

01

INTRODUCTION

02

NOISE

03

AIR QUALITY

04

VOLUNTARY CARBON MANAGEMENT

05

ENERGY

06

WATER

07

WASTE

08

BIODIVERSITY

09

ENVIRONMENTAL MANAGEMENT OF CONSTRUCTION WORK

10

RAISING ENVIRONMENTAL AWARENESS

11

CONCLUSIONS

CHAPTER 1

INTRODUCTION

ANA – Aeroportos de Portugal, SA (ANA) seeks continuous improvement in its environmental performance, implementing measures aimed at guaranteeing company growth along with environmental conservation, thus contributing to building a more sustainable future.

This document presents the company's main environmental performance results in 2019 and will be used to inform ANA's main stakeholders and the general public of these.

CHAPTER 2

NOISE

Noise-related issues are of enormous importance to ANA. In fact, they are in the company's Environmental Policy as a priority strategic area of operation for mitigating impact around airports.

Strategies to minimise noise related impacts on airport infrastructures can take different forms and solutions. The opportunities of noise reduction reside in acting at the sources, at the receiving sites and on the propagation routes. The optimal solution generally presents itself as a combination of as many alternatives as possible, in order to effectively minimise noise effects on the neighbouring community. This is done by safeguarding the operating conditions, associating them with minimum costs for rational use of resources and taking into consideration the principle of a “balanced approach”, which is widely advocated in the European Union, (Regulation (EU) No. 98/2014 of the Parliament and of the Council, of 16 April 2014).

Associated with the principle of continuous improvement, the minimisation of negative impacts is a permanent challenge, with control and monitoring being crucial tools for the pursuit of this objective.

In this sense, a Noise Monitoring System (operating continuously) is implemented in airports where this environmental descriptor is most relevant, seeking to monitor and control the noise levels, with a special emphasis on those generated by aircrafts. These airports are Humberto Delgado Airport, Francisco Sá Carneiro Airport, Faro Airport and Madeira Airport.



Within this scope, Humberto Delgado Airport has nine fixed monitoring stations, complemented by two stations on the airport perimeter for checking the use of the engine braking procedure.

Francisco Sá Carneiro Airport, Faro Airport and Madeira Airport are equipped with three fixed stations each. Monitoring is complemented by one portable station at each airport, in order to enable analyses to be carried out in places not covered by the fixed stations, or in response to any complaints made. A portable station is used for continuous monitoring at Porto Santo Airport.

In João Paulo II Airport the Noise Monitoring Reports are carried out by an external laboratory, based on monitoring campaigns carried out per IATA period.

Simulations/forecasts are also carried out, through the regular elaboration of Noise Maps which characterize the acoustic environment around larger airports, where the impact of increased expression in relation to the particular noise of the aircrafts is expected.

To this end, Noise Maps are drawn up for Humberto Delgado Airport, Francisco Sá Carneiro Airport, Faro Airport and Madeira Airport. They are also prepared for Porto Santo Airport, as these are integral parts of the airport's noise monitoring reports.

The results are presented in dB(A) and the noise indicators used are those resulting from the provisions of the General Noise Regulation, namely L_{den} e L_n .

This is carried out based on the Noise Simulation System installed at ANA and on the “INM – Integrated Noise Model” modelling software developed by the Federal Aviation Administration (FAA) specifically for air traffic. The calculation method used is recommended in the applicable legislation and guidelines of the Portuguese Environment Agency (APA) for the production of Noise Maps.

For this purpose, real data associated with aircraft movements occurred in the reference periods are used, thus ensuring higher accuracy in the results obtained. These are preceded by validation using the results from the continuous noise monitoring stations installed in and around the airport.

Being considered Major Air Transport Infrastructures, the corresponding Noise Reduction Action Plans for Humberto Delgado Airport and Francisco Sá Carneiro Airport were reviewed and submitted to the APA for approval in 2018.

Different types of interventions were defined, aimed at noise management, control, minimisation and reduction. The interventions can be (i) functional, (ii) operational or (iii) for local noise control, when applicable.

The intervention plans use a rationalised combination of the different types of solutions from a balanced approach perspective, in accordance with best practices in force and with Directive 2002/30/EC, which set out the initial framework for the establishment of rules and procedures for the introduction of operational restrictions related to noise at community airports. This is now governed by Regulation (EU) No. 598/2014 of the European Parliament and of the Council, of 16 April 2014).

In fact, optimisation, both in technical and financial terms, includes the combined adoption of different solutions, bringing added benefits without creating operational ruptures or difficulties, without compromising safety and without incurring unreasonable costs. The cost-benefit analysis is a fundamental part of the decision making of the strategies to be adopted.

A study to analyse the effectiveness of the noise abatement measures at Humberto Delgado Airport was concluded in 2019 and an identical study was begun for Francisco Sá Carneiro Airport.

In 2019, four complaints were received at Faro Airport, twelve complaints at Humberto Delgado Airport and one complaint at Francisco Sá Carneiro Airport.



CHAPTER 3

AIR QUALITY

“

In 2019, air quality at the airports maintained a mostly favourable level at air quality indices, with values lower than the regulatory threshold values and with classifications of “Good” and “Very Good” (...)

”

ANA continues to monitor gas emissions at its airports, in accordance with legal obligations, particularly those associated with point sources. In the same way, air quality is also monitored at Humberto Delgado, Francisco Sá Carneiro and Madeira airports. These controls are generally achieved through monitoring campaigns that take place both in summer and winter, focusing on two sampling points.

In 2019, air quality at the airports maintained a mostly favourable level at air quality indices, with values lower than the regulatory threshold values and with classifications of “Good” and “Very Good”, only punctually with lower quality, associated with local factors or specific atmospheric conditions.

Generally speaking, it is concluded that the outdoor ambient air quality at the airport was not significantly affected by the emissions sources in the airport.

