Environmental statement 2025

AEROGROUND FLUGHAFEN MÜNCHEN GMBH

CONNECTING LIVES

Contents

Foreword

Dear Sir or Madam, dear readers,

As a subsidiary of Munich Airport GmbH, we are aware that economic activities always involve interventions in nature and the environment. That is why we consistently rely on comprehensive environmental protection concepts to minimize environmental pollution and to conserve resources. Our commitment to environmental protection and sustainability is reflected, among others, in our environmental policy.

In the annual environmental statement, we summarize what we worked on during the reporting year and what successes we had in achieving the group-wide environmental goal “NetZero”. It is our objective that the operation of the Munich Airport does no longer release any CO2 into the atmosphere by 2035 at the latest. To this end, the airport is implementing measures in the areas of energy supply, airport technical facilities, buildings and the vehicle fleet.

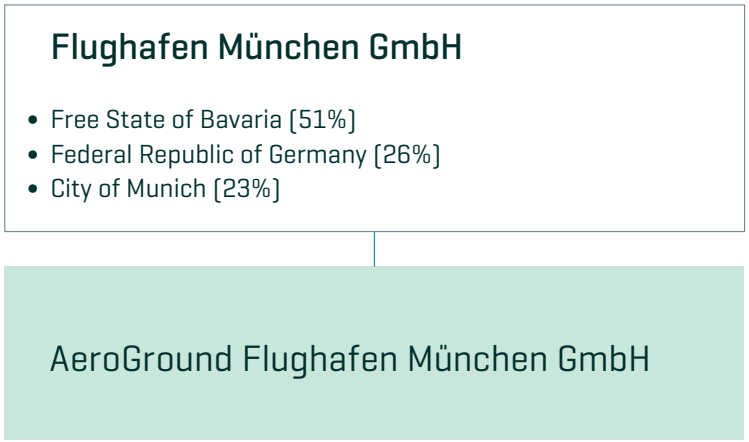
Our environmental management system complies with all requirements of the environmental standards DIN EN ISO 14001:2015 and EMAS VO (EG1221/2009), hereinafter referred to as ISO 14001/EMAS. This is how we systematically document and communicate the continuous development of the environmental management.

The management and all employees of AeroGround Flughafen München GmbH are committed to carry out their activities in accordance with the descriptions of the environmental management manual and the environmental management system.

David Konradi
Managing Director AeroGround FM GmbH

Brief portrait of AeroGround

AeroGround was created in 2011 through the merger of the ground handling divisions of FMG and mucground Services and it represents a joint venture with Munich Airport GmbH. As a wholly owned subsidiary of Munich Airport GmbH, it owns the unlimited handling license of FMG.



As a quality and full-service provider, AeroGround Flughafen München GmbH offers its customers an individual service portfolio. Safety, reliability and professional, integrated processes characterize AeroGround.

It offers landward services related to aircraft and baggage handling at Munich Airport (MUC). About 2,400 experienced employees handle over 100 customers in the aviation industry every year.

Our Services

Aircraft and baggage handling

Aircraft handling (passenger and cargo flights)

Loading and unloading of aircrafts

Baggage handling and sorting

Baggage transport

Transport services

Air and landward crew and passenger transport

Direct Transfer-Services, Terminal-Shuttle, Bus-Charter

Transport of unaccompanied children (UM)

Cargo transport

Fresh water and toilet service

Handling of central infrastructure

Stationary ground power supply

Aircraft air conditioning (PCA)

Operation of passenger boarding bridges

Staffing of bulky baggage stations

AeroGround Facts & Figures 2024

290.000

aircraft movements

Number

1

in MUC

Market share

94%

relating to aircraft movements

34 million

pieces of baggage

2.500

employees

AeroGround only

100

customers in the aviation industry

190

average MTOM in tons

40 million

passengers

by AeroGround Flughafen München GmbH including subcontracting of Swissport Losch

Organization of AeroGround

Managing Director
David Konradi

General Operations Manager AE(O)
Christian Fischer

Vice President Operation Control Center (AEC)
Vincenzo Pirozzo

Vice President Operation Support (AES)
Sophie Hitzelberger

Vice President Innovation & Data Analytics (AEI)
Dr.-Ing. Jan Evler

Vice President Human Resources (AEH)
Björn Licher (interim)

