



Updated Report of the **2025** Climate Action Plan



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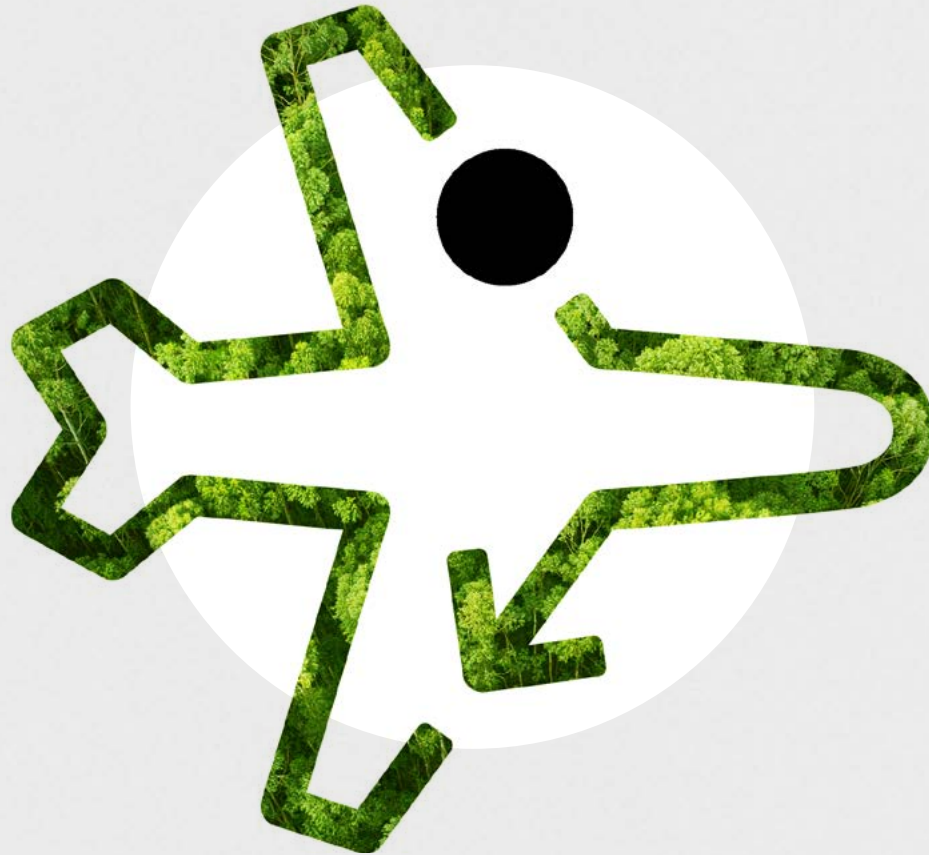
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1 CONTEXT

Aena's commitment to take action against climate change is aligned with European and national guidance and targets, both in decarbonisation and in the energy transition.

¹ This report includes Aena SME S.A. and SCAIRM, in agreement with the 2021–2030 Climate Action Plan.



2025: The year in which Europe strengthens its commitment to competitiveness and sustainability

In 2025, the European Commission consolidated an industrial vision in which competitiveness, innovation and sustainability act as inseparable levers of economic growth. This approach is articulated through new strategic tools—including the **Sustainable Transport Investment Plan (STIP)**, presented in November 2025 as part of the **Clean Industrial Deal**— a framework designed to accelerate the deployment of clean technologies and ensure that Europe maintains its leadership in an increasingly demanding global context.

The STIP establishes a common approach across the European Union to promote investment in renewable and low-emission fuels in aviation and maritime transport, sectors considered critical in the climate transition. The Commission underlines that this plan represents a unique opportunity to strengthen energy sovereignty and provide stable regulatory signals, mobilising public and private investment towards the production of sustainable fuels, the development of hydrogen technologies and the modernisation of the energy systems required to support industrial transformation.

In this context, aviation continues to be a key sector regarding the competitiveness of the European Union. The sector's ability to maintain its economic contribution, its role in territorial cohesion and global connectivity increasingly depends on the speed at which it can progress in decarbonisation. For this reason, the **deployment of infrastructure capable of supplying and handling sustainable fuels (SAF and e-fuels), along with the progressive electrification of fleets and the integration of hydrogen-based solutions**, becomes a strategic priority. These transformations are not only essential to meet climate objectives, but also strengthen the sector's resilience, ensure competitive access to new energy sources and contribute to the development of fully European industrial value chains.

Likewise, intermodality and the integration of energy and transport cease to be an aspirational concept and become an immediate necessity. Physical and operational connections between different modes of transport, together with greater coordination between energy and airport infrastructures, enable resource optimisation, emissions reduction and improved overall system efficiency. This integrated approach is now essential to sustain the growth of the aviation sector in an environment where energy demand, operational requirements and climate commitments must evolve simultaneously.

Overall, 2025 marks Europe's definitive shift towards a model in which sustainability and industrial innovation advance hand in hand. The Clean Industrial Deal and the STIP reinforce the transition from the regulatory phase to effective implementation, providing clarity on priority investments, strengthening energy autonomy and positioning Europe as a leader among other economies. This new framework demonstrates that **environmental policies can act as genuine drivers of competitiveness**, capable of attracting investment, boosting strategic technologies and consolidating a stronger, more resilient European market aligned with climate neutrality by 2050.



KEY FACTORS ENABLING PROGRESS TOWARDS EFFECTIVE DECARBONISATION

Acceleration of the transition towards a green economy: The shift towards clean energy, low-emission technologies and circular economy models continues to be a key driver of European growth. Decarbonisation initiatives in strategic sectors such as industry, energy and transport open up new business opportunities and strengthen the EU's industrial autonomy.

Stable environmental regulation to attract investment: The EU maintains its commitment to consistent and predictable regulatory frameworks — particularly in areas such as sustainable fuels and energy efficiency— in order to reduce risk and attract private investment, providing certainty for the development of clean technologies and the construction of sustainable value chains.

Industrial innovation and financing: The EU continues to mobilise resources through programmes such as Horizon Europe, InvestEU, the Innovation Fund and the European Hydrogen Bank to accelerate the deployment of clean technologies, digitalisation and advanced industrial solutions. These investments are essential to strengthening the resilience of the European economy and fostering a more innovative and competitive business fabric.





SUSTAINABLE
GOVERNANCE



STRATEGY



CLIMATE-RELATED RISKS
AND OPPORTUNITIES



MONITORING OF THE 2025
CLIMATE ACTION PLAN

The aviation sector delivers a joint response to drive sustainability in aviation

The aviation sector continues to take firm steps towards building a more sustainable aviation industry, advancing in a coordinated manner towards the shared objective of reducing its environmental footprint without sacrificing global connectivity or the growth of air transport. In 2025, this shared commitment has intensified in response to the need to accelerate the ecological transition and ensure that sectoral progress goes hand in hand with climate responsibility and competitiveness.

Recent sector reports, such as the updated **Destination 2050** roadmap, agree that the industry is at a turning point: although aviation is one of the most complex sectors to decarbonise, regulatory, technological and operational advances have laid more solid foundations for a far-reaching and effective structural transition aligned with European climate objectives.

Technological innovation remains one of the fundamental pillars of this transformation. Manufacturers are developing more efficient aircraft, lower-consumption engines and lighter materials. In parallel, research projects into **electric and hydrogen-powered aircraft** are accelerating and could play a decisive role on

short- and medium range haul routes in the coming decades. Likewise, improvements in **air traffic management**, digitalisation and operational optimisation enable additional emissions reductions per flight, aligning with the strategies set out in the sectoral roadmap.

From an energy perspective, the only immediate, scalable and technologically viable lever to reduce sector emissions is the use of **sustainable aviation fuels (SAF)**. In 2025, the first mandatory EU mandates entered into force under the ReFuelEU Aviation Regulation, requiring a minimum of 2% SAF in 2025 and progressively increasing through to 2030 across all operations, including a stepped refuelling obligation through to 2035. This mechanism will provide more than half of the effort required to achieve Net Zero by 2050; its main challenge is not technological, but scaling production with sufficient investment and regulatory stability. To that end, the European Commission launched the **STIP**, aiming to mobilise investment, reduce market barriers and enable SAF and e-fuels to scale at a pace compatible with the sector's climate objectives.

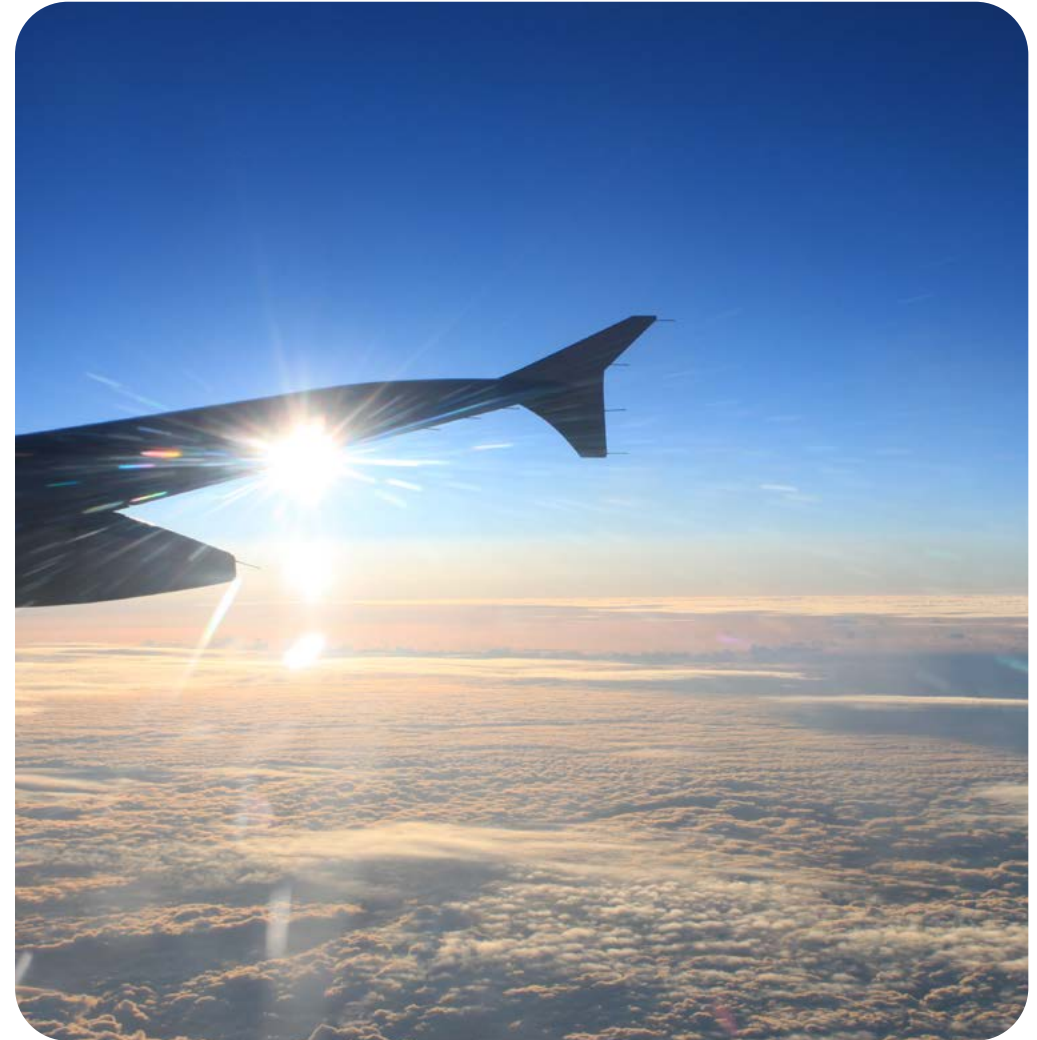
In parallel, international bodies such as **ICAO** continue to strengthen their frameworks, introducing new transparency measures in 2025, such as environmental labels for intra-European flights, enabling passengers to understand the climate impact of each journey.