CHAPTER 4

**VOLUNTARY
CARBON
MANAGEMENT**



The 2018 carbon footprint was calculated in 2019, in line of 10 footprints measured in a row at ANA (direct and indirect emissions).

TABLE 1
CHANGES IN ANA'S CARBON FOOTPRINT PER SCOPE
 (TON CO₂ eq)

	2015	2016	2017	2018	Δ 18/17
Scope 1 (t CO₂eq)	8,354	7,976	9,068	9,532	5%
Scope 2 (t CO₂eq)	50,472	37,352	46,325	41,438	-11%
Scope 3 (t CO₂eq)	699,237	718,855	821,336	898,262	9%
Scope 1 +2 + 3 (t CO₂eq)	758,063	764,182	876,729	949,233	8%

Overall conclusions show that emissions increased around 8% in 2018 compared to 2017. This is related to the increase in emissions in scopes 1 and 3.

Scope 1 emissions increased 5% in 2018 compared to the previous year, which is directly related to emissions from boilers consumption (this could have to do with the fact that winter in 2018 was colder) and other equipment.

Scope 3 emissions increased 9%. Given that the activities that contribute the most to Scope 3 are still LTO - Landing and Take-Off (with 58% of the emissions), passenger transport (39%) and third-party electricity consumption (1%), the increase in emissions is essentially related to the increase in operations at ANA airports.

In Scope 2 (electricity consumption), there was a decrease in greenhouse gas emissions (-11%). Despite the increase in electricity consumption (3%), this decrease is mainly due to the fact that suppliers' emission factors were significantly lower compared to the previous year. The suppliers' energy mix is intrinsically related to the weather conditions recorded during the year, which influence the way the electricity is produced.

In terms of Airport Carbon Accreditation, the accreditation of the company's ten airports was renewed at Level 2 "Reduction" in 2019, showing the positive results achieved in the reduction of relative emissions (i.e. emissions per traffic unit).

Bearing in mind the increase in traffic which has been seen generally in ANA airports, a Level 2 eligibility analysis was carried out, considering the 2018 emissions by traffic unit (TU), which has impacted the late 2019/early 2020 candidacy.

TABLE 2
ANALYSIS OF THE ACA LEVEL 2 FRAMEWORK - 2018 CARBON FOOTPRINT
VS THE AVERAGE FROM THE THREE PREVIOUS YEARS

(CO₂ emissions, scopes 1 and 2, per TU, ACA location-based method)

SCOPE 1+2 EMISSIONS (t CO₂/TU)						
	2015	2016	2017	AVERAGE (2015-2017)	2018	Δ
AHD	0.00101	0.00082	0.00074	0.00086	0.00073	-15.1%
ASC	0.00112	0.00103	0.00089	0.00101	0.00085	-16.2%
AFR	0.00059	0.00042	0.00051	0.00051	0.00053	5.4%
AJP	0.00081	0.00066	0.00055	0.00067	0.00058	-14.3%
ASM	0.00273	0.00239	0.00219	0.00244	0.00227	-6.8%
AHR	0.00108	0.00092	0.00087	0.00095	0.00089	-6.6%
AFL	0.00052	0.00048	0.00044	0.00048	0.00042	-13.3%
ABJ	0.55725	0.35538	0.13184	0.34816	0.02895	-91.7%
AM	0.00064	0.00057	0.00049	0.00057	0.00047	-17.2%
APS	0.00211	0.00155	0.00133	0.00167	0.00141	-15.3%

Humberto Delgado Airport (AHD), Francisco Sá Carneiro Airport (ASC), Faro Airport (AFR), Beja Airport (ABJ), João Paulo II Airport (AJPII), Santa Maria Airport (ASM), Horta Airport (AHR), Flores Airport (AFL), Madeira Airport (AM) and Porto Santo Airport (APS)

In this scope, it was found that all of the airports (with the exception of Faro Airport) decreased their emissions in 2018 compared to the average of previous three years. Therefore, they are eligible for Level 2 accreditation (reduction).

Faro Airport underwent remodelling and extensive work on the terminal from 2016 to 2018. While this work was being done, the terminal remained fully operational, having ensured the conditions necessary for processing passengers safely and with a minimum of comfort. A very general analysis of this situation shows that the terminal increased around 42% in volume (going from 308,412 m³ to 437,542 m³), which meant a consequent increase in energy consumption (from 11,143,354 kWh to 14,490,313 kWh) to ensure adequate air conditioning in this area, as well as an increase in the consumption associated with lighting in the upper area.