Executive Vice President Sales & Marketing (AEV)
Axel Feil

Vice President Finance (AEK)
Stefanie Scharf

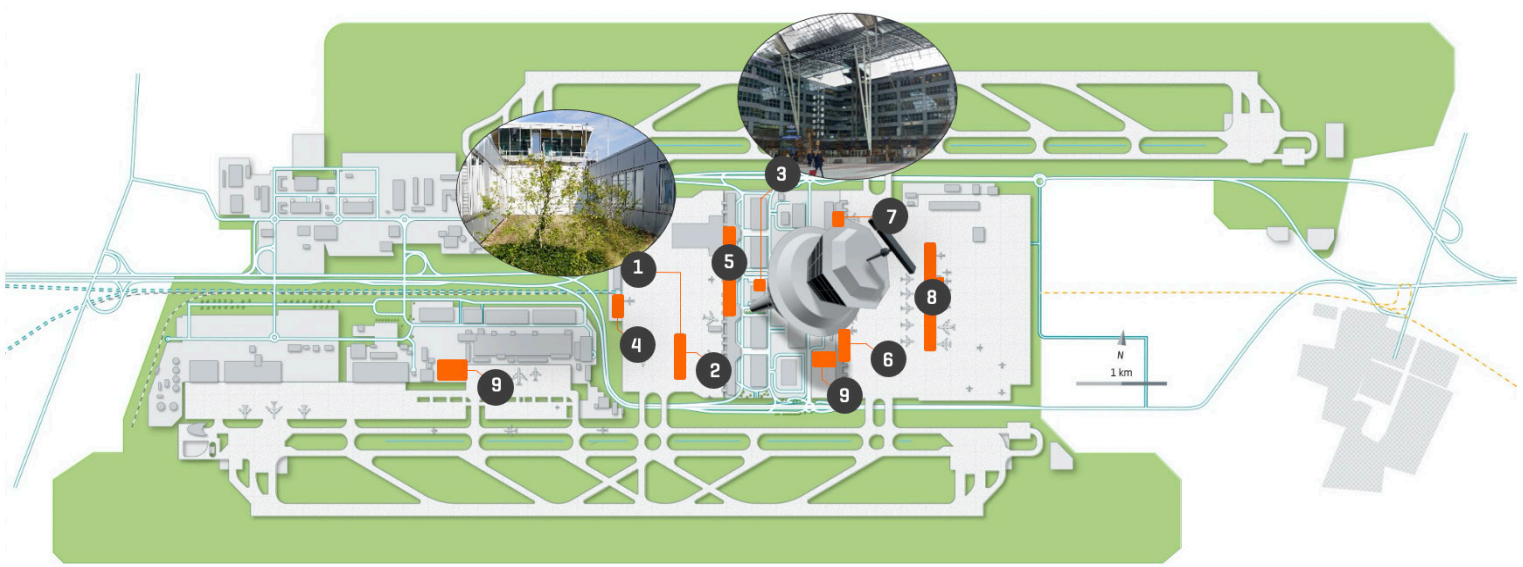
Vice President Ramp Handling (AEF)
Markus Reinschmidt

Vice President Baggage Handling (AEG)
Sven Ninow

Executive Vice President Transport Services (AET)
Tobias Sander

Buildings and premises

AeroGround uses the following operating sites (rented premises and areas):



1. **Apron station 2, administration:** Office space for management with meeting rooms on apron at T1 including scheduling transport service
2. **Apron station 2, equipment hall:** Hall for storage, charging and cleaning of equipment/vehicles with rooms for supply services and washing facility
3. **MAC administrative rooms:** 2 office spaces and 1 meeting room in the public area
4. **Apron station 4:** Rooms and areas for passenger transport
5. **T1 operating site:** Rooms and areas for aircraft and baggage handling including scheduling and cargo transport
6. **T2 office:** Rooms and areas for baggage handling including scheduling
7. **T2 pier facility:** rooms and areas for aircraft handling including scheduling
8. **SAT operating site:** Rooms and areas for aircraft and baggage handling including scheduling
9. **Container warehouse with office containers:** high racks and roller decks in the freight area and roller tracks in the commuter yard

In addition, various apron areas in T1, T2 and at the SAT are available for handling equipment/dollies.

Environmental policy

As a subsidiary of Flughafen München GmbH, we are a responsible ground handling service provider and feel particularly committed to environmental protection and sustainability. We therefore consistently focus our business activities on avoiding environmental pollution wherever possible and conserving resources.

In addition, the FMG Group's CO_2-Charter, which also applies to AeroGround, contains the guidelines for implementing the group-wide CO_2 strategy up to 2030. The adapted CO_2 strategy "Net Zero by 2035" pursues the goal of net zero emissions by 2035.