In this context, **airports play a fundamental role as enablers and drivers of decarbonisation**. Their responsibility goes far beyond ground operations: they are consolidating as **strategic energy hubs**, capable of articulating the supply chain required for the **use of sustainable fuels (SAF and e-fuels)**, integrating **renewable energy generation and storage systems**, and adapting infrastructure to the progressive arrival of **electric and hydrogen-powered aircraft**. Moreover, thanks to their central position in the mobility ecosystem, airports play a key role

in implementing operational improvements by airlines —from ground efficiency to reducing taxiing times and waits— and act as key platforms to test and scale new energy and technological solutions that accelerate the transition to a more sustainable model.

At Aena, we are fully aware of this enabling role. As managers of critical infrastructure, we work to promote projects that accelerate the aviation sector's energy transition, from deploying renewable energies and electrifying ground fleets to promoting sustainable fuels and developing solutions to decarbonise the airport value chain. This vision is an important input into the planning and modernisation of our infrastructure, enabling our airports to be prepared to integrate new technologies, operate with clean energy and support airlines in their own transformation. Our approach is clear: to manage responsibly, proactively and innovatively, driving solutions to decarbonise the sector and enabling future aviation to grow sustainably and in alignment with European climate objectives.

Ultimately, the future of sustainable aviation is promising, but it requires continued effort and joint action across the entire sector. Only through cooperation and shared responsibility, and through the promotion and implementation of innovative solutions, aviation will continue to connect the world in an increasingly efficient, clean and environmentally respectful manner.





Alignment with the main climate change recommendations

This report includes information on governance, strategy, risk and opportunity management, targets, metrics and emissions performance related to climate change, following the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD). Aena has been a TCFD supporter since 2023. The report also takes into account the European Commission's climate-related disclosure guidelines under Directive 2014/95/EU.

In line with Aena's commitment to the Science-Based Targets initiative (SBTi), Aena can confirm that the emission reduction targets for all Aena Group companies are aligned with the Paris Agreement for a 1.5°C pathway. Aena's validated objectives are the following:



SHORT-TERM EMISSION REDUCTION TARGETS

- Reduce absolute Scope 1 and 2 greenhouse gas emissions by 74.4% by 2030 compared to 2019.
- Reduce absolute Scope 3 greenhouse gas emissions by 34.7% by 2030 compared to 2019, covering categories such as purchased goods and services, capital goods, fuel- and energy-related activities, waste generated in operations, business travel, employee commuting and investments.
- Commitment that 67% of customers in terms of emissions (airlines and handling agents), within the Scope 3 category "use of services/products sold by the organisation", will have science-based targets by 2028.

LONG-TERM EMISSION REDUCTION TARGETS

- Reduce absolute Scope 1 and 2 greenhouse gas emissions by 90% by 2050 compared to 2019.
- Reduce absolute Scope 3 greenhouse gas emissions by 90% by 2050 compared to 2019.

OVERALL NET ZERO OBJECTIVE

- Achieve net zero greenhouse gas emissions across the entire value chain by 2050.

Note: the scope of the SBTi targets includes AENA S.M.E., S.A., SCAIRM and its subsidiaries in the United Kingdom (LLA) and Brazil (ANB).

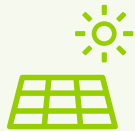


2025 Milestones



ACI EUROPE AIRPORT CARBON ACCREDITATION CERTIFICATION IN 2025 FOR 19 AIRPORTS IN THE SPANISH NETWORK.

- The three main airports reached Level 4: Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat, Palma de Mallorca.
- Ten additional airports were incorporated into the programme and achieved the planned Level 1.



PURCHASE OF 100% RENEWABLE ELECTRICITY WITH GUARANTEES OF ORIGIN.



78.4% SUSTAINABLE GROUND HANDLING FLEET.



74.4% REDUCTION IN SCOPE 1 AND 2 EMISSIONS VERSUS 2019, 2.4 PERCENTAGE POINTS ABOVE THE TARGET

- 22% reduction in boiler fuel consumption thanks to aerothermal energy and efficiency measures.
- 34% reduction in natural gas consumption in the trigeneration plant at Madrid-Barajas.

Compensation of 6% of Scope 1 and 2 emissions and 100% of CO₂ emissions from employee travel (Scope 3).



EU TAXONOMY ELIGIBILITY AND ALIGNMENT REPORTED (61% ELIGIBILITY AND 52% ALIGNMENT IN REVENUES).



CONSTRUCTION COMPLETED FOR THE 142 MWp (120 MWn) PHOTOVOLTAIC PLANT AT MADRID-BARAJAS; COMMISSIONING PLANNED FOR THE FIRST SEMESTER OF 2026.

* Consolidated information based on the requirements of the Aena's Group 2025 Sustainability Report

Memberships and alliances

Aena actively participates in major national and international initiatives and alliances that promote sustainable development and contribute to tackling climate change, both within the aviation sector and across the energy and industrial ecosystem.



NETZERO 2050 BY ACI

The NetZero2050 initiative of ACI Europe currently brings together more than 320 airports managed by over 100 operators in 38 European countries that have committed to achieving net zero carbon emissions from operations under their control before 2050. Of these, more than 130 airports have set a more ambitious target of reaching net zero before 2030.

Aena is part of this agreement and, in 2023, increased its level of ambition by bringing forward its net zero target for Scope 1 and 2 emissions to 2030.



SCIENCE BASED TARGETS INITIATIVE

The Science Based Targets initiative promotes ambitious climate action in the private sector by enabling organisations to set greenhouse gas emission reduction targets aligned with climate science.

In 2024, Aena obtained validation of both its short-term and long-term emission reduction targets under the **"Business Ambition for 1.5°C"** objective, confirming alignment with the Paris Agreement.



CLIMATE AMBITION ACCELERATOR

The Climate Ambition Accelerator, promoted by the United Nations Global Compact, supports companies in setting science-based emission reduction targets aligned with a 1.5°C pathway and achieving net zero emissions by 2050.

Aena participated in the second edition of this programme alongside 945 companies from 69 countries, reinforcing its commitment to climate leadership and transparency.



CLEAN SKIES FOR TOMORROW COALITION

The Clean Skies for Tomorrow Coalition, promoted by the World Economic Forum, is a global public-private platform that brings together senior leaders across the aviation value chain to accelerate the transition to sustainable aviation fuels (SAF) as a pathway towards carbon-neutral flight.

Aena has been a member of this coalition since mid-2021.



TOULOUSE DECLARATION

The Toulouse Declaration is the first public-private initiative supporting the objective of European aviation to achieve net zero CO₂ emissions by 2050. It is also the first initiative of its kind worldwide, aligning all European Union stakeholders to decarbonise and transform the aviation sector.

The declaration was signed by the 27 EU Member States, 10 Member States of the European Civil Aviation Conference, and nearly 150 companies and organisations from the aviation and energy sectors, including manufacturers, airlines, federations, trade unions and infrastructure managers such as Aena.

It establishes a shared long-term vision to achieve net zero emissions by 2050, in line with the EU's long-term climate objectives and the Paris Agreement.



EUROPEAN CLEAN HYDROGEN ALLIANCE

Promoted by the European Commission, the European Clean Hydrogen Alliance aims to support the creation of a strong, innovative and competitive clean hydrogen sector in Europe, capable of underpinning the energy transition outlined in the Commission's "A Clean Planet for All" strategy.

The alliance brings together technological and financial expertise from public and private sources. Aena has been a member since early 2021, contributing to the development of the green hydrogen value chain in airport environments.



ALLIANCE FOR ZERO EMISSION AVIATION

The Alliance for Zero Emission Aviation is a European initiative aimed at preparing the aviation ecosystem for the entry into service of electric and hydrogen-powered aircraft, ensuring that air transport contributes to climate neutrality by 2050.

Aena participates in this alliance through ACI Europe, which leads the airports working group, and is also involved in the regulation, certification and standardisation working group.



RENEWABLE & LOW CARBON FUELS INDUSTRIAL ALLIANCE

This European Commission initiative seeks to increase the production and supply of renewable and low-carbon fuels in aviation and maritime transport, supporting the implementation of ReFuelEU Aviation and FuelEU Maritime regulations.

Aena is a member of the alliance and participates as an expert in Working Table No. 2, focused on production pathways and the aviation value chain.



SPANISH ALLIANCE FOR THE USE OF HYDROGEN IN AVIATION

Promoted by the Spanish Aerospace Technology Platform, this alliance aims to foster the use of hydrogen in aviation and support the achievement of Spain's hydrogen roadmap and the objectives of the European Green Deal.

Aena actively participates in the alliance and leads the Airports Working Group.



SPANISH ALLIANCE FOR SUSTAINABILITY IN AIR TRANSPORT

This alliance brings together key stakeholders in the Spanish aviation sector, including airlines and their associations (ALA, IATA), the Spanish Aviation Safety Agency (AESAs), Aena, fuel operators, logistics providers, aircraft manufacturers, universities, NGOs and business associations.

Its objectives include leading the decarbonisation of air transport, strengthening Spain's industrial capacity in disruptive technologies, fostering public-private collaboration in R&D&I, and accelerating the development of low-carbon aircraft.

The alliance was approved in April 2023, and Aena is a member of its Steering Committee.



FORÉTICA

Forética is Spain's leading organisation for sustainability and corporate social responsibility. Its mission is to integrate environmental, social and governance criteria into the strategy and management of companies and organisations. It currently has more than 200 member organisations, including Aena.



CONTEXT



SUSTAINABLE GOVERNANCE



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CLIMATE-RELATED RISKS AND OPPORTUNITIES



MONITORING OF THE 2025 CLIMATE ACTION PLAN

Aena recognized as a sustainable company

Aena's commitment to sustainability and climate action is recognized by leading international indices, rating agencies and benchmarking initiatives.



CDP CLIMATE CHANGE (CLIMATE DISCLOSURE PROJECT)

CDP is a global non-profit organization that evaluates companies' environmental performance and climate change strategies.

In 2025, Aena achieved an A rating, the highest possible score, placing the company among global leaders in climate action and above both the European average and the airport sector average.



FTSE4Good

FTSE4GOOD

Aena is included in the FTSE4Good index, which recognizes companies with strong environmental, social and governance (ESG) practices. In 2025, Aena achieved the maximum possible score (5 out of 5) for the third consecutive year.



IBEX ESG (SPANISH STOCK EXCHANGE AND MARKETS)

Aena has been included for the second consecutive year in the IBEX ESG index, which identifies Spanish publicly traded companies with the highest sustainability performance.



EUROPE'S CLIMATE LEADERS – FINANCIAL TIMES & STATISTA

For the third consecutive year, Aena has been included in the "Europe's Climate Leaders" ranking published by the Financial Times and Statista.

This ranking recognizes 500 European companies that have achieved the greatest reductions in greenhouse gas emissions and demonstrated strong climate commitments.



S&P GLOBAL CORPORATE SUSTAINABILITY ASSESSMENT

In the S&P Global Corporate Sustainability Assessment, Aena achieved a score of 83 points in the environmental dimension and an overall score of 69 out of 100.

As a result, Aena maintained its inclusion in the Dow Jones Sustainability Index and was also recognized in the Sustainability Yearbook 2026, which highlights companies with outstanding sustainability performance.



CERTIFICATIONS



ECO-MANAGEMENT AND AUDIT SCHEME (EMAS)

The EMAS facilitates the evaluation and continuous improvement of the Company's environmental performance and promotes transparency.



ISO 9001: QUALITY MANAGEMENT SYSTEM

This standard focuses on customer satisfaction and the Company's ability to provide products and services that meet both internal and external requirements.



ISO 50001: ENERGY MANAGEMENT SYSTEM

This standard helps organisations improve their energy performance by identifying significant energy uses within their activities and proposing opportunities for improvement. It systematises the monitoring of energy consumption through the definition of baselines and energy performance indicators, enabling the demonstration of achieved energy efficiency improvements.

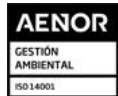
Overall, it is a management system focused on energy use and consumption, aimed at continuous improvement of energy performance, energy efficiency, and the reduction of costs and emissions, while ensuring compliance with applicable legal requirements in the field of energy.

Currently, Aena has ISO 50001 certification at the airports of **Reus, Zaragoza, Valladolid, Valencia, Menorca**, and at the **Energy Supply and Technical Services Area (SATE) of Adolfo Suárez Madrid Barajas Airport**. During 2025, energy audits were updated at those sites where assessments had been carried out four years earlier, and the scope was expanded to include all Aena facilities. In parallel, the implementation of the Energy Management System in accordance with ISO 50001 has been initiated at the airports with the highest energy consumption within the network. This initiative forms part of the strategy to improve energy efficiency and contribute to achieving the objectives set out in the Climate Action Plan (CAP).



