, the lines of action are based on the following:

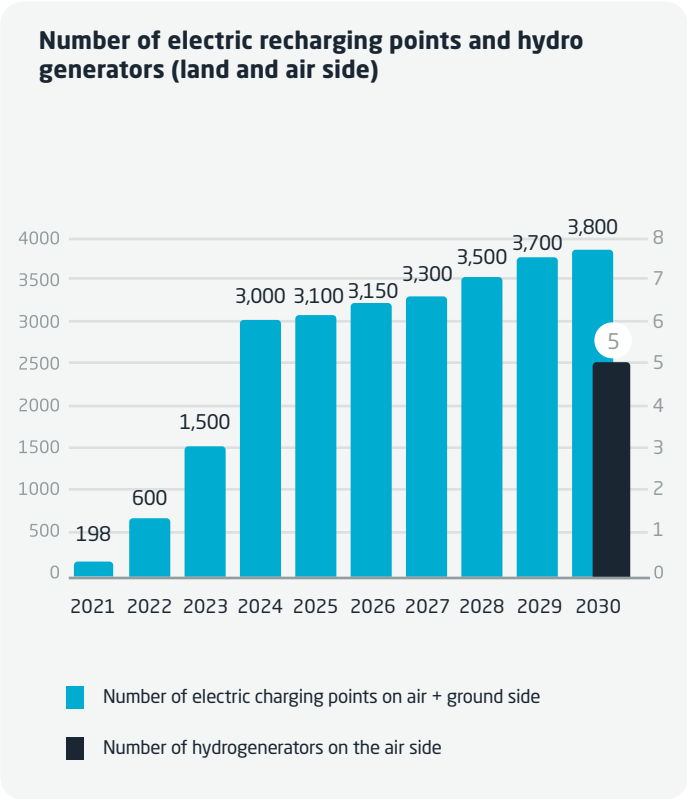
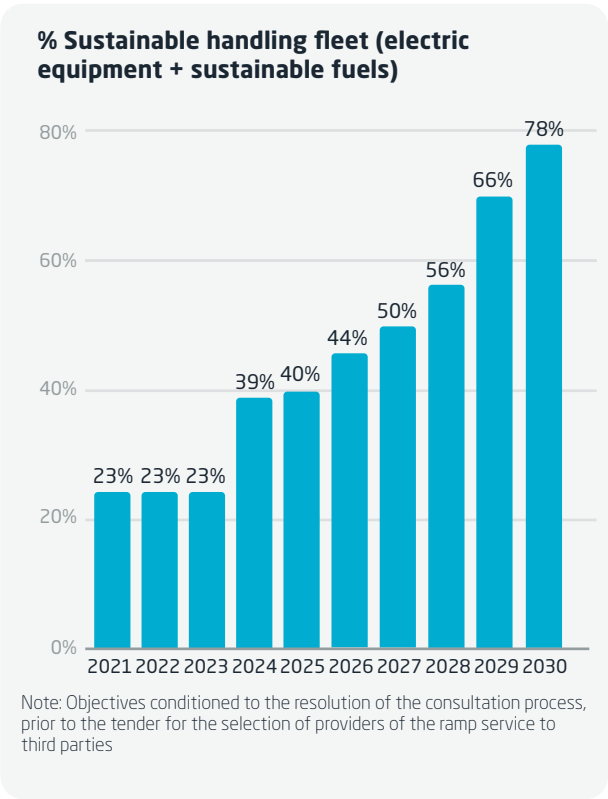
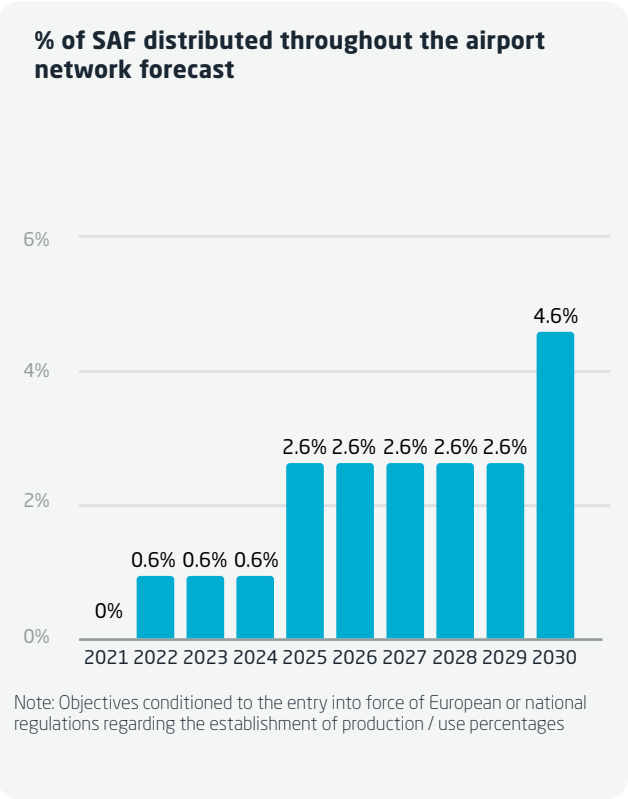
- 1 Proactive participation in the development of **new sustainable fuels** and their integration into the world of aviation.
- 2 Close collaboration with ENAIRE and airlines and ground handling to **reduce emissions generated in airport operations**.
- 3 **Electrification of ground handling** fleet and sustainable fuel consumption.