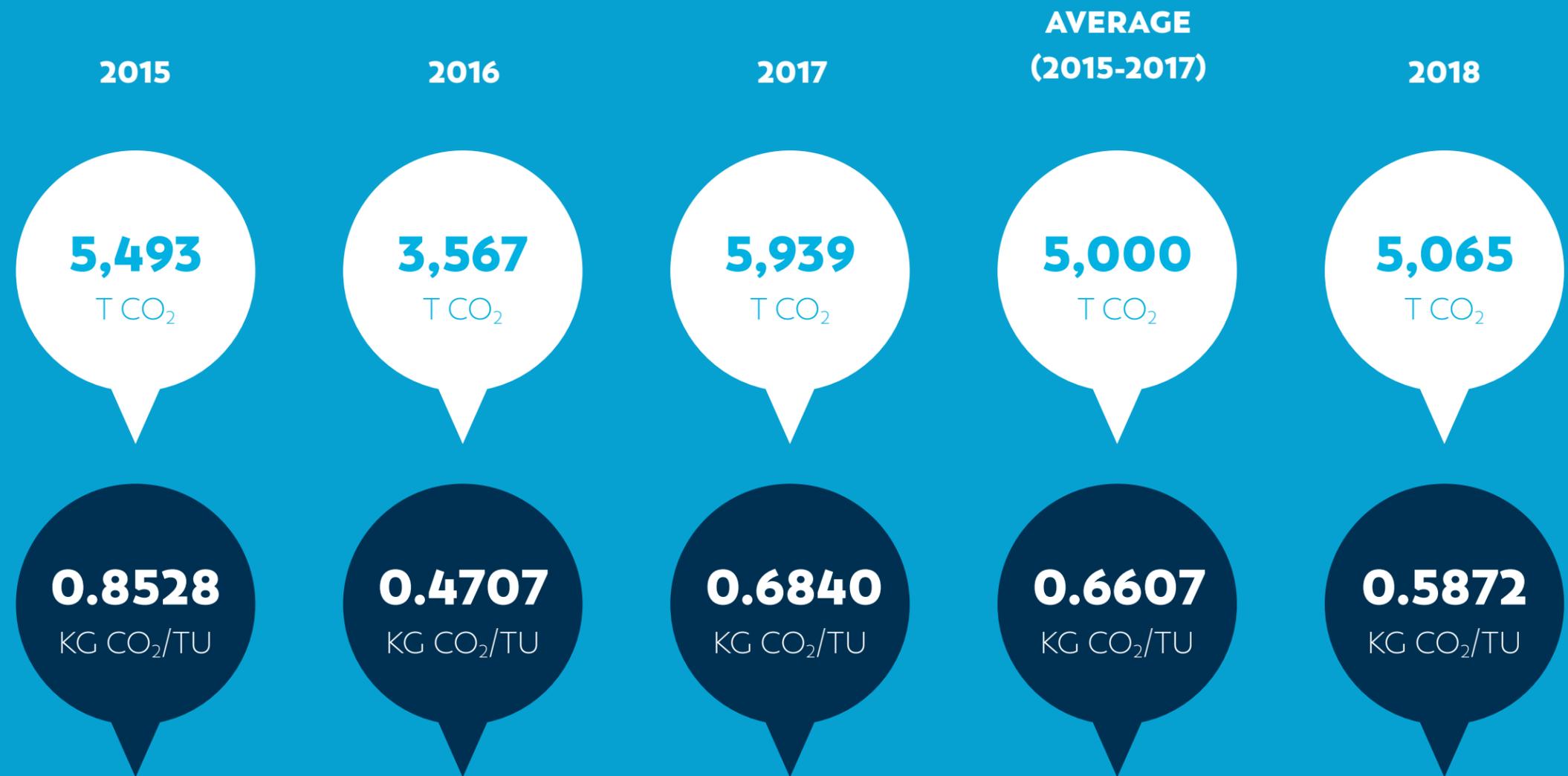
Electricity consumption is used in the calculation of Scope 2 of the carbon footprint and CO₂ emissions and emissions in this scope are a measure of their proportionality. If we take into account the CO₂ and Scope 2 emissions

at Faro Airport in 2015 – the year immediately before the work began (3,336 t) – and the emissions in 2018 (4,072 t) and calculate the relative footprint using the volume of the terminal, we get the following values: 0.01087 t CO₂/m³ in 2015 and 0.0093 t CO₂/m³ in 2018, giving a reduction of 14% in Scope 2 emissions. Thus, it is possible to show that the increase in electricity consumption was not in proportion to the increase in the area and volume of the terminal, rather there was a reduction in the relative emissions in question.

In addition, when the airport emissions are measured using the market-based methodology defined by the ACA, Faro Airport is shown to have achieved a reduction in relative emissions per traffic unit (Table 4). Therefore the ACA considers that this airport is also eligible for Level 2 accreditation.

TABLE
ANALYSIS OF THE ACA
LEVEL 2 FRAMEWORK -
2018 CARBON FOOTPRINT
VS THE AVERAGE FROM
THE THREE PREVIOUS
YEARS

(CO₂ emissions, scopes 1 and 2, per TU, ACA market-based method)



FARO AIRPORT

In terms of the measures with an impact on the company's carbon footprint, we believe it is important to mention that:

In 2019, a Mobility Plan for the Lisbon area was begun. This is taking place in close cooperation with the stakeholders living in the airport area.

In late 2019, ANA signed the Business Mobility Pact for Lisbon City. The initiative by Lisbon Municipal Council, WBCSD - World Business Council for Sustainable Development and BCSD Portugal - Business Council for Sustainable Development - has brought together 57 leading companies in a commitment to make mobility more sustainable in Lisbon. Under this scope, ANA is committed to three measures:

- Electric vehicles: Increasing the promotion of electric vehicles in private vehicle fleets and in operational fleets;
- Easy access to mobility solutions: Promoting mobility and infrastructure solutions that facilitate employee access to sustainable means of transport (for example, collective transport, active mobility);
- Remote meeting room: Assuring the space available and encouraging virtual meetings.