ISO 14064: CARBON FOOTPRINT CALCULATION

This standard enables the verification and validation of the Company's greenhouse gas emissions calculations.



ISO 14001: ENVIRONMENTAL MANAGEMENT SYSTEM

This standard allows for the control and minimisation of the environmental impact that may arise from the Company's activities.

CORPORATE CARBON FOOTPRINT VERIFICATION

The 2025 corporate carbon footprint, which includes Scope 1, 2 and 3 emissions from the entire Spanish airport network (including the Region of Murcia International Airport), heliports, and the Company's Corporate Services, has been verified by AENOR with a limited assurance level, in accordance with **UNE EN ISO 14064 3:2019** and in compliance with all calculation criteria established by the *GHG Protocol*.



AIRPORT CARBON ACCREDITATION (ACA)

This is the carbon footprint certification programme of the Airport Council International (ACI), which certifies both the calculation of airports' carbon footprints and the progress made in fulfilling their CO₂ emission reduction commitments. Approximately **94% of the emissions across the network are certified under this programme**, with the following levels achieved at **19 airports**.

2025:

Level 1: Bilbao Airport; El Hierro Airport; Fuerteventura Airport; Gran Canaria Airport; La Gomera Airport; La Palma Airport; Santiago Rosalía de Castro Airport; Seville Airport; Tenerife Norte-Ciudad de La Laguna Airport; Tenerife Sur Airport; Valencia Airport.

Level 2: César Manrique Lanzarote Airport

Level 3: Alicante Elche Miguel Hernández Airport; Ibiza Airport; Málaga Costa del Sol Airport; Menorca Airport

Level 4: Adolfo Suárez Madrid Barajas Airport; Josep Tarradellas Barcelona El Prat Airport; Palma de Mallorca Airport.

The three main airports in the network by passenger numbers — **Adolfo Suárez Madrid Barajas, Josep Tarradellas Barcelona El Prat and Palma de Mallorca** — achieved **Level 4 accreditation** this year. Under this level, each airport establishes an **absolute emissions reduction target aligned with the IPCC 1.5°C scenario** and actively encourages third parties to reduce their own emissions through a partnership programme, thereby transforming carbon management towards a comprehensive, long term approach.





2 SUSTAINABLE GOVERNANCE

Aena's commitment to tackling climate change is reflected in the involvement of senior management and in decision-making that ensures compliance with the Company's strategic decarbonisation objectives.



CONTEXT



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CLIMATE-RELATED RISKS
AND OPPORTUNITIES



MONITORING OF THE 2025
CLIMATE ACTION PLAN

Governance bodies

The integration of sustainability into Aena's corporate management is underpinned by a governance model that clearly structures the responsibilities and functions required to advance the Company's environmental commitments. This model ensures coordination across different areas, continuous monitoring of progress and decision-making aligned with the objectives set out in the Sustainability Strategy and in the Climate Action Plan.

Aena's Board of Directors, through the Sustainability and Climate Action Committee, performs a set of clear, formal and regulated functions aimed at ensuring that sustainability and climate action are a central part of corporate strategy.

The Sustainability and Climate Action Committee of Aena is an internal, informative and advisory body of the Board responsible for supervising and guiding the strategy, policies, plans, risks and information on sustainability and climate action, including monitoring the **Climate Action Plan**, ensuring the quality of the Sustainability Report and alignment with regulations and international standards. In addition, it evaluates sustainability performance, coordinates with other committees, participates in selecting the verifier, and promotes social action and ESG ratings. It meets at least four times a year and has the resources and training required to ensure effective, transparent operation aligned with good governance. It also prepares an annual report of activities, which is published together with the notice convening the General Shareholders' Meeting.

Within the scope of the Climate Action Plan (CAP), the **Sustainability and Climate Action Committee** reviews the progress of initiatives on a quarterly basis, while the **Audit Committee** oversees environmental risks and the robustness of the control system. Likewise, the **Appointments and Remuneration Committee** ensures that the remuneration scheme incorporates incentives consistent with the rollout of the CAP.

Aena has consolidated sustainability as a strategic pillar, driven from the highest level of corporate governance. Each year, the results of the Plan are presented to the **Board of Directors**, which provides

strategic oversight, and are subsequently submitted for an advisory vote at the **General Shareholders' Meeting**, in line with Aena's principles of transparency and accountability in climate governance.

The degree of compliance with Aena's 2021–2030 Climate Action Plan is linked to the variable remuneration of all employees, including the Chairman and CEO, the Executive Vice-Chairman and members of the Executive Management Committee. This linkage is implemented through the Performance Management System, which is assessed annually and includes specific indicators related to climate and sustainability objectives.

Specifically, for members of Senior Management, variable remuneration depends on the achievement of the Company's objectives, which include a sustainability objective. This sustainability objective has a weight of 25% within the Company objectives component, which represents 50% or 40% of total objectives (depending on the Directorate).

For the Chairman and CEO, sustainability objectives (Climate Action Plan for Aena, Spain) have a weight of 25% of the Company objectives (25% of 100% of the Company objectives), and for the Executive Vice-Chairman they have a weight of 25% of the Company objectives component (25% of 50% of the Company objectives).



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SUSTAINABLE GOVERNANCE



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CLIMATE-RELATED RISKS AND OPPORTUNITIES



MONITORING OF THE 2025 CLIMATE ACTION PLAN

FREQUENCY

KEY FUNCTIONS

ANNUAL

General Shareholders' Meeting

Advisory vote and monitoring of the Climate Action Plan.

ANNUAL

Board of Directors

Approval of the CAP and annual and ad hoc oversight.



Appointments, Remuneration and Corporate Governance Committee

Guidance and control of the strategy, policies, objectives, risks and results in climate action.

ANNUAL



Audit Committee

Ensure the remuneration model includes linkage to climate-action objectives.

QUARTERLY



Sustainability and Climate Action Committee (CSAC)

Supervise the risk management system, ensuring identification, management and communication of key risks within planned levels.

Climate Action Plan reporting, oversight and disclosure.

Executive Management Committee

Monitoring of the Climate Action Plan.



Chief Green Officer

Embed sustainability in decision-making and communicate updates and progress to the Board and employees through established communication channels.

BI-MONTHLY

Sustainability Directorate

Preparation and coordination of the Climate Action Plan.



3 STRATEGY

Aena is committed to sustainability by applying efficiency, innovative solutions and collaboration with third parties.



CONTEXT



SUSTAINABLE GOVERNANCE



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CLIMATE-RELATED RISKS AND OPPORTUNITIES



MONITORING OF THE 2025 CLIMATE ACTION PLAN

Aena's sustainability strategy

Aena's 2022–2026 Strategic Plan integrates Sustainability as a cross-cutting axis of the Company, strengthening in particular the environmental dimension of management, in line with DORA II 2022–2026, the 2021–2030 Sustainability Strategy and the Climate Action Plan. This strategic framework structures and guides the actions needed to advance towards airport operations aligned with today's environmental and climate challenges.

At Aena, we maintain our commitment to act as an active agent in response to climate change and other relevant environmental challenges, such as reducing natural resource consumption, lowering emissions and air pollutants, mitigating noise impacts and protecting biodiversity. All of this with the aim of strengthening responsible natural-capital management, minimising the environmental impact associated with our activity and creating the conditions necessary for the sustainable development of the Spanish airport network and for contributing to, driving and facilitating the sustainability of air transport.

This commitment is underpinned by our 2021–2030 Sustainability Strategy, which includes the Climate Action Plan, for whose implementation an investment of close to €750 million has been planned. This investment effort reflects Aena's determination to anticipate and respond to ESG challenges, as well as to drive a structural transformation towards a more efficient, low-emission energy and operational model.



Collaboration with third parties and transparent disclosure of our environmental performance remain essential levers. Through dialogue, participation in specialised forums and the exchange of knowledge with public administrations, companies and sector stakeholders, we strengthen synergies that accelerate the sustainable transition of the airport system. During 2025, these dynamics of cooperation and awareness-raising were a fundamental component of our strategy to engage all actors in the joint construction of a more sustainable future for aviation.



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SUSTAINABLE GOVERNANCE



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CLIMATE-RELATED RISKS AND OPPORTUNITIES



MONITORING OF THE 2025 CLIMATE ACTION PLAN

COMMITMENT TO THE SUSTAINABLE DEVELOPMENT GOALS



SUSTAINABLE DEVELOPMENT GOALS

1 NO POVERTY 	2 ZERO HUNGER 	3 GOOD HEALTH AND WELL-BEING 	4 QUALITY EDUCATION 	5 GENDER EQUALITY 	6 CLEAN WATER AND SANITATION
7 AFFORDABLE AND CLEAN ENERGY 	8 DECENT WORK AND ECONOMIC GROWTH 	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE 	10 REDUCED INEQUALITIES 	11 SUSTAINABLE CITIES AND COMMUNITIES 	12 RESPONSIBLE CONSUMPTION AND PRODUCTION
13 CLIMATE ACTION 	14 LIFE BELOW WATER 	15 LIFE ON LAND 	16 PEACE, JUSTICE AND STRONG INSTITUTIONS 	17 PARTNERSHIPS FOR THE GOALS 	SUSTAINABLE DEVELOPMENT GOALS

Objectives covered by Aena

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



CONTEXT



SUSTAINABLE GOVERNANCE



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CLIMATE-RELATED RISKS AND OPPORTUNITIES



MONITORING OF THE 2025 CLIMATE ACTION PLAN

Structure of Aena's sustainability strategy

PROGRAMMES

ACTION LINES

Carbon neutrality	Renewable energy CAP	Energy efficiency CAP	Sustainable own fleet CAP	Offsetting emissions CAP
	Clean propulsion for aircraft CAP	Efficiency in aeronautical operations CAP	Sustainable groundhandling fleet CAP	
Sustainable aviation	Efficient water footprint	Circular economy		
	Sustainable mobility CAP	Cooperation and awareness CAP	Air quality CAP	Noise management CAP
Responsible resource use	Biodiversity preservation CAP	People management		
	Relationship with the community			
Sustainable community and value chain				
Social commitment				





CONTEXT



SUSTAINABLE GOVERNANCE



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CLIMATE-RELATED RISKS AND OPPORTUNITIES



MONITORING OF THE 2025 CLIMATE ACTION PLAN

Our reference frameworks

SUSTAINABILITY POLICY

Approved by the Board of Directors in 2024, it constitutes the reference framework guiding the Company's actions on environmental, social and corporate governance matters. This policy reaffirms Aena's commitment to align its business model and strategy with the 17 Sustainable Development Goals of the United Nations' 2030 Agenda, with a particular emphasis on **SDG 13**, focused on climate action and climate-change mitigation.

The Policy establishes the principles, commitments and strategic lines that guide the activity of the Aena Group, ensuring that its operations contribute to sustainable development, generate long-term value and maximise positive impacts on people and the environment. Likewise, it defines the mechanisms necessary to minimise adverse effects across the entire value chain, promoting ethical, responsible and transparent conduct.

This policy explicitly incorporates the **climate variable** into internal decision-making processes and into the identification and management of environmental risks and opportunities in the short, medium and long term. Priority areas include climate change, air quality, noise management, efficient water use, biodiversity and ecosystem protection, and responsible waste management. All of this under the highest standards of ambition and with the aim of advancing towards a circular-economy model integrated into all organisational processes.

The Sustainability Policy is publicly available on the Company's website, facilitating consultation by all stakeholders and reaffirming Aena's commitment to transparency and accessibility of information.



INTEGRATED MANAGEMENT POLICY ON QUALITY, ENVIRONMENT, ENERGY EFFICIENCY AND OCCUPATIONAL HEALTH AND SAFETY

This policy, updated in 2024 by the Board of Directors, establishes the principles and criteria that ensure the organisation operates under the highest standards of quality, environmental protection, energy efficiency and occupational well-being, integrating these aspects at all levels of corporate management.