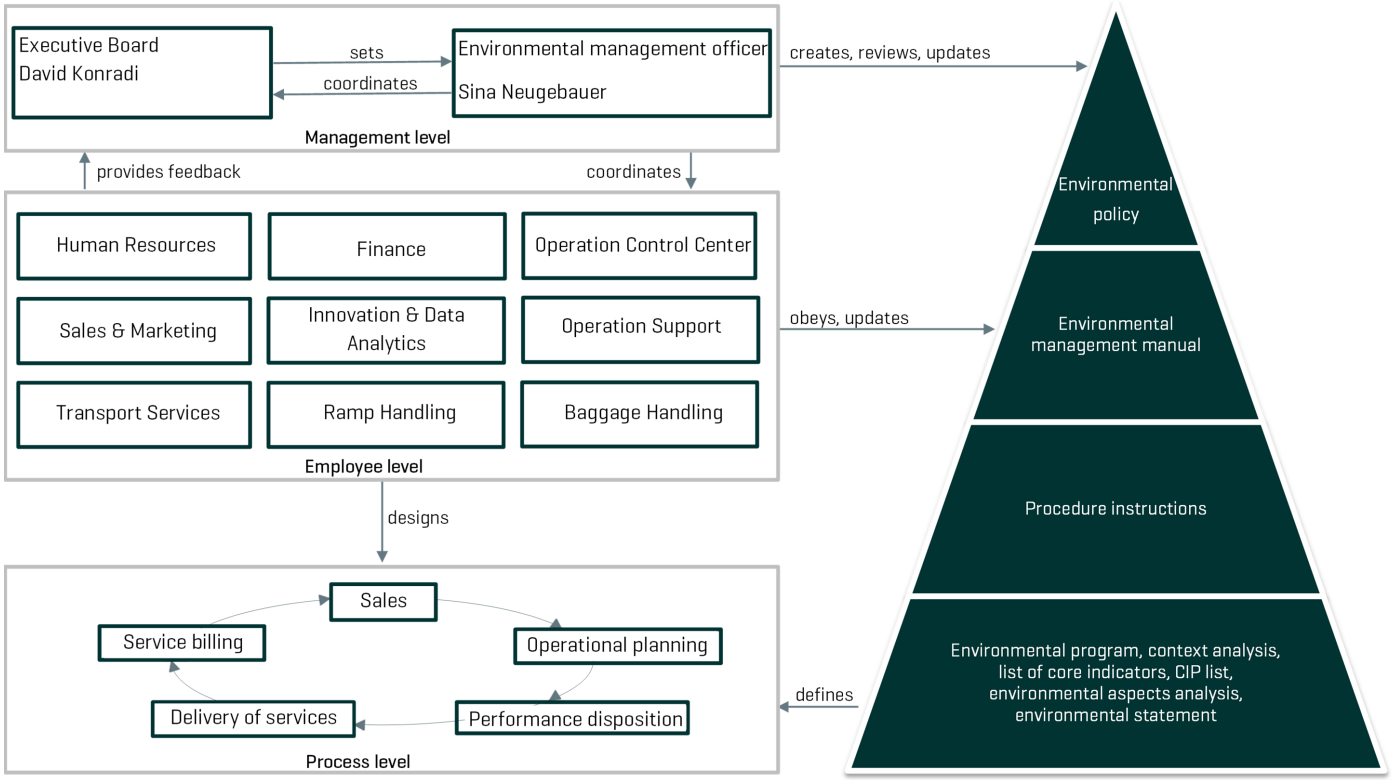
Our commitments

- We comply with and promote the principles of environmental protection, including the economical use of fuel, energy, water and paper, and the avoidance of waste and wastefulness.
- The following criteria contribute to the reduction of emissions such as noise or exhaust gases:
  - Procurement of vehicles and operating resources
  - Energy efficiency
  - Life-Cycle analysis
- We comply with binding obligations and environmental law.
- Continuous measurement and improvement of environmental performance to manage environmental impacts:
  - Noise
  - Climate protection
  - Energy efficiency
- Continuous development and improvement of environmental management as well as certification in accordance with EMAS and ISO 14001.

Environmental management system

AeroGround operates, documents, implements and maintains an environmental management system in accordance with the EMAS regulation to achieve the desired objectives, including the improvement of environmental performance. Various employees of the functional areas are involved in this process.