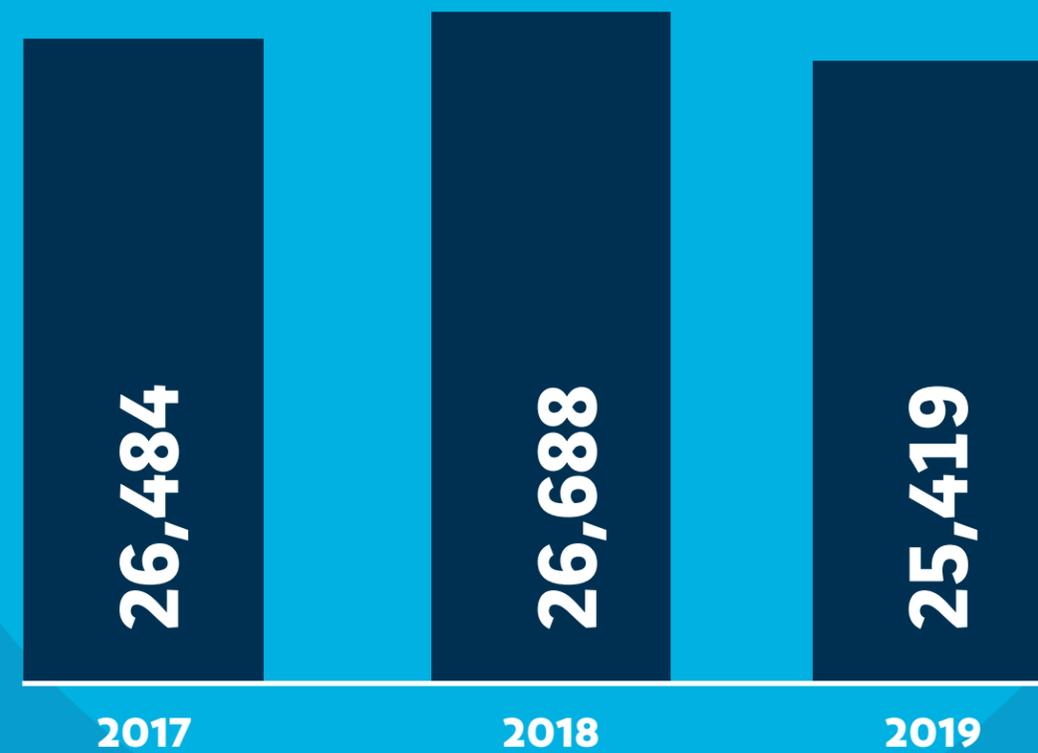
CHAPTER 5

ENERGY



At ANA, both direct energy (petrol, diesel, natural gas, butane gas and propane gas) and indirect energy (electricity) are consumed. In 2019, electricity continued to be the most representative energy source. The following chart shows a breakdown of energy consumption at ANA.

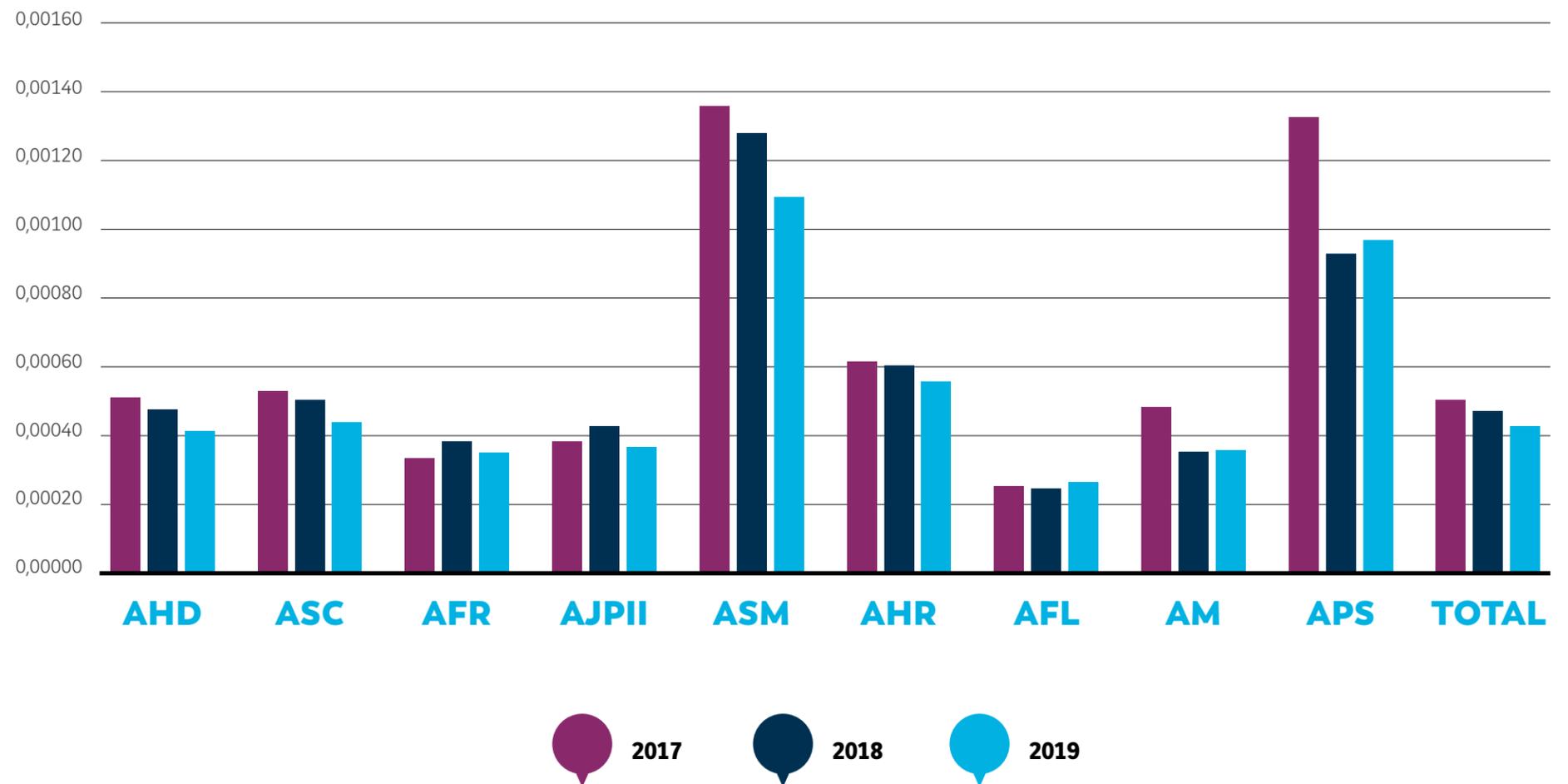
TABLE 4
TOTAL ENERGY CONSUMPTION AT ANA (TOE)



Although there has been a further increase in airport activity, there was a decrease in overall energy consumption at ANA (-5.3%) as a result of the reduction in consumption at all infrastructures except for Flores, Madeira and Porto Santo airports.