Through this policy, Aena reaffirms its commitment to incorporate into decision-making those criteria that reduce the environmental impact of its activities, promoting efficient and sustainable resource use, driving climate action and **fostering operational practices consistent with the transition to a low-carbon economy**. This policy reinforces the responsibility to make airport activity compatible with environmental protection, conservation of natural habitats and biodiversity preservation, minimising environmental-degradation processes, including deforestation, and compensating impacts when necessary through the appropriate instruments.

Likewise, the policy includes the commitment to guarantee safe and healthy working conditions for all personnel, integrating occupational risk prevention as a key element of operational management.

Finally, this policy establishes the obligation to communicate and disseminate its principles to all Aena staff and to companies in its value chain, promoting a shared culture of responsibility, compliance and continuous improvement across all areas and processes of the organisation.



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Our decarbonisation roadmap

The 2021–2030 Climate Action Plan, approved by the Board of Directors and validated through an advisory vote of the General Shareholders' Meeting, covers the entire Spanish airport network, including the International Airport of the Region of Murcia, as well as the heliports managed by Aena. This plan is a strategic pillar of the Company and is fully aligned with ACI Europe's Net Zero initiative, adopted by more than 300 airports managed by 86 operators in 32 European countries, all committed to achieving and maintaining net zero emissions in operations under their control no later than 2050. This adherence positions the European airport sector as a global benchmark in the fight against climate change.

In this context, Aena significantly increased its climate ambition by bringing forward to 2030 its objective of achieving net zero emissions in Scopes 1 and 2. This decision is accompanied by internal decarbonisation targets fully aligned with the Paris Agreement, focusing on limiting the increase in global average temperature to 1.5°C and strengthening the global response to climate change. This alignment provides greater robustness, coherence and feasibility to the action pathways defined in the plan.

Ultimately, the Climate Action Plan is Aena's roadmap for decarbonisation, with specific measures aimed both at reducing direct emissions (Scopes 1 and 2) and at driving the decarbonisation of third-party activities present at airports and the value chain as a whole (Scope 3). Among the most relevant objectives included in the plan are:

- Achieve carbon neutrality in 2026 for Scopes 1 and 2.
- Achieve net zero emissions in Scopes 1 and 2 in 2030, anticipating the global sector horizon and consolidating our commitment to the decarbonisation of aviation.



STRATEGIC PROGRAMMES OF AENA'S CLIMATE ACTION PLAN



CARBON NEUTRALITY

Scopes 1 and 2

Become a carbon-neutral airport operator (2026) and achieve Net Zero Carbon (2030).



SUSTAINABLE AVIATION

Scope 3:

Act as a catalyst for other aviation-sector stakeholders to accelerate their decarbonisation.



SUSTAINABLE COMMUNITY AND VALUE CHAIN

Scope 3:

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



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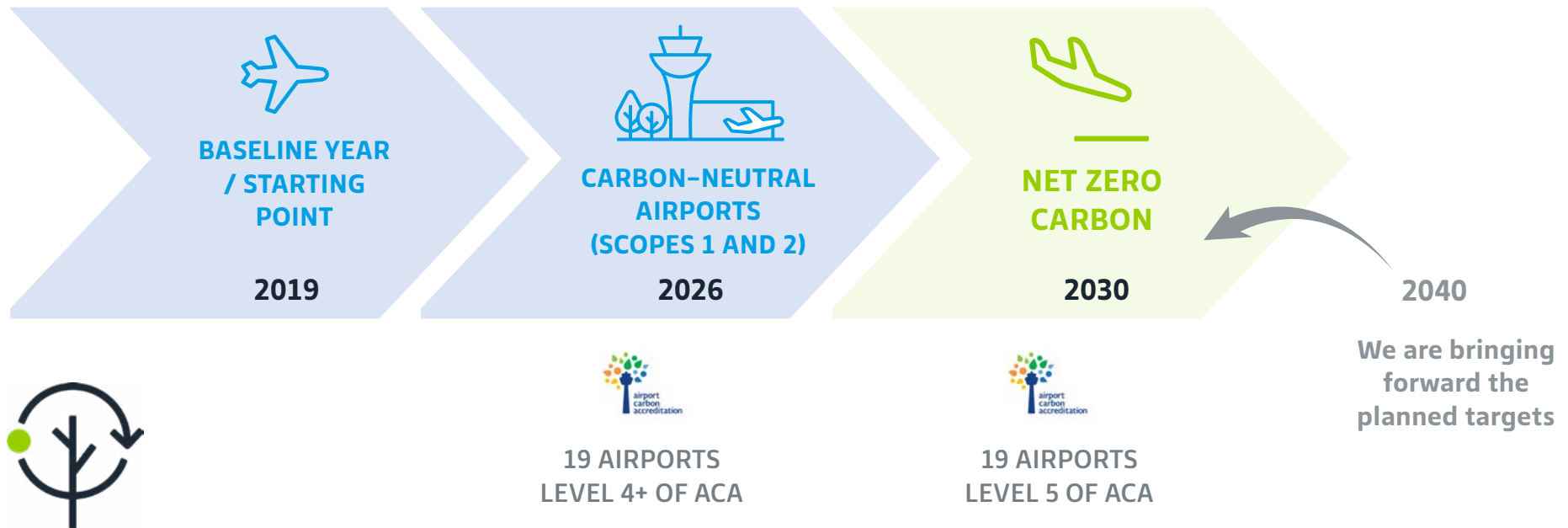
CLIMATE-RELATED RISKS AND OPPORTUNITIES



MONITORING OF THE 2025 CLIMATE ACTION PLAN

Our decarbonisation roadmap

At Aena, we are making further progress this year with determination to decouple the growth of our operations from greenhouse gas emissions and thus position ourselves as a leader in our sector. Achieving our GHG emissions reduction targets will undoubtedly allow us to be more efficient, grow sustainably, and generate value for the company, our shareholders, and society.





4 CLIMATE-RELATED RISKS AND OPPORTUNITIES

Climate scenario analysis, recommended by the Task Force on Climate-related Financial Disclosures (TCFD), enables organisations to integrate climate-related risks and opportunities into strategy and to create useful information for investors.



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Risk management

Climate risks are included in the Company's risk map, which also considers the corresponding management, supervision and control mechanisms, which in turn include indicators and measures linked to compliance with the Climate Action Plan.

Aena approaches risk management with a transversal vision that involves all corporate directorates, as well as the different governance bodies, in the process of identifying, analysing, assessing, valuing and controlling risks.

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

Organisational framework for risk management



BOARD OF DIRECTORS

Determines the risk control and management policy, the compliance policy, and supervises internal information and control systems.



CORPORATE DIRECTORATES

Identify and assess risks under their area of responsibility; execute mitigation activities; propose and report indicators for appropriate monitoring; establish action plans to mitigate risks, reporting on their effectiveness.



INTERNAL AUDIT DIRECTORATE

Participates in the Audit Committee by coordinating activities defined in Aena's Risk Control and Management Policy; ensures the proper functioning of the Risk Management System so that key risks affecting the company are identified, managed and quantified; and reports to the Group's governance bodies.



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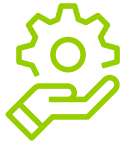
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CLIMATE-RELATED RISKS AND OPPORTUNITIES



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MONITORING COMMITTEES

AUDIT COMMITTEE

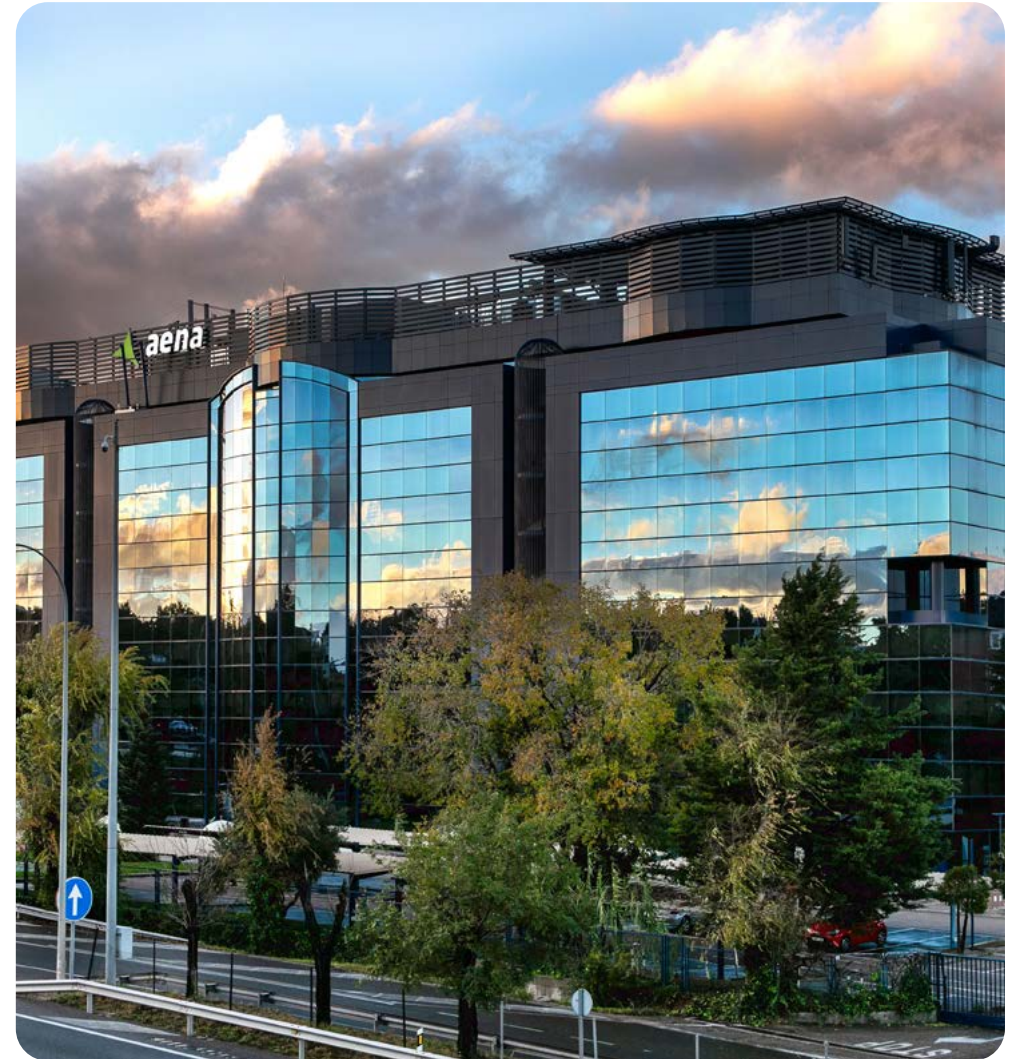
Supervises and evaluates the Risk Management System, ensuring that the main financial and non-financial risks (including climate risks) are identified, managed, communicated and maintained within expected levels.

SUSTAINABILITY AND CLIMATE ACTION COMMITTEE

Supervises climate strategy, policies and plans; monitors the Climate Action Plan and physical and transition risks; ensures alignment with standards (TCFD, EU and national regulations, etc.) and the quality of climate reporting.

SYNERGIES:

The Audit Committee and the Sustainability and Climate Action Committee meet jointly at least once a year, and whenever they deem it appropriate, in order to ensure coordination between both Committees and the effectiveness of sustainability control and risk management systems.





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Physical and transition risks, and opportunities

Following the recommendations of the **Task Force on Climate-related Financial Disclosures (TCFD)**, climate risks have been analysed, differentiating between physical risks and transition risks, as well as opportunities.

PHYSICAL RISKS

Physical risks are associated with increasingly intense climate phenomena such as extreme precipitation and temperatures, heatwaves, water stress or drought, sea-level rise and the risk of fluvial or coastal flooding. These risks can directly affect the resilience of airport infrastructure and its operations, causing damage to facilities that limits airport capacity, reductions in water availability, increases in energy and cooling costs, or operational restrictions—such as take-off weight limitations—that require adaptation measures in the medium and long term.

Aena's physical risk analysis covers short-term horizons (2024–25), medium-term (2033) and long-term (2053), taking into account the vulnerability of assets and activities based on their geographical location and lifespan. In addition, it ensures that the process is aligned with the Company's strategic and investment plans.