To this end, a series of strategic objectives have been defined, relating to the distribution of SAF (Sustainable Aviation Fuels) in Aena airports, reduction of emissions from handling agents, percentage of electric fleet and biofuel consumption in handling equipment and vehicles.

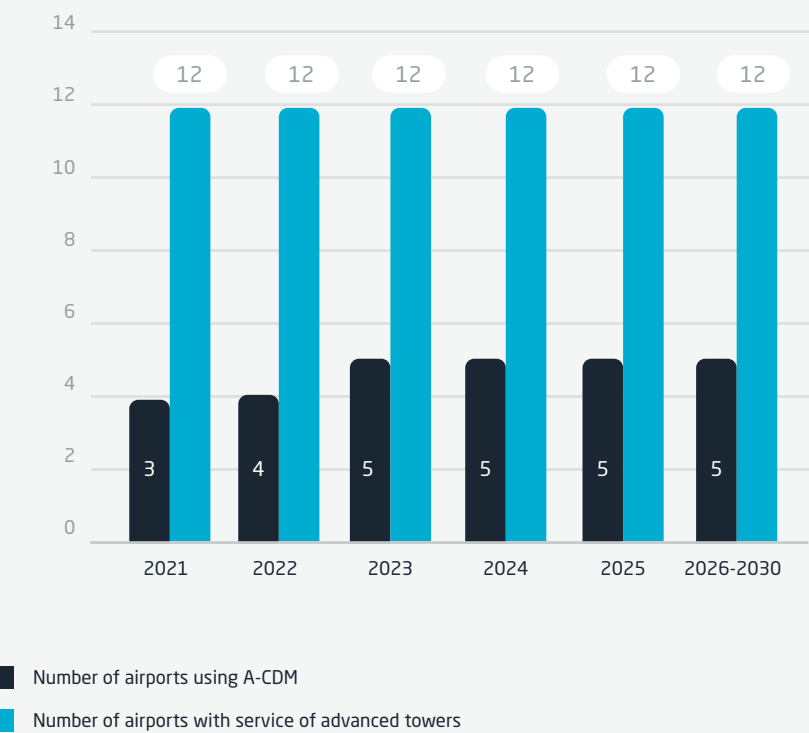




Strategic objectives



Number of airports using A-CDM and service of advanced towers



Taxi-out (additional taxiing time on departure)

In the 2021-2025 period, the **additional average Taxi out time** of the 5 major Spanish airports (Madrid, Barcelona, Palma de Mallorca, Malaga and Gran Canaria) will be less than that of the 5 major European airports (London-Heathrow, Amsterdam-Schiphol, Frankfurt -Main, Paris-Charles de Gaulle and Roma-Fiumicino).