Correct assessment of the changes in airport behaviour in terms of energy (including the consumption of electricity, liquid fuels and natural/propane gas) must be weighted by Traffic Unit (TOE/TU)*, characterised as specific energy, as shown in the following figure.

TABLE 5
ENERGY CONSUMPTION AT ANA IN TOE/TU



* TU calculated according to sectorial DL No. 254/2012, of 28 November.

In this case, it can be seen that there was a reduction in specific energy consumption at all ANA airports, except for Flores and Porto Santo, due to the significant activity increase recorded in 2019.

At Flores Airport, this was due to the greater use of Firefighting (SLCI) vehicles for search and rescue training, as well as a full-scale drill, which used the SLCI boat.

The performance of the airports in terms of energy efficiency is the result of the implementation of a set of measures which, in 2019, focused mainly on the replacement of the existing lighting with LED technology. Some of the airports also chose to implement other measures, such as replacing existing vehicles with electric vehicles and replacing equipment.

In 2019, ANA joined a VINCI Airports project which is studying the feasibility of installing solar panels for own consumption. In the same way, and with the publication of AIRPACT 2030, a study is underway on the development and implementation of a broader range of measures aimed at reducing energy consumption and increasing energy efficiency at ANA airports.



CHAPTER 6

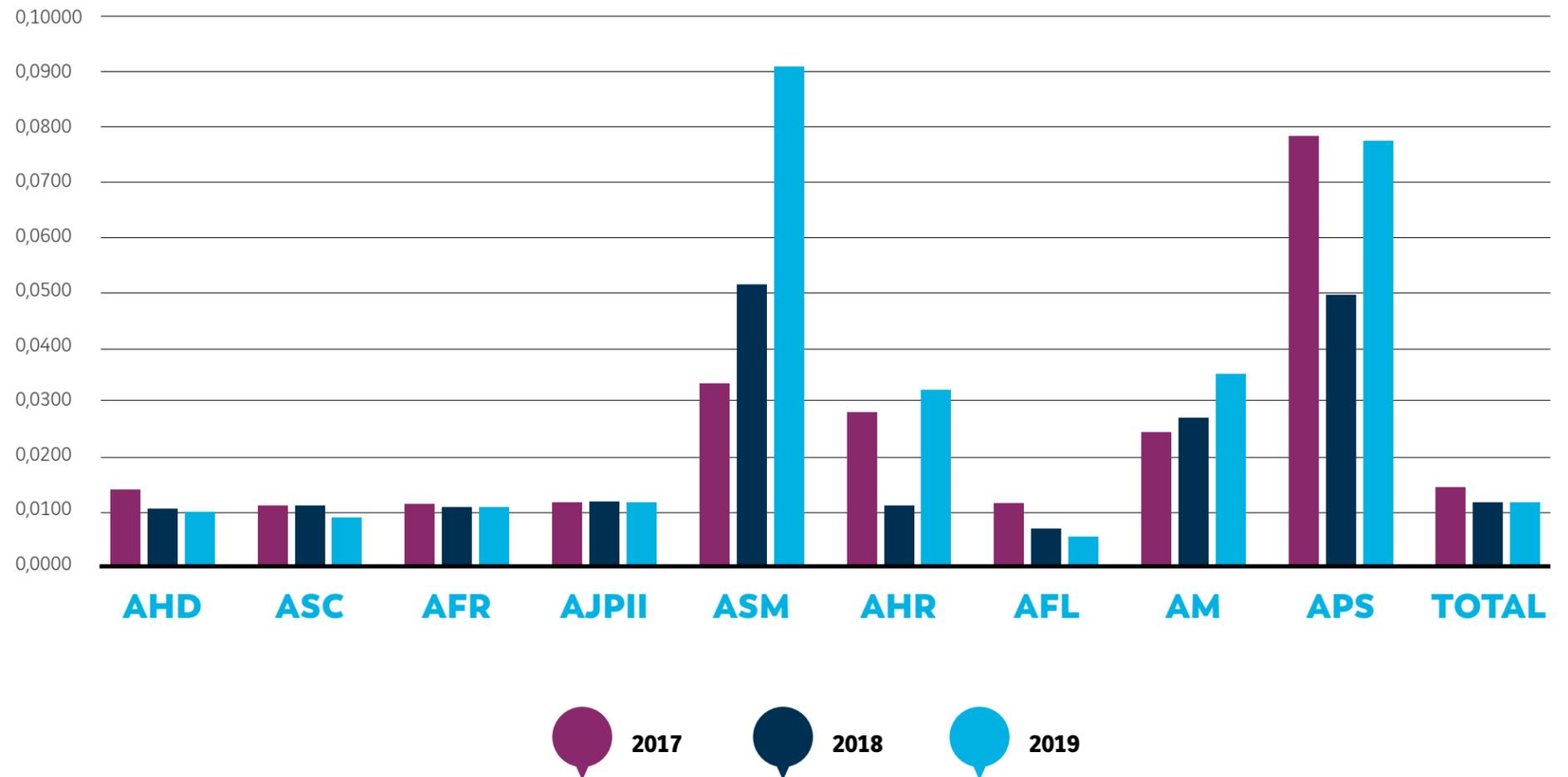
WATER



During 2019, ANA was responsible for total consumption of 710,045 m³ of water, which represented an increase of 5.4% compared to 2018. Specific consumption showed an overall value of 0.01165 m³/TU, representing a reduction of 1.5% compared to the figures for 2018.

Although developments were positive overall, with slight increases in the company's overall water efficiency, an analysis of the specific development of the airports shows a different reality at each one of them.

TABLE 6
WATER CONSUMPTION IN M³/TU





The availability of drinking water is a topic that has been in the limelight, given the recent water years and the consequences of these on infrastructure and business management.

Therefore, the company began the Water Footprint project in 2011, placing itself in the forefront in comparison to other national companies, as was the case with the Carbon Footprint. Adapting the methodology presented by “The Water Footprint Assessment Manual”, it calculated the Water Footprint of its airports up to 2015.