The following climate scenarios were considered in the physical risk analysis::

- **SSP5–8.5 scenario (Business as Usual):** corresponds to a future in which the world maintains a path of very rapid economic growth and is highly dependent on fossil fuels. In this scenario, demand for fossil-fuel energy continues to increase, implying global warming of around 4°C by 2100.
- **SSP2–4.5 scenario (intermediate mitigation scenario):** represents an intermediate pathway in which current trends continue without drastic changes, with moderate progress in sustainability but also limitations. Resulting global warming would be around 2.5–3°C by 2100.
- **SSP1–2.6 scenario (strong mitigation scenario):** sets out a sustainable future, with a rapid reduction in fossil fuel use and an ambitious energy transition. In this scenario, global warming would be limited to around 1.5–2°C by 2100.

Accordingly, Aena has updated its adaptation plan for airports whose physical risks were categorised as critical, developing new strategies to adapt to them. For the network-wide climate change adaptation plan, individual adaptation plans were generated for 46 airports and 2 heliports.



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These adaptation plans define the necessary measures to reduce the climate risks identified for each airport. Measures include strengthening cooling systems in terminal buildings, using heat-resistant runway materials to adapt to higher temperatures, new drainage systems to enable efficient and rapid evacuation of water during extreme rainfall, and the installation of water storage tanks and use of reclaimed water, among others.

TRANSITION RISKS

In the shift towards a low-carbon economy, Aena faces risks arising from adaptation to new regulatory and legal frameworks, the evolution of emerging technologies, the introduction of more demanding climate policies and changes in market dynamics. These factors can influence operating costs, investment timelines, competitiveness and the ability to anticipate sector trends in decarbonisation.

In order to better understand transition risks associated with climate change, Aena carried out a detailed analysis based on specific climate scenarios. This approach makes it possible to assess the potential impact of regulatory, technological and market changes on the Company's activities, and to guide strategic decision-making towards a more resilient, efficient model aligned with global climate expectations.

NZE scenario (Net Zero Emissions by 2050): The NZE scenario represents a roadmap showing how the global energy system could reach net zero CO₂ emissions by 2050, meeting the UN Sustainable Development Goals and limiting the rise in global temperature to 1.5°C by the end of the century. It is the most demanding scenario for organisations, since achieving it requires accelerated implementation of ambitious technological and regulatory measures, as well as high-impact investments that may require adapting corporate strategies in the short term.

Transition risks evaluated under this scenario are analysed for the same time horizons defined for physical risks, applying materiality criteria, that is, identifying those risks that could significantly affect economic results, operational continuity or corporate reputation.

According to probability and potential impact assessments, Aena's most significant transition risks are, by type:

- Regulatory: arising from regulations in the different regions where the company operates, with particular emphasis on European frameworks such as Fit for 55, Green Deal 2040 and the Clean Industrial Deal; and, at national level, the prohibition of flights where a high-speed rail (AVE) alternative exists.
- Technological: related to the transition to new technologies and sustainable fuels at airports, and the possible shortfall in electricity grid capacity to meet future supply needs.
- Market: linked to changes in tourism behaviour.
- Reputational: linked to potential failures to meet Aena's and its value chain's commitments to achieve net zero emissions.



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OPPORTUNITIES

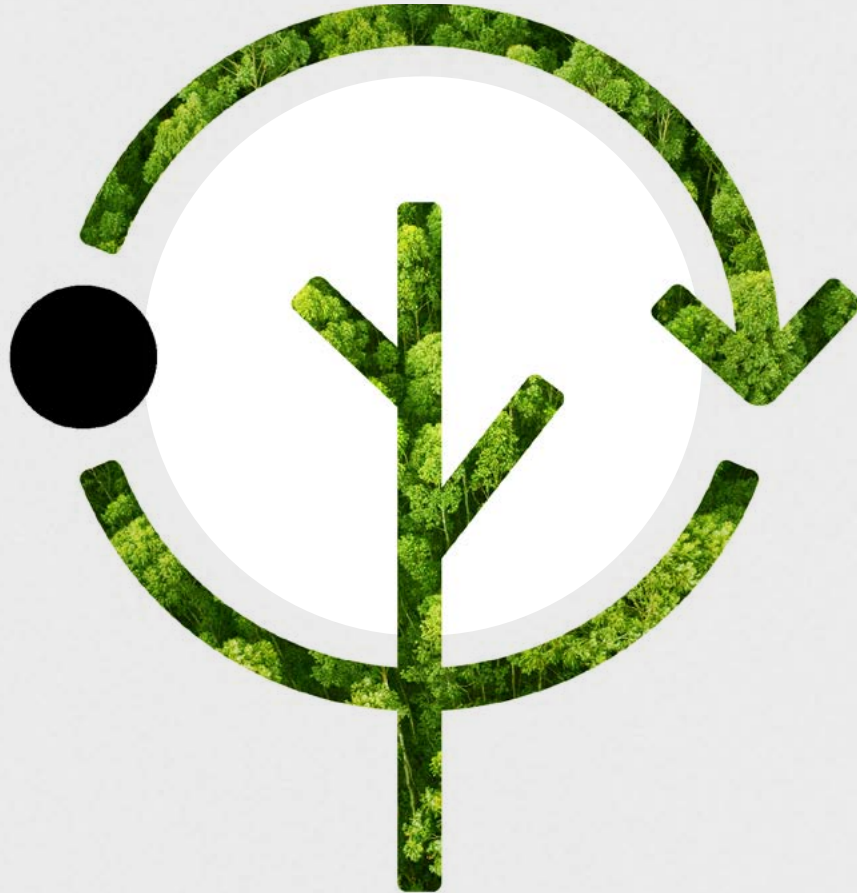
In addition, corresponding opportunities were identified in the categories of resource efficiency and energy sources (such as incorporating new technologies and operational measures), products and services (development of technologies for efficient operations management; services responding to demand for more sustainable travel, such as multimodal hubs and sustainable tourism; and low-emission services), markets and resilience (greater access to sustainable finance and promotion of sustainable aviation fuels through collaborations with key aviation partners).

Renewing Aena's own fleet through electrification and the use of alternative fuels such as HVO can reduce operating costs, decrease dependence on fossil fuels and strengthen resilience against energy-market volatility. In parallel, rollout of the photovoltaic plan supports renewable generation for self-consumption, improves supply stability and reduces emissions.

Likewise, developing technologies for efficient airport operations management—aligned with initiatives such as SESAR and ACDM—optimises planning, reduces delays, lowers emissions and strengthens Aena's leadership in innovation and sustainability. Aena can also enhance competitiveness through services oriented towards more sustainable travel, such as multimodal centres that integrate different transport modes and facilitate low-emission mobility, together with the deployment of electric charging points at airports to support the transition towards Net Zero ground transport.

Finally, promoting sustainable aviation fuels (SAF) through the strategic alliances in which Aena participates strengthens the sector's decarbonisation, opens up new business opportunities and positions Aena as a key actor in aviation's energy transition.





5 MONITORING OF THE 2025 CLIMATE ACTION PLAN

Our commitment to decarbonisation is strengthened in 2025 thanks to the favourable progress of the targets achieved.



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Metrics, targets and emissions performance

Aena calculates its carbon footprint, the scope of which includes: airports in the Spanish airport and heliport network, the International Airport of the Region of Murcia and the Company's corporate headquarters, in order to assess the impact of its activity on climate change, monitor the evolution of its environmental performance in relation to climate change, and evaluate the effectiveness of the measures adopted to tackle climate change.

To calculate 2025 emissions, in force emission factors were used; these are updated each year. In this respect, it should be noted that Aena's emissions certification is carried out under the annual Airport Carbon Accreditation programme for its main airports, covering approximately 95% of the network's annual emissions since 2020.

In addition to this certification, the 2025 carbon footprint (Scopes 1, 2 and 3) was verified with limited assurance, in accordance with UNE-EN ISO 14064-3:2019 and in compliance with all GHG Protocol calculation criteria.

In this respect, Scope 2 emissions were calculated using the market-based approach, which considers the residual electricity mix for non-renewable energy, with a zero emission factor for electricity from renewable sources with guarantees of origin

Greenhouse gas emissions (Scopes 1, 2 and 3) (tCO₂e)

	2019	2020	2021	2022	2023	2024	2025	Reduction 2025 vs 2019
Scope 1 emissions	22,770	17,113	16,793	17,805	14,309	12,668	14,248	37.4%
Scope 2 emissions	113,861	26,199	31,871	26,990	26,263	27,717	20,782	81.7%
Scope 3 emissions	3,866,448	1,870,884	2,255,476	3,280,638	3,375,955	3,468,233	3,568,752	7.7%

Note: CO₂ equivalent (tCO₂e) is a universal metric used to express, in CO₂ terms, the equivalent impact of each greenhouse gas relative to its global warming potential.



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Scopes 1 and 2

Description of Scope 1 and Scope 2 categories in Aena's footprint:

The Scope 1 and 2 categories included 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, the fire service or fleet vehicles..



Scope 2 emissions:

Indirect emissions from the generation of purchased electricity or thermal energy used at airports.

Aena's energy consumption

Greenhouse gas emissions are calculated based on the organization's consumption of fuels, electricity, and purchased thermal energy.

Aena energy consumption (GJ)

	2019	2020	2021	2022	2023	2024	2025	Variation 2025 vs. 2019
Fuels (Scope 1)								
Diesel	175,238	128,154	131,276	136,081	112,248	107,938	128,429	-26.71%
Petrol	2,297	1,907	1,973	1,886	1,340	984	820	-64.30%
Natural gas	164,590	132,092	120,498	133,503	122,635	96,553	91,032	-44.69%
Propane	851	551	796	624	389	957	1,346	+58.17%
Kerosene	2,661	1,501	2,314	1,544	820	887	920	-65.43%
Biofuels	-	-	-	-	9,628	12,560	43,412	-
Subtotal	345,637	264,205	256,857	273,637	247,060	219,879	265,959	-23.05%
Purchase of electricity and thermal energy (Scope 2)								
Electricity	3,447,151	2,591,629	2,884,816	3,346,497	3,433,570	3,451,209	3,623,907	+5.13%
Heating / Cooling	623,144	522,762	605,602	620,436	606,099	645,695	443,845	-28.77%
Subtotal	4,070,295	3,513,095	3,490,418	3,966,933	4,039,669	4,096,904	4,067,752	-0.06%
Total Scope 1 + 2	4,415,932	3,378,596	3,747,275	4,240,570	4,286,729	4,316,783	4,333,711	-1.86%

Note: Greenhouse gas emissions are calculated from the consumption of fuels, electricity and purchased thermal energy. In 2025, biofuel purchases include biomethane.



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Scope 3

Aena is aware that airports are responsible for only a small share of the sector's emissions. For this reason, Aena seeks to act as a driver of transformation across the sector by promoting collaboration and the deployment of innovative solutions with all key stakeholders, such as airlines and ground handling companies, as well as employees and passengers. The decarbonisation pathway therefore also requires reducing Scope 3 emissions by engaging third parties.

Applicable Scope 3 categories are calculated in accordance with the GHG Protocol categories, as follows:

- **Purchased goods and services:** Upstream emissions from the production of goods and services purchased or acquired by Aena.
- **Capital goods:** Emissions associated with the life cycle of capital goods purchased or acquired (fixed assets, property and equipment).
- **Fuel- and energy-related activities:** Includes emissions related to the production of the energy or fuels purchased and consumed during the reporting period that have not been included as part of the carbon footprint in Scopes 1 and 2 (emissions from fuel use and electricity consumption). Scope 1 includes the use of fuels from owned or controlled sources. Scope 2 includes emissions derived from the use of fuels to generate purchased and consumed electricity, steam, and heating/cooling.
- **Waste generated in operations:** Emissions from disposal and treatment of waste generated in operations (solid waste and wastewater).
- **Business travel:** Emissions from employee travel for business purposes using Aena-owned vehicles or third-party transport (aircraft, train, bus, etc.).

- **Employee commuting (home-work-home):** Emissions associated with employee commuting by car, bus, train or metro.
- **Assets leased by the organisation:** Emissions associated with the operation of assets leased by Aena that are not included in Scopes 1 and 2 (equipment outside Aena's operational control).
- **Downstream transportation and distribution:** Emissions from passenger travel to/from airports and the distribution of goods to the nearest transport node.
- **Use of services provided by the organisation:** For airlines and handling agents, this includes emissions from the landing and take-off cycle (LTO), auxiliary power units (APU) and handling activity. Passenger use of services is included in Scopes 1 and 2 as it corresponds to the use of facilities (lighting, HVAC, water, etc.).
- **Investments:** Emissions associated with investments made in international affiliates in 2025.