Additional Taxi-out Time is a commonly accepted measure of inefficiencies in the taxi-out phase of the airport. It is measured in minutes per IFR output (minutes / output).

ASMA (additional time on approach)

In the 2021-2025 period, the **average additional time in ASMA** of the 5 large Spanish airports (Madrid, Barcelona, Palma de Mallorca, Malaga and Gran Canaria) will be less than that of the 5 large European airports (London-Heathrow, Amsterdam-Schiphol, Frankfurt -Main, Paris-Charles de Gaulle and Roma-Fiumicino).

The Additional Time in the ASMA is an approximation to the arrival queue time of incoming traffic, during periods of congestion at airports. It is the difference between the actual ASMA transit time of a flight and a the unimpeded ASMA time, statistically determined based on the times in the ASMA in periods of low traffic demand. It is measured in minutes per IFR arrival (minutes / arrival).

In order to achieve these strategic objectives, the actions, specific objectives and associated indicators are shown below.

Programme: Sustainable aviation

Course of action	Field	Actions	Objective	Indicator ⁷
CLEAN PROPULSION FOR AIRCRAFT. <i>Proactively participate in the development of new sustainable fuels and their integration into the aviation sector</i>	Promoting the use of SAF	Participation in SAF production projects to promote their use by airlines Facilitating the distribution of SAF in the airport network Creation of an incentive system for airlines to encourage sustainable fuel consumption	SAF consumption forecast in the AENA network of 2.6 % in 2026 and 4.6 % in 2030	% of SAF consumed in the airport network
	Hydrogen	Aena's position related to hydrogen in the future	Defining the hydrogen strategy by 2026	N/A
	Sustainable aircraft	Definition of a company ranking program linked to the use of sustainable aviation fleet in 2024	Definition of the program in coordination with airlines in 2024	
EFFICIENCY IN AERO-NAUTICAL OPERATIONS. <i>Work closely with ENAIRE, airlines and ground handlers to reduce emissions generated in airport operations</i>	Operations Efficiency: Ground Handling	Network airport pooling pilot project	Pilot project implementation in 2022	N/A
		Implementation of telemetry to improve consumption efficiency	Implementation at 7 airports in the network by 2026	No. of airports with telemetry system in vehicles Ground Handling
	LTO cycle efficiency	Implementation of A-CDM and advanced towers to improve operational efficiency	5 large airports with A-CDM in 2026 12 airports with advanced towers during the period of 2021-2026	Number of airports with A-CDM Number of airports with advanced towers
	In-flight efficiency	Collaboration with ENAIRE to optimize aeronautical operations (eg en-route, approach) and definition of joint objectives	In 5 main Aena airports: Average additional time Taxi-out and average additional time ASMA lower than that of the 5 large European airports in the period 2021-2025	TAXI-OUT (Additional taxiing time at departures: min / departure) and ASMA (Additional time in approach: min / arrival) at 5 main Aena airports
		Creation of working groups for the development of joint initiatives and objectives with ENAIRE	Holding quarterly meetings	N/A
SUSTAINABLE GROUND HANDLING FLEET. <i>Achieve 78% of sustainable ground handling vehicles by 2030</i>	Vehicle electrification	Electrification requirements for Ground Handling vehicles Implementation of electric charging points to supply new electric vehicles	Installation of 250 airside recharging points by 2026 and 890 points by 2030	% of sustainable ground handling vehicles Number of electric charging points 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 refuelling stations to supply new vehicles (electric and alternative fuels)	Installation of hydrogen refuelling stations in the five main airports in 2030	Number of hydrogen refuelling stations