The system objective is to embed environmentally relevant processes in the company and to continuously improve operational environmental protection. This requires the assignment of responsibilities and tasks, as well as the definition of processes and instruments to support the environmental management system.



Selected 2024 highlights

Passenger and crew transportation is becoming more sustainable

In September 2024 AeroGround Flughafen München GmbH received first delivery of electric passenger buses

Another step towards "Net Zero 2035", the sustainability strategy of Munich Airport, has been taken: MAN Truck & Bus Germany has delivered the first ten electric solo passenger buses to AeroGround Flughafen München GmbH, a wholly owned subsidiary of Munich Airport. A further 27 electric buses of MAN Lion's City E 12 and E 18 models will be put into operation by the end of the year. There is an option to purchase 35 additional buses.

"We are reducing air pollutants, lowering our energy consumption and avoiding climate damaging CO2 emissions. The changeover is a further step towards sustainable airport operations and a clean future for the aviation industry. The buses also offer passengers a more comfortable journey from the gate to the aircraft," says Jost Lammers, CEO of Munich Airport.

Munich Airport is one of the first MAN customers to receive and use the new e-buses from the 2024 model year.

The electric drive is considered to be particularly efficient for apron use with many short distances and low speeds. The 18-meter articulated buses (MAN Lion's City E 18) offer sufficient space for passengers and airline crews as a supplement to the 12-meter solo buses (MAN Lion's City E 12). Both models feature numerous innovations in terms of equipment and safety. For example, a more efficient and sustainable air conditioning system.

The aim of the "Net Zero 2035" sustainability strategy is to ensure that Munich Airport's operations no longer leave any CO2 in the atmosphere from 2035 at the latest. By 2030, the entire vehicle fleet on the apron of Munich Airport is to be emission-free and climate-friendly. Half of the vehicles are to be electrically powered as early as this year. AeroGround provides the majority of aircraft and baggage handling as well as all associated passenger and crew transportation at the airport. The charging infrastructure for the e-buses on the apron is currently being expanded.

The "Electrification of the bus fleet at Munich Airport" project is being funded by the German Federal Ministry of Digital and Transport (BMDV) with a total of 23.8 million euros as part of the "Funding for buses with alternative drive systems in passenger transport" directive. Funding is also provided as part of the German Recovery and Resilience Plan via the European Recovery and Resilience Facilities in the "NextGeneration EU" program.

(Published Sept. 10, 2024)

Gefördert durch:
Bundesministerium für Digitales und Verkehr
Finanziert von der Europäischen Union NextGenerationEU
aufgrund eines Beschlusses des Deutschen Bundestages

AeroGround Flughafen München relies on eGPU technology for energy supply

Munich Airport is implementing another goal of its ambitious sustainability program "Net Zero 2035". The first two battery-operated "Ground Power Units", in short eGPUs, are now being used on the apron by AeroGround, a wholly owned subsidiary of Munich Airport. The devices supply the aircraft at the parking positions that are not directly connected to the boarding bridges. By December 2024, a total of 20 of these machines are to be in use. "Net Zero" means that the CO_2 emissions influenced by the airport are reduced by at least 90 percent. The remaining maximum of ten percent will be permanently removed from the atmosphere through suitable projects.

The use of ground power enables a significant reduction in the carbon dioxide emissions of aircraft during their downtime, as the auxiliary power units (APUs) that run on kerosene can remain switched off. This means that around 8,000 tonnes of CO_2 can be avoided every year at Munich Airport. By purchasing the battery-powered ground power units, Munich Airport is now also sustainably reducing its own fossil fuel requirements. The purchase of electrically powered passenger buses also serves the same purpose. Ten of these emission-free vehicles are already in use, and 27 more are to be added by the end of the year. With the consistent switch from conventional to electric technology, Munich Airport GmbH is now taking another step closer to its "Net Zero 2035" goal.

The procurement of environmentally friendly power generators at Munich Airport was supported with around EUR 5.6 million by the Federal Ministry for Digital and Transport as part of the funding program for the market activation of alternative technologies for the climate- and environmentally-friendly supply of aircraft with ground power at airports (ground power directive).

The total amount is divided between Flughafen München GmbH and AeroGround. The funding guideline is coordinated by NOW GmbH, applications are approved by the Federal Office of Administration.

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aufgrund eines Beschlusses des Deutschen Bundestages

Koordiniert durch:
NOW
NOW-GMBH.DE

Bewilligungsbehörde:
Bundesanstalt für Verwaltungsdienstleistungen