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

In addition, as set out in the Community and Sustainable Value Chain programme and as established in the Climate Action Plan, in 2026 Aena will offset 100% of emissions generated in 2025 by employee travel (1,495 tCO₂e) through verified sustainable projects.



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Scope 3 emissions by category (tCO₂e)

	2019	2020	2021	2022	2023	2024	2025	
Purchased goods and services	364,289	211,438	242,184	325,126	398,008	300,894	321,805	
Capital goods	388,463	416,448	356,485	254,361	204,687	116,734	142,608	
Fuel- and energy-related activities (not included in Scopes 1 or 2)	38,730	5,298	9,690	12,228	12,469	12,327	11,332	
Waste generated in operations	15,717	7,298	3,548	4,922	5,750	7,389	6,460	
Business travel	3,949	2,661	1,760	2,195	1,186	1,351	1,495	
Employee commuting	3,367	1,275	2,523	2,036	6,486	7,008	8,179	
Leased assets	37	No material	38	88	128	76	41	
Downstream transportation and distribution	611,323	143,885	130,742	638,907	384,554	410,361	399,465	
Use of services provided	LTO cycle	2,327,368	1,019,117	1,431,664	1,859,373	2,179,148	2,479,100	2,572,674
	APU	58,490	22,577	31,438	51,371	57,510	64,128	66,626
	Handling	30,754	18,288	19,485	32,164	30,290	25,091	18,223
Investments	23,960	22,600	25,918	97,908	95,739	43,774	19,842	
TOTAL SCOPE 3	3,866,448	1,870,884	2,255,476	3,280,638	3,375,955	3,468,233	3,568,752	



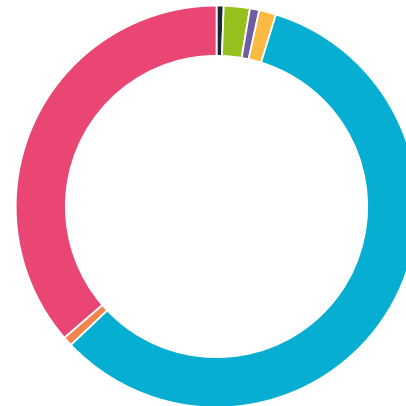
Scope 1 reductions versus 2019 reached 37.4%, driven by mitigation and efficiency measures linked to lower energy use in facilities, increased shares of electric vehicles, HVAC efficiency measures and the purchase of biofuels.

Scope 2 emissions reductions in 2025 versus 2019 reached 81.7%, mainly due to the purchase of 100% renewable electricity with guarantees of origin and lower natural gas consumption by the trigeneration plant operated by a third party at Adolfo Suárez Madrid-Barajas Airport.

Despite the increase in traffic, Scope 3 footprint reductions versus 2019 reached 7.7% in 2025, driven by a more sustainable handling fleet and reductions in the categories of purchased goods and services, capital goods, fuel- and energy-related activities, waste generated, business travel and downstream transportation and distribution, combined with collaborative initiatives implemented with third parties during 2025.

Contribution of emissions in 2019 (tCO₂e)

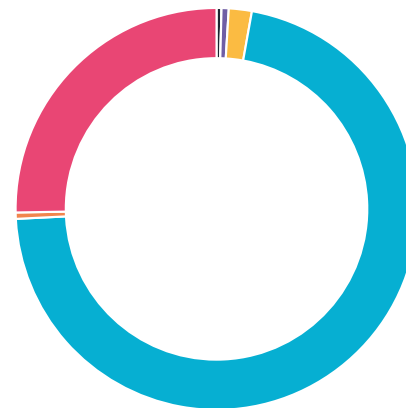
Our carbon footprint in 2019



- Scope 1. Fuels: 22,770
- Scope 2. Electricity: 83,790
- Scope 2. Heating and Cooling: 30,071
- Scope 3. APUs: 59,490
- Scope 3. LTO Cycle: 2,327,369
- Scope 3. Handling: 30,754
- Scope 3. Others: 1,453,836

Contribution of emissions in 2025 (tCO₂e)

Our carbon footprint in 2025



- Scope 1. Fuels: 14,248
- Scope 2. Electricity: 0
- Scope 2. Heating and Cooling: 20,782
- Scope 3. APUs: 66,626
- Scope 3. LTO Cycle: 2,572,674
- Scope 3. Handling: 18,223⁴
- Scope 3. Others: 911,229



Carbon offsetting criteria and projects

When purchasing voluntary carbon credits to offset emissions, Aena applies the criteria defined in the Airport Carbon Accreditation program of ACI EUROPE. In addition, in order to ensure positive environmental impact and social integrity, offset projects must provide co-benefits and contribute to one or more of the United Nations Sustainable Development Goals (SDGs).

Finally, credits must be registered in recognised programmes or standards accepted by the Airport Carbon Accreditation programme of ACI EUROPE, such as:

- *Verified Carbon Standard.*
- *Gold Standard.*
- *Climate Action Reserve.*
- *American Carbon Registry.*

In the first half of 2026, Aena acquired the carbon credits corresponding to emissions from employee travel in Spain in 2025 (1,495 tCO₂e). In addition, Aena had planned to offset 8% of its total Scope 1 and 2 emissions; however, because more emissions were reduced than expected in 2025, it was only necessary to offset 6% of total emissions (8,198 tCO₂e) relative to Scope 1 and 2 emissions in 2019.





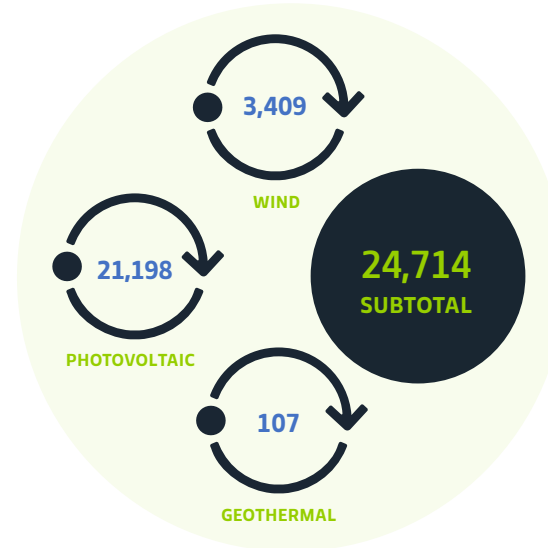
2025 targets and actions to reduce Scope 1 and 2 emissions

CARBON NEUTRALITY PROGRAMME

In 2025, the committed emission reduction target (72%) was exceeded by 2.4 percentage points, reaching a total reduction of 74.4%. As a result, a smaller quantity of carbon credits was needed to offset emissions for Scopes 1 and 2.

During the year, Aena maintained the purchase of 100% renewable electricity with guarantees of origin, both for Aena's own consumption and for tenants and other companies operating at the airports.

RENEWABLE ENERGY GENERATED IN AENA FACILITIES (GJ)



In 2025, 24,714 GJ of renewable energy was produced in Aena's own facilities, including thermal energy produced by the geothermal plant at Reus Airport. Following the redefinition of the electricity strategy in 2023 and the new renewables production objective, driven by grid-capacity issues that constrained new grid-connected renewables projects, the development of the photovoltaic plan progressed as planned. In addition, in 2025 Aena worked on planning new photovoltaic plants for pure self-consumption without grid connection and on studying the feasibility of storing photovoltaic surplus.



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Electricity strategy

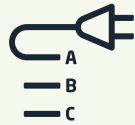
Aena's electricity strategy, redefined in 2023, is based on four pillars:



PHOTOVOLTAIC PLAN AND OTHER RENEWABLE INSTALLATIONS

11 plants with guaranteed access and grid connection in 9 airports, plus 3 plants without grid connection for pure self-consumption in 3 airports.

In 2029:
~ 285 MWp (*)
~ 51% (*)



10-YEAR FINANCIAL POWER PURCHASE AGREEMENT (PPA)

collaboration with renewable producers, financing and stabilising investment in exchange for specific guarantees of origin at a fixed price. Purchase of renewable energy with a certificate of guarantee of origin until 100% is reached

100%. From 2026 onwards:
15-20% (*)



PURCHASE OF RENEWABLE ENERGY WITH GUARANTEES OF ORIGIN TO REACH

Purchase of renewable energy with a guarantee of origin certificate up to complete 100%



FUTURE ENERGY STORAGE SOLUTIONS

Feasibility analysis to store surplus energy in batteries to increase installed capacity and improve resilience and independence from the electricity grid.

100% green energy

* Percentages calculated based on the 2019 consumption: 952 GWh/year



Photovoltaic plan. Renewable installations and capacities (2025)

Planned plants with grid connection	Airport	Peak capacity (MW)	Production (GWh/year)
	AS Madrid-Barajas (142)	142	243
AS Madrid-Barajas (47)	47	79	
JT Barcelona-El Prat	13	19	
Reus	15	25	
La Gomera	1	2	
Zaragoza	6	10	
Málaga-Costa del Sol	6	11	
Valencia	28	43	
Son Bonet	19	29	
Jerez	35	57	

Planned off-grid self-consumption plants	Airport	Peak capacity (MW)	Production (GWh/year)
	AS Madrid-Barajas (7.5)	8	12
Alicante -Elche Miguel Hernández	3	4	
Palma de Mallorca	5	8	

Other renewable installations and capacities (2025)

Plants in operation	Airport	Peak capacity (kW)	Production (MWh/year)
	César Manrique-Lanzarote	879	1,045
Fuerteventura	1,034	1,554	
Gran Canaria	620	734	
Tenerife Sur	1,034	1,457	
Menorca	543	816	
Alicante -Elche Miguel Hernández	30	50	
Valencia	20	27	
Madrid-Cuatro Vientos	17	15	
AS Madrid-Barajas	75	86	
Ibiza	62	69	
La Palma	70	36	
La Palma (eólica)	660	947	

The following progress has been made throughout the year 2025:

Photovoltaic plan and other renewable installations

In 2025, Aena's photovoltaic plan progressed significantly in administrative processing and in the development of projects across the airport network. The year was characterised by three main milestones: completion of construction of the 142 MWp plant at Adolfo Suárez Madrid-Barajas Airport, obtaining its definitive Operating Administrative Authorisation; the regulatory boost from Royal Decree 997/2025, which streamlines these procedures; and consolidation of a renewable generation volume that, by year-end, enables coverage of at least 51% of Aena's 2019 electricity consumption if all plants under processing are considered.

Key milestones in 2025

The solar plant at Adolfo Suárez Madrid-Barajas Airport (142 MWp) was the flagship project. Construction was completed in mid-2025, and in November 2025 it obtained the definitive Operating Administrative Authorisation, leaving it ready to enter service in the first half of 2026.

This is the largest photovoltaic plant built to date at a European airport, with an estimated production of 243 GWh/year, representing 25.5% coverage of Aena network annual electricity consumption (2019 base).

During 2025, work continued under the photovoltaic plan through construction activities, project drafting, permit applications and posting the required guarantees. Specifically, construction continued for the 12 MWp plant at Josep Tarradellas Barcelona-El Prat Airport and the 15 MWp plant at Reus Airport. Construction authorisations were also obtained for the plants at Málaga-Costa del Sol (7 MWp) and Zaragoza (6 MWp). Project and construction contracts were initiated for La Gomera (two plants of 0.6 MWp) and Valencia (28 MWp), and procurement processes began for the award of project and construction for another 47 MWp photovoltaic plant at Adolfo Suárez Madrid-Barajas Airport.

Considering the above, by 2029 the deployment of Aena's photovoltaic plan will enable the target of 51% to be achieved. In addition, new plants—most of them off-grid self-consumption plants—are being planned at several airports, which could potentially increase the percentage of renewable energy production, including Alicante, Palma de Mallorca, Ibiza, Tenerife Sur, Barcelona, Seville, Fuerteventura and Lanzarote.