⁷The indicators will be reported based on the latest available data



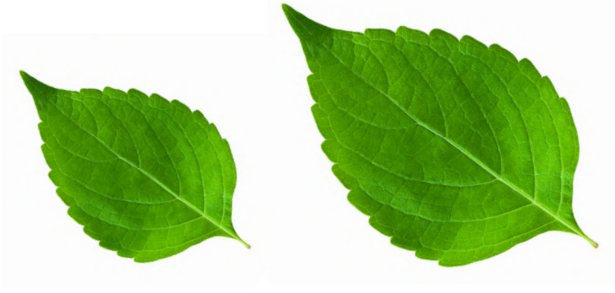
Programme 3: COMMUNITY AND SUSTAINABLE VALUE CHAIN

Through this program, an improvement in the sustainability of the environment will be achieved by collaborating with suppliers, tenants, transport agents and the community. To this end, the programme includes the promotion of sustainable mobility to and from the airport, as well as proactive collaboration with the supply chain and the community to promote sustainability along the lines of cooperation and climate awareness.

For this, a series of strategic objectives have been defined, related to sustainable mobility and cooperation and climate awareness:

- Promotion of sustainable mobility to and from the airport.
- Proactive collaboration with the supply chain and community to drive sustainability.

To this end, the actions, specific objectives and associated indicators are shown.



Programme: Community and sustainable value chain

Course of action	Field	Actions	Objective	Indicator
<u>SUSTAINABLE MOBILITY.</u> <i>Promoting sustainable mobility to and from the airport</i>	Promotion of public transport	Collaboration with 3rd parties to define sustainable initiatives (e.g. mobility agents group)	N/A	% of passengers using public transport
	Sustainable private transport	Investment in recharging points to promote sustainable transport from/to the airport	Install 1 recharging point every 40 parking spaces by 2024	No. of parking spaces for each recharging point
		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 pricing in car parks (parking concept as a hub for sustainable mobility)	Development of pricing scheme in 2021	N/A
		Electrification of the shuttles used between terminals at Madrid and Barcelona airports	100% Electric shuttle fleet in MAD + BCN in 2026	% fleet of electric shuttles in MAD + BCN
		Offsetting Employee Travel Emissions	Offset 100% of the emissions generated by Aena employee travel through verified sustainable projects from 2024 onwards	Total emissions offset employee trips per year
	Sustainable logistics	Creation of a forum for collaboration with airport logistics operators	Launching of the partnership forum in 2022	N/A
<u>CLIMATE COOPERATION AND AWARENESS.</u> <i>Proactively collaborate with the supply chain and community to drive sustainability</i>	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 up to 2026	N/A
	Climate change awareness	Definition of awareness-raising mechanisms Creation of an awareness-raising action plan coordinated by a cross-cutting internal working group	Development of 1 awareness-raising campaign per year	N/A
	Sustainable supply chain	Establishment of selection criteria and requirements, as well as their monitoring and penalties, in sustainability matters for Aena suppliers and tenants	Definition and implementation of quantified sustainability requirements for 100% of the contracts from 2022	N/A

9. Programme Carbon Neutral 2026

Aena aims to become a **carbon neutral airport operator by 2026**. To this end, it has designed a carbon neutral programme for all of its Spanish airports and heliports consisting of reducing 82% of its CO₂ emissions (Scope 1 and 2, base year 2019), thanks to the implementation of the actions included in the Carbon Neutrality programme of this CAP.

The rest of the **emissions** that cannot be eliminated and in order to reach the carbon neutral level, in 2026 all the emissions that after the implementation of the actions planned in the Climate Action Plan have not been reduced to zero **will be offset**. Note that offset emissions will be carried out progressively from 2023.