Currently, bearing in mind the results achieved so far, including the implementation of water efficiency projects and measures, it is believed that the strategy for this area should be closer to that associated with energy efficiency.

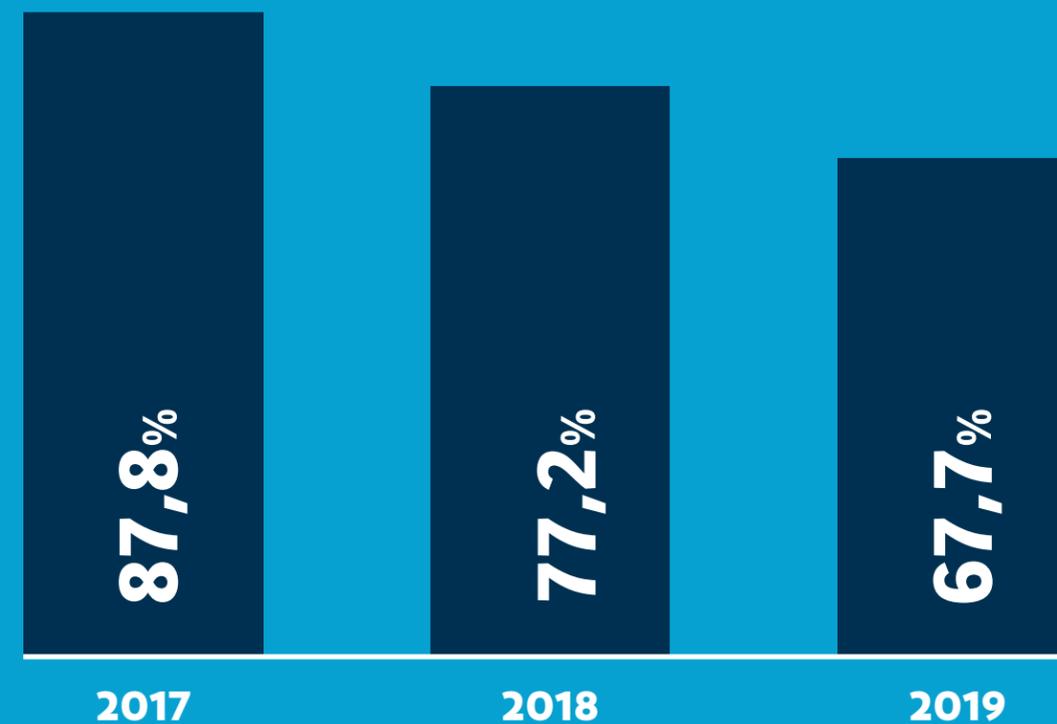
Thus, as has already been the case with the energy area, ANA began carrying out water audits in Faro Airport and Beja Airport in 2019. This work will be carried out in the remaining airports in 2020 and 2021.

Regarding the production of liquid effluent and contaminated rainwater or run-off, ANA has been investing in the improvement of drainage systems at its airports, with the reformulation of existing networks in some cases and with the introduction or improvement of programmes to monitor the quality of the wastewater, rainwater and run-off produced.

CHAPTER 7

WASTE

TABLE 7
RECOVERY RATE, ANA, %



The company was responsible for the production of 9,006 tonnes of waste, an increase of 2.1% compared to 2018, as a result of the increase in operations and passengers processed in these infrastructures.

Conversely, there was a decrease in the overall rate of waste recovery compared to 2018, with a rate of 67.7% being recorded in 2019. In effect, the practice of sending waste to the most appropriate destination, with preference given to recovery solutions over landfills, has been continued. However, the company's performance was very much dependent on the performance of Faro Airport, but a set of measures is already in place aimed at remedying this situation.

In terms of specific waste production by traffic unit, ANA recorded a decrease of 4.6% and the company's overall value in 2019 was 0.1477 kg/TU.

There was a decrease in the total weight of hazardous waste, given that the figure for 2018 was 534.5 t, falling to 466.0 t in 2019.

In 2019 ANA began to development diagnostic studies and action plans for waste aiming to improve the company's overall management. This work is expected to begin in 2020.

* For this indicator, only the performances of Lisbon, Porto and Faro airports were taken into account, given that it is not possible to gauge the total waste produced by the other airports because municipal solid waste management is assured by the municipal services there.

CHAPTER 8

BIODIVERSITY



With a corporate strategy imbued with valorization and protection of the natural and human environment, the protection and conservation of species and ecosystems, which are indispensable for the balance of environmental quality, are an integral part of ANA's business plan.

Given that airport activity is not compatible with the existence of birds (and other animals) in and around the airport perimeter, specific measures are implemented to keep them away, such as the use of bioacoustics, gas cannons and the control of plant species.

ANA also uses falconry to complement the traditional methods, particularly at Humberto Delgado Airport, Faro Airport and Madeira Airport, where its use is clearly more efficient.

In light of the above, the use of biodiversity protection measures around airports is very limited. Therefore, as a way of making up for this, ANA associated itself with the Business & Biodiversity project, promoted by the then Institute for Nature Conservation, now the Institute for Nature and Forest Conservation (ICNF), under the scope of which it has been sponsoring two centres for wildlife recovery, contributing to the conservation of biodiversity in Portugal. At central level, there is support for CERVAS – Centre for Ecology, Recovery and Monitoring of Wildlife based in Gouveia – and, at Faro Airport, RIAS – Wildlife Recovery and Research Centre – both run by the ALDEIA Association. This latter also includes carrying out specialised studies for Faro Airport.

A strategic cooperation agreement was signed with the ONG QUERCUS – National Association for Nature Conservation – aimed at increasing ANA's commitment to the protection of nature, the environment and biodiversity through the development and implementation of an annual plan of cooperative activities.