- Financial PPA:** In 2025, the financial energy PPA contract was signed for an amount of 43.8 GWh, which will be implemented in 2026 and remain in force until 2035. Likewise, during 2025, work was carried out to prepare the documentation for tendering an additional 120 GWh through this mechanism in 2026, for consumption during the period from 2027 to 2036. The aim is to combine it with a wind-generation profile so that, starting in 2027, between 15% and 20% of total electricity consumption can be covered.
- 100% renewable electricity with guarantees of origin:** Requirements were incorporated into electricity supply contracts to guarantee that 100% of electricity consumed by Aena is of renewable origin. Since 2020 Aena has purchased 100% of electricity consumed at its airports with renewable guarantees of origin, and this was maintained for the sixth consecutive year in 2025.
- Future energy storage solutions:** Additionally, during 2025, work continued on analyzing potential future energy storage solutions, on the one hand to increase installed capacity by decoupling the plants from the electrical grid through the storage of surplus energy at the AS Madrid-Barajas and Seville airports, and on the other hand to equip our airports with the necessary technology to provide continuous power supply to critical loads in the event of an electrical outage at the AS Madrid-Barajas airport. A solution has been developed, through the installation of back-up batteries, for the provision of continuous power supply to the critical loads at AS Madrid-Barajas Airport. This solution will, in the future, make it possible to discontinue the continuous-operation mode of the airport's cogeneration plant, which is currently responsible for supplying continuous power in the event of an electrical supply outage.



Photovoltaic plant at AS Madrid-Barajas Airport



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Thermal energy strategy

The roadmap defined in 2023 for thermal energy supports reducing emissions and meeting the commitment to reach Net Zero in 2030. This line of action is mainly aimed at reducing Aena's own Scope 1 emissions associated with fossil fuel use in HVAC systems, as well as Scope 2 emissions linked to the trigeneration plant operated by a third party at Adolfo Suárez Madrid-Barajas Airport.

Using renewable sources for thermal generation across Aena airports is an opportunity to improve environmental performance, increasing sustainability, efficiency and adaptability. The objective is that, by 2030, all thermal energy consumed at Aena airports will come from renewable sources.

The strategy is structured around two fundamental axes:

1. SUSTAINABLE HEATING AND COOLING

Deployment of renewable thermal production technologies combined with electricity of renewable origin:

- Geothermal
- Aerothermal
- Electric chillers
- Electric boilers

The introduction of geothermal and aerothermal systems will reduce both emissions and energy demand at airports, thanks to their high energy efficiency





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2. RENEWABLE FUELS AND GASES

- Progressive replacement of natural gas with biomethane or biogas with renewable guarantees of origin
- Replacement of heating diesel with sustainable diesel (HVO)
- Sustainable HVAC

During 2025, Aena has continued to make progress in transforming its thermal systems towards solutions that are completely free from fossil fuels, combining the electrification of air conditioning, the implementation of renewable technologies, mainly geothermal and aerothermal energy, and the acquisition of sustainable fuels as a transitional step until 2030.

Progress in sustainable heating and cooling in AS Madrid- Barajas, Palma de Mallorca and JT Barcelona-El Prat airports

In Palma de Mallorca Airport, replacing natural gas with aerothermal systems enabled close to a 90% reduction in gas consumption versus 2019 in 2025, consolidating emissions reductions in modules B, C and D. In parallel, the scope definition for an aerothermal system for the passenger terminal was completed; tendering is planned for the first quarter of 2026.

In Josep Tarradellas Barcelona-El Prat Airport, during 2025, work was carried out to define the solution to tender, in 2026, the works to install aerothermal systems in Terminal 1. Work also began to prepare for the future replacement of Terminal 2 boilers with aerothermal systems. Both tenders are planned for the first quarter of 2026.

In Adolfo Suárez Madrid-Barajas Airport, during 2025, the scope definition was completed to tender, in 2026, the airport geothermal project and works. In addition, 2025 saw the start of operation under the new trigeneration plant management contract, which includes sustainability criteria and envisages investments to reduce dependence on gas. The cogeneration plant, one of the main emission sources at the airport, adjusted its operating regime in 2025 to cover thermal demand and provide continuity power in case of grid outage, enabling a 34% reduction in natural gas consumption versus 2019. The transition is pointed towards a model in which geothermal together with electric chillers and electric boilers hybridised with photovoltaic generation will be the main renewable producer. In 2025, works began on electrification and installation of electric chillers and boilers, with commissioning planned for late 2026. The residual fraction of gas used by the plant will be progressively replaced by biomethane, eliminating fossil natural gas use.

Sustainable heating and cooling at rest of the network

In 2025, feasibility studies were completed to extend geothermal and/or aerothermal solutions to the rest of the network. After analysing different alternatives (aerothermal, geothermal, biofuels, etc.), geothermal was preliminarily identified as the most optimal solution. Feasibility studies were carried out for Santiago-Rosalía de Castro, Asturias, Pamplona, Vigo, Bilbao, San Sebastián, Girona-Costa Brava, Vitoria and Valladolid. The basic geothermal project for Santiago-Rosalía de Castro was also completed to replace the current diesel boilers with geothermal energy.



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Renewable fuels and gases

As a complement to electrification and renewable thermal solutions, in 2025 progress was also made in replacing fossil fuels by progressively incorporating sustainable fuels. During the year, 12,059 MWh of biomethane guarantees of origin, certified under the ISCC EU scheme, were acquired to replace natural gas consumed in boilers at Josep Tarradellas Barcelona–El Prat Airport. This action avoided around 2,200 tCO₂e, contributing significantly to the overall reduction of direct thermal emissions.

Sustainable fleet

In 2025, Aena continued purchasing electric fleet vehicles. As of year-end 2025, Aena had 76 electric cars and 175 electric vans, plus 13 hybrid cars, meaning that 58% of its car and van fleet is electric. In 2025, work also progressed to transition the current diesel shuttle buses at Adolfo Suárez Madrid–Barajas and Josep Tarradellas Barcelona–El Prat towards electric shuttles; a contract was awarded to provide the service with 100% electric vehicles during 2026–2027.

Energy efficiency

During 2025, Aena continued implementing measures to optimise airport energy consumption, aligning demand with real operations and further modernising lighting and HVAC systems. Energy consumption per passenger decreased by 16% compared to 2019, reaching 3.74 kWh/passenger, significantly below the 2030 target (9% reduction vs 2019). This decrease was reinforced by vehicle and equipment electrification, replacement of halogen luminaires with LEDs in terminals, apron and airfield lighting, HVAC improvements, building renovations and envelope improvements, optimization of lighting systems and operational adjustment of the cogeneration plant. In addition, fuel consumption in boilers decreased by 22% versus 2019 thanks to HVAC efficiency measures.

1. LEDs

During 2025, Aena has continued to promote the lighting renovation plan throughout the airport network, with the aim of reducing energy consumption, improving the efficiency of the facilities, and reducing operating and maintenance costs in the medium and long term. The progress of this action is reflected both in the terminal buildings and in the operational areas of the airfields and aprons.





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Terminal buildings

In the area of terminal buildings, a steady pace of replacing luminaires with LED technology has been maintained in public areas. As of December 2025, the level of LED luminaire implementation reaches approximately between 60% and 63% of the planned area, representing a significant improvement compared to the 54% recorded in the previous year.

Similarly, work has continued on drafting the projects corresponding to the public areas of the terminals. By the end of 2025, progress in this planning phase reaches around 85%, and full completion (100%) is expected during 2026, which will enable the launch of new tenders to complete the comprehensive renovation of lighting in the terminal buildings.

Airfield lighting

53% of conventional luminaires were replaced by LED luminaires, reducing energy consumption and improving lighting uniformity.

Apron areas

Replacement of conventional luminaires with LED technology reached 33% by the end of 2025, supporting reductions in electricity consumption associated with surface operations. These actions will make it possible to continue advancing in the reduction of electricity consumption associated with ground operations.

2. Technology upgrades and demand control

Across 2025, numerous efficiency projects were implemented throughout Aena's airport network, focusing mainly on improvements to HVAC systems, envelope renovations and lighting modernisation. Projects included replacing obsolete equipment with higher-performance solutions, integrating new control systems, installing more efficient heat pumps, optimising ventilation in terminal buildings, control towers, technical blocks and airport dependencies, installing presence sensors, and automating indoor and outdoor lighting. These actions were deployed in airports such as Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat, Alicante-Elche Miguel Hernández, Ibiza, Fuerteventura, Santiago-Rosalía de Castro, Menorca and Valencia, among others, reducing electrical and thermal consumption through updated equipment, more efficient technologies and improved energy behaviour of facilities.

3. Energy management platforms

In parallel, Aena continued the progressive deployment of energy management platforms in the highest-traffic airports. Airports that will incorporate advanced energy management systems are: Madrid, Barcelona, Palma de Mallorca, Málaga, Alicante, Tenerife Sur, Gran Canaria, Ibiza, Seville, Valencia and Santiago. Following the commissioning of the platform at Adolfo Suárez Madrid-Barajas, technical work continued in 2025 so that Josep Tarradellas Barcelona-El Prat will have this tool in 2026.

During 2025, documentation was prepared to tender in 2026 the contracts for the deployment of energy platforms in these airports, including artificial-intelligence systems that will automatically optimise setpoints, valve operation, meter reading and the management of HVAC sensors.



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2025 targets and actions to reduce Scope 3 emissions

COMMUNITY AND VALUE CHAIN AND SUSTAINABLE AVIATION PROGRAMMES

The main actions aimed at reducing Scope 3 emissions are framed within the Climate Action Plan programmes: Sustainable Aviation and Community and Value Chain. These programmes focus on positioning Aena as a catalyst for other aviation-sector stakeholders to accelerate decarbonisation, promoting sustainable mobility to and from airports, and proactive collaboration with the supply chain and the community.



In 2025, Scope 3 emissions were reduced by 7.7% compared to 2019.

The Scope 3 categories that achieved the greatest reduction in 2025 compared to 2019 were:

- Procurement of goods and services, a reduction of 11.66%.
- Capital goods, a reduction of 63.29%.
- Activities related to energy extraction and generation, a reduction of 70.74%.
- Waste generated, a reduction of 58.90%.
- Business travel, a reduction of 62.15%.

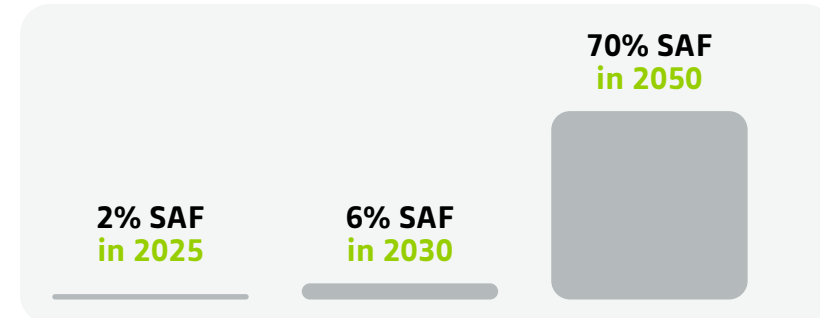
The following is a summary of the main actions carried out during the 2025 fiscal year that have contributed to reducing Scope 3 emissions:

Sustainable aviation fuels (SAF)

The EU ReFuelEU Aviation Regulation establishes the obligation to incorporate minimum—and progressively increasing—quantities of sustainable aviation fuels (SAF) into aviation fuel supply, recognising SAF and electrofuels (e-fuels) as the only currently technologically viable route to decarbonise aviation in the short and medium term.

Key provisions of the regulation include:

1. **Obligations for fuel suppliers:** ensure that all fuel supplied to air operators at “Union Airports” includes a minimum share of SAF from 2025 and, from 2030, also a minimum share of synthetic fuel. Both shares increase progressively through to 2050.



In addition, from 2030, 1.2% of fuel must be synthetic, increasing to 35% in 2050.

2. **Obligations for air operators:** ensure that, at each EU airport where they operate, fuel uplift represents at least 90% of what they consume annually to avoid “tankering” (over-refuelling), which increases emissions due to excess weight.
3. **Obligations for airport operators:** airports must facilitate airlines’ access to SAF.