In this respect, Aena will have all the guarantees to ensure the company's carbon neutrality objective, so that the **offset projects must be:**



Truthful	All emission reductions and removals will be real and verified.
Quantifiable	All emission reductions and removals will be measurable using recognised measurement tools.
Permanent	The tonnes of CO ₂ eq offset will represent permanent emission reductions and removals (over 100 years).
Additional	Emission reductions and removals would not have taken place without the project.
Verified	All emission reductions and removals will be verified by an independent and qualified third party
No duplication	No more than one carbon credit (tonne of CO ₂ eq offset) to a single emission reduction or removal of 1 tonne CO ₂ eq.
No harm	It will not cause any negative environmental or social externalities.

Selected projects must comply with the **methodological and quality criteria** established in the framework of accreditations such as the Airport Carbon Accreditation program, such as the Clean Development Mechanism, Climate Action Reserve, American Carbon Registry, Gold Standard and Verified Carbon Standard.

In this respect, Aena should invest in **reforestation projects, renewable energy, energy efficiency and other non-polluting technologies**, which balance the emissions still being emitted by reducing CO₂ emissions elsewhere. In addition, the selected project typologies will seek to provide value beyond emissions reductions, such as access to clean water and improved health and livelihoods for communities, employment generation and the protection of endangered species.

Certification *Airport Carbon Accreditation* of ACI EU

In addition to the above, Aena currently has 8 airports accredited in the following program: **Airport Carbon Accreditation** of ACI EUROPE, which represent approximately 77.2% of the total emissions of Aena's Scopes 1 and 2. Aena's objective is to accredit, through the ACA programme, 7 airports in its network at level 3 (neutrality) in 2026, equivalent to 80% of the network's emissions. Reaching this level of accreditation in these 7 airports (Alicante-Elche, Barcelona-El Prat, Madrid-Barajas, Malaga-Costa del Sol, Palma de Mallorca, Ibiza and Menorca) involves, among other requirements, the elaboration of the carbon footprint for Scopes 1, 2 and 3, internal verification of the footprint every year and external verification every 2-3 years, setting emission reduction targets, elaborating and implementing a carbon management plan, demonstrating year-on-year emission reductions, defining a plan for stakeholder participation in emission reductions and offsetting residual emissions.



10. Net Zero 2040

During ACI Europe's 29th Annual Congress and General Assembly in 2019, Europe's leading airport operators formally committed to achieving the goal of zero carbon emissions by 2050 and working together to accelerate the decarbonisation of the aviation sector.

With this commitment, Europe's airports, including Aena, were responding to the climate emergency in response to the call for the entire aviation sector to develop a joint ambition and initial **roadmap towards a net zero carbon air transport system**.

This commitment acquired by Aena in 2019 has been reviewed within the framework of the CAP, and its achievement **has been brought forward to 2040**, which will mean reaching 0 net emissions of CO₂ emissions in the airport network. This milestone will be achieved by reducing its CO₂ emissions as much as possible by balancing the remaining part with the application of carbon absorption, capture and storage techniques consisting of the application of a set of techniques and technologies to remove CO₂ from the atmosphere or prevent it from reaching it.

In this regard, there are several carbon sequestration project strategies depending on the source of sequestration, which are grouped into **natural projects, technological projects or a combination of both**.

Among the natural strategies we can highlight the reforestation of forests or the use of biochar for the soil, while in the technological field they consist of the capture of CO₂ present in the environment and its storage in the subsoil or the use of that CO₂ for the production of products, materials, etc.

Another absorption strategy resulting from the combination of the two previous ones is the production of sustained fuels using CO₂ sequestered in other processes or directly from the air, or CO₂ capture and storage in the subsoil from the emissions obtained in the processes of obtaining sustainable fuels.



11. Monitoring

With regard to the **monitoring and reporting of the content of the Climate Action Plan** (including actions and associated risks), this will be carried out every four months by Aena's Sustainability and Climate Action Committee, which will report on progress to the Board of Directors.

Likewise, on an annual basis, indicators about the degree of progress in achieving the objectives of the Climate Action Plan will be reported to the Board of Directors and the Shareholders' Meeting.



**Climate Action Plan
2021 – 2030
Towards Zero Emissions**