**LISBON
AIRPORT**

At Humberto Delgado Airport, a “Study on Biodiversity at Humberto Delgado Airport” was carried out in 2019, aimed at surveying and defining a management proposal for the wild orchid species existing on the air side, as well as a “Study on the impact of grass at Humberto Delgado Airport”, with the aim of assessing the impact of the management of the grassland on the attraction of birdlife.

**PORTO
AIRPORT**

At Francisco Sá Carneiro Airport, an Animal Life Action Plan was developed and implemented following the conclusion of the “Study on Birdlife at Porto Airport and the surrounding area” and an Annual Plan was defined for the Management of Grass and Shrubs.

FARO AIRPORT

At Faro Airport, an agreement was signed with CCMAR - Centre of Marine Science/ Algarve University, for the development of projects that contribute to learning more about the biodiversity existing at the airport. Under this scope, a project to study the large brachiopod crustaceans and amphibians (larval stage) in the temporary marshes existing in the territorial area managed by Faro Airport, through studies carried out during a hydroperiod, whose duration will allow for the normal development of the animal community.

An action plan was also defined for this airport for the minimisation of sources of attraction of birdlife, which was analysed under the scope of the Wildlife Committee. The measures proposed have now been implemented.

Also in 2019, Faro Airport was invited, along with 28 other international airports, to take part in a joint project with a group of airlines (Easy Jet, Wizz Air, Volotea and Jet2.com), supported by UKAA and EASA (European Union Aviation Safety Agency). The aim is to share examples of wildlife

management in the airline group's network and to add opportunities for improvement to the Wildlife Management Plan to reduce the risk of birdstrikes causing damage. Under this scope, AFR was visited by a specialist in wildlife management on 30 October 2019.

Under the scope of the protocol signed with RIAS - Ria Formosa Wildlife Recovery and Research Centre - a Birdlife Monitoring Study was carried out around Faro Airport. This took place between September 2018 and August 2019.

Also in Faro Airport, the CED (Capture – Sterilise – Return) Project, in partnership with PRAVI.org was continued, with the aim of minimising and controlling the population of stray cats on the airport perimeter.

CHAPTER 9

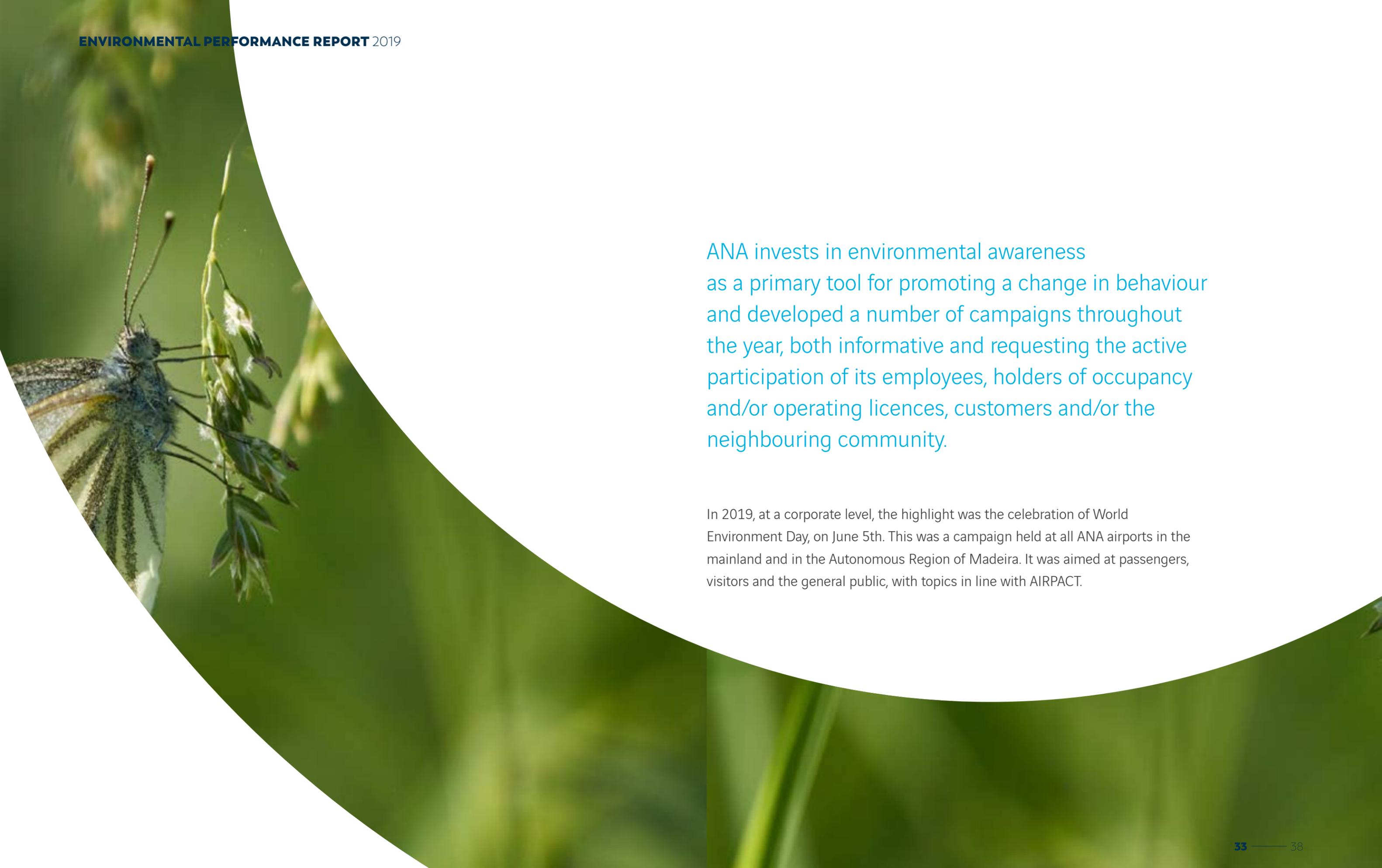
**ENVIRONMENTAL
MANAGEMENT
OF CONSTRUCTION
WORK**

In 2019, the company's Plan for Environmental Management of Construction Work, in force since 2004, continued to be implemented, aimed to ensure the implementation of environmental requirements/measures for minimizing environmental impacts through the timely definition of roles, responsibilities and procedures in all phases of project execution, the tender process and construction work.