In the context of the RefuelEU Aviation Regulation, an airport is considered to fall within its scope when it meets the criteria defined for being a “Union Airport,” i.e., when it handles at least 800,000 passengers per year or 100,000 tons of cargo per year, according to the thresholds established in Article 3 of the Regulation, excluding the outermost regions. In 2025, 21 Aena airports will fall within the scope of the Regulation, excluding the outermost regions. By 2030, 25 Aena airports will fall within the scope of the Regulation, excluding the outermost regions.



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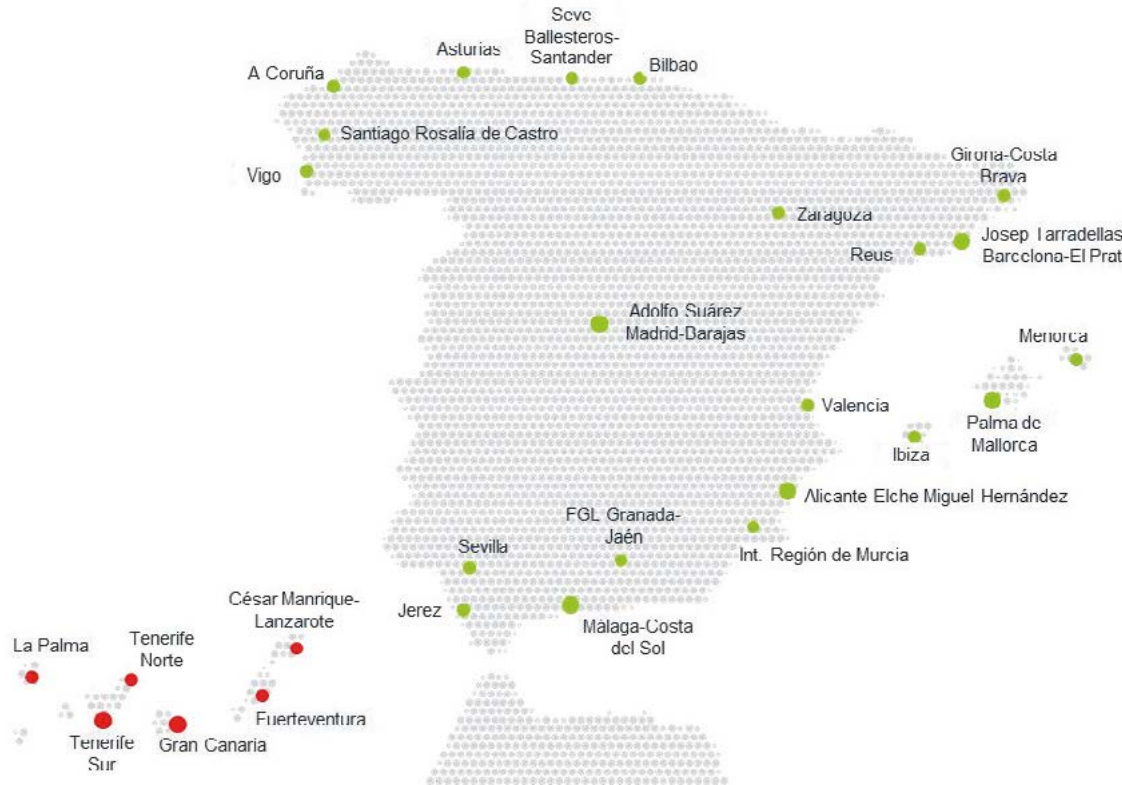
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- Airports with $\geq 800,000$ passengers or $\geq 100,000$ tons of cargo included within the scope of Refuel
- Airports with $\geq 800,000$ passengers, but located in an outermost region (excluded)

Aena airports have fuel supply systems that are fully prepared for the distribution of SAF, ensuring that the refueling obligation can be met without operational limitations.

Provisional data on aviation fuel (kerosene) consumption at these 21 airports in the Aena network included within the scope of application of the 2025 regulation amounts to 8 billion liters, meaning that the 2% applicable to 2025 represents 161 million liters of SAF consumed in Spain.

With regard to Aena's LTO cycle emissions, it has been calculated that during 2025, 22,190 tons of CO₂ have been avoided due to the introduction of SAF in these airports.

ReFuelEU Aviation Annual Technical Report 2025 (EASA) Key messages

The first ReFuelEU Aviation Annual Technical Report (October 2025), based on 2024 data as a preliminary exercise before official application of Regulation (EU) 2023/2405, shows that the European SAF market is still in an early stage but growing quickly. In 2024, 17 Member States had production facilities or projects (up from 12 the previous year).



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2025 Report

ReFuelEU Aviation Annual Technical Report

2024 in review

Fuente EASA: <https://www.easa.europa.eu/en/document-library/general-publications/refueleu-aviation-annual-technical-report-2025>

However, the development of synthetic fuels (e-SAF) is lagging behind: no large plant has reached Final Investment Decision, putting the 2030 sub-target at risk. Supply is highly concentrated: fewer than ten suppliers provide 80% of SAF, and five countries—Spain, France, the Netherlands, Germany and Sweden—produce 99% of the volume.

For Spain, the report highlights that the country is consolidating its position as one of Europe's SAF leaders, thanks to experience since 2020, a growing industrial ecosystem and several relevant projects underway, positioning Spain as a benchmark in the aviation energy transition.



AST White Paper on SAF

In October 2025, the Spanish Alliance for Sustainability in Air Transport (AST), of which Aena is part and in which it participates in the Steering Council, published the SAF White Paper. Its purpose is to serve as a strategic, technical and outreach document to guide SAF deployment in Spain and facilitate its central role in aviation decarbonisation.



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The report highlights that Spain has strong potential to become a European leader in SAF production, thanks to several key factors:

- Availability of sustainable biomass (54.78 Mt/year) from agricultural, forestry and urban waste, suitable for advanced production pathways.
- A highly competitive renewable energy ecosystem—particularly solar and wind—enabling green hydrogen production at lower cost than the European average, a key input for synthetic fuels (e-SAF).
- Robust logistics infrastructure with more than 4,000 km of pipelines and interconnected terminals.
- A mature and adaptable refining industry.

Overall, these conditions position Spain as a solid candidate to become a SAF production and export hub in southern Europe, strengthening energy autonomy and contributing decisively to European climate objectives.

Hydrogen

The availability of green hydrogen is essential to decarbonise aviation, as it is a key enabler for the production of synthetic fuels (e-fuels), whose development and scale-up depend directly on sufficient supply of this energy vector. The European Commission included explicit synthetic fuel supply obligations in the ReFuelEU Regulation to contribute to the maturity of related production technologies.

In addition, hydrogen can be used directly as a refuelling sustainable fuel. For Aena, a key challenge is to design airport logistics for hydrogen, considering strict safety requirements, transport needs—both in gaseous form for ground vehicles and liquid form for aircraft—liquefaction processes, and alternative ways to ensure availability at each airport. Reliable forecasts for the progressive introduction of hydrogen-powered aircraft and ground vehicles by airlines and handling companies are essential. It is also expected that different sustainable technologies will coexist at airports, requiring diverse and adapted logistics solutions.

In 2025, intensive work was carried out within **the Spanish Alliance to promote the use of green hydrogen in aviation**, in which Aena participates as a member of the Steering Council. Together with key stakeholders—manufacturers, airlines, hydrogen companies and technology centres—work is ongoing to identify challenges and barriers and to find solutions enabling hydrogen aircraft to enter service realistically and safely.

Aena's participation, representing ACI Europe, in the **Alliance for Zero Emission Aviation (AZE)** promoted by the European Commission is also notable; this initiative aims to prepare the market and industry for the arrival of zero-emission aircraft (electric or hydrogen) and to promote coordination among stakeholders to facilitate future operations..

Efficiency in aircraft operations

Aena works collaboratively with ENAIRE, the air navigation service provider, defining solutions to achieve lower-emission air transport in Spain. Aena incorporates in service contracts not only targets and indicators focused on emission reductions, but also other requirements aimed at improving broader environmental performance.

Aena continues to promote the deployment of A-CDM and Advanced Towers, as well as actions to optimise taxi-in efficiency. The Aena network currently has A-CDM systems at five airports and Advanced Towers at ten.

The average additional taxi-out time recorded at the five highest-traffic Spanish airports (Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat, Gran Canaria, Palma de Mallorca and Málaga-Costa del Sol) remained below the average of the five main European airports.

In comparison to average additional approach time (ASMA), Barcelona-El Prat, Madrid-Barajas and Málaga-Costa del Sol were below the average of the five major European airports in 2025, while Gran Canaria was slightly above.



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Sustainable ground handling fleet

Transitioning third-party ground support equipment and vehicles to sustainable fleets is a key pillar of decarbonisation. In this area of action, Aena is deploying the necessary initiatives to ensure that this transition is possible and aligned among all ground handling service providers and the airports.

After the awarding in 2023 of the tender for ramp handling service licenses, in 2025 the Sustainable Ground Handling fleet reached 78.43%, surpassing the target set for that year (40%). Emissions from the Ground Handling fleet and boarding equipment in 2025 amounted to 18,223 tCO₂e, representing a 40.7% reduction compared to the base year 2019.

Likewise, in accordance with the established plan and with the aim of improving efficiency by reducing energy consumption, telemetry systems have been implemented in the ground handling vehicles at 15 airports. To meet the charging needs of this additional electric equipment, the number of installed electric chargers amounts to 1,756 airside charging points across Aena's airport network.

Finally, several handling agents are already using HVO sustainable diesel fuel in some of their equipment. As a result, the airside service stations at Adolfo Suárez Madrid-Barajas and Josep Tarradellas Barcelona-El Prat airports have been supplying HVO since 2025 for handling equipment and for any other equipment or vehicle wishing to use it.

Sustainable mobility

Throughout 2025, Aena continued to promote sustainable multimodal mobility, an essential element in decarbonising the overall passenger journey. Airports need to evolve into true intermodal hubs that enable efficient, sustainable and resilient door-to-door travel. Work continued on planning to strengthen connections to rail and high-speed rail stations, and on providing charging infrastructure required by the most sustainable ground transport modes in the airport environment.



In this respect, installation of electric vehicle charging points continued in network car parks for all airport users, consolidating the deployment of charging infrastructure across the airport network.

The network currently totals 4,699 charging points installed, distributed between landside and airside, supporting electrification of internal fleets, sustainable mobility of passengers and employees, handling electrification and other airport services.

This progress reflects Aena's firm commitment to decarbonization, operational efficiency, and the promotion of electric mobility in airport environments, positioning the company as a European benchmark in charging infrastructure for ground transportation associated with its airports.



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Innovative sustainability projects

In the second edition of Aena Ventures, Aena's startup accelerator programme aimed at addressing future airport challenges, a key challenge focused on strengthening sustainability and environmental performance of airport infrastructure ("Greener airport"). More than 500 proposals were received from 40 countries, of which 95 were submitted specifically for this challenge.

Among all proposed solutions, the initiative selected focused on developing a proof of concept for capturing CO₂ generated by fixed emission sources within the airport.

The pilot project consisted of installing a CO₂ absorption plant on the boilers at Josep Tarradellas Barcelona-El Prat Airport, enabling verification of the technical feasibility of this technology in a real airport environment.

After successfully validating the solution, in June 2025 a contract was formalised with the selected startup to deploy it. The objective is to have a CO₂ capture plant integrated in the boilers of Terminal T1 capable of recovering up to 98% of the CO₂ emitted in the exhaust gases from these installations. During 2025, engineering work was carried out, including the conceptual design of the future plant.

In addition, in 2025 a collaboration agreement was signed to carry out a pilot in Adolfo Suárez Madrid-Barajas Airport to evaluate an artificial-intelligence-based technological solution for improving and controlling HVAC systems. The solution is an intelligent HVAC control system capable of improving comfort, indoor air quality and energy efficiency in indoor spaces. Based on dynamic algorithms, it seeks to



balance complex variables such as temperature, humidity, air quality, occupancy and electricity consumption to predict indoor environmental conditions and provide greater comfort to users, both passengers and staff, while optimising the installation's energy consumption.

The project is estimated to deliver an additional energy saving of 7% compared with the current operating situation. Combined with measures already implemented at the airport, this could achieve approximately 27% energy savings in HVAC. The project, which was carried out throughout 2025, will conclude in February 2026.



Editorial production: Editorial MIC