CHAPTER 10

RAISING ENVIRONMENTAL AWARENESS





ANA invests in environmental awareness as a primary tool for promoting a change in behaviour and developed a number of campaigns throughout the year, both informative and requesting the active participation of its employees, holders of occupancy and/or operating licences, customers and/or the neighbouring community.

In 2019, at a corporate level, the highlight was the celebration of World Environment Day, on June 5th. This was a campaign held at all ANA airports in the mainland and in the Autonomous Region of Madeira. It was aimed at passengers, visitors and the general public, with topics in line with AIRPACT.

Locally, the airports also held other initiatives.

LISBOA AIRPORT

At Humberto Delgado Airport, World Environment Day celebrations were marked by the now traditional “breakfast” for in-house employees. There was also awareness-raising on water supply and wastewater for third parties.

And in 2019, a set of reports developed by RTP/Quercus focusing on Humberto Delgado Airport was also made available. These videos were part of the “Minuto Verde” programme by RTP (aimed at publicising best practices and actions for environmental sustainability). They were also made available on the airport's Facebook page. The first was based on Offsetting the CO₂ Emissions caused by air travel, broadcast in November 2018. The remaining 6 episodes were broadcast in the first quarter of 2019, on the following topics: Access routes – go to the airport by Metro or Aerobus; travel only with hand baggage; use technology and don't print out bookings or boarding passes; questions about liquids at security checks; how the airport monitors environmental impact and parking electric vehicles.

PORTO AIRPORT

In turn, Francisco Sá Carneiro Airport took part in the European Waste Prevention Week in 2019, in partnership with LIPOR, with an exhibition and videos on the topic in the terminal. They were also posted on the airport's Facebook page. The results of water analyses and information on environmental management of the airport were also posted in the airport terminal every month.

The airport also developed an awareness campaign on "on-the-job" waste for the shops and restaurants and the cleaning company, visiting 28 spaces and reaching 130 employees, as well as a campaign for monitoring waste disposal by the producers in the intermediate storage areas, to clarify issues and identify opportunities for improvement.

Under the scope of the World Environment Day celebrations, the “Airport Environment” exhibition was also on display.

**FARO
AIRPORT**

At Faro Airport, meetings were held on noise management at the airport, with APROQUILA - Quinta do Lago Owners Association - and the Vale do Lobo Owners Association.

It was established a programme of cooperation with CCMAR / Algarve University - Centre of Marine Science, to promote and increase environmental awareness among the airport community, including passengers. The aim was to encourage them to get to know the natural wealth of the surrounding area (Ria Formosa) and other natural areas in the Algarve, thus playing a fundamental role in the preservation and conservation of the environment in this region.

Also in 2019, Faro Airport took part in a clarification session organised by ANAC – National Civil Aviation Authority – for the people of the Algarve, particularly residents in Albufeira, Faro and Loulé, national and foreign, on the operation of the aircraft that take off and land at this airport.

At this airport, with the aim of increasing selective collection of paper produced in the office areas, containers were distributed for it's disposal.





**AZORES
AIRPORT**

The Azores airports offered a hamper with regional products and a thank you note to the people who have sonometers installed in their residences for the half yearly noise monitoring campaigns at João Paulo II Airport. These airports continue to work with the SOS Cagarro (Cory's shearwater) campaign, whose main objective is to involve people and local entities in saving of young birds found near the roads and in the surrounding area.

There was also participation in a number of workshops, such as the presentation on "Fauna Management", under the scope of a seminar held at João Paulo II Airport on Birdstrikes.

At Santa Maria Airport, an awareness-raising campaign was held on environmental management, aimed at its most recently admitted staff.

At all ANA airports, service providers, customers and holders of occupancy and/or operating licences were made aware of waste management, hazardous waste management and the reduction of water and energy consumption through environmental monitoring visits.

CHAPTER 11

CONCLUSIONS

In short, the environmental performance of the airports in 2019 allows to infer a positive balance in the company's environmental management system, which stems from the multiple environmental campaigns that are enshrined in structured plans as a way of ensuring proper monitoring and follow-up by the company's stakeholders.

This year posed increasing environmental challenges, as traffic continued to increase, implying an increase in the number of occurrences and activities to be developed in order to minimise possible impacts and to minimise consumption, while at the same time focusing on successive gains in environmental efficiency. It was this effort that made it possible to reduce the company's overall average energy and water consumption, although in terms of waste, its overall performance was less favourable.

Also of note are the important changes made recently in the terminal at Faro Airport. This introduced greater pressure on the management of environmental materials, in addition to the continuous alterations in the terminal at Humberto Delgado Airport. The Environmental Study on Montijo Airport and its Access Routes, which received a Conditionally Favourable Environmental Impact Statement in January 2020, was developed and presented to the APA.

In any case, we must highlight the importance of local and corporate environmental campaigns for reducing energy consumption, CO₂ emissions, water consumption and waste production, as well as compensatory measures related to promoting biodiversity and environmental awareness-raising campaigns for all airports' stakeholders.

Finally, given the forecast for 2020, campaigns are already being planned for maintaining and increasing efficiency in environmental materials management at ANA, in conjunction with the different local and corporate units. It should be noted that 2020 will be marked by the definition of Action Plans for the airports under the scope of AIRPACT 2030, which will allow them to move towards compliance with the challenging aims and goals defined by VINCI Airports.

EDITION

ANA - AEROPORTOS DE PORTUGAL, SA

JULY 2020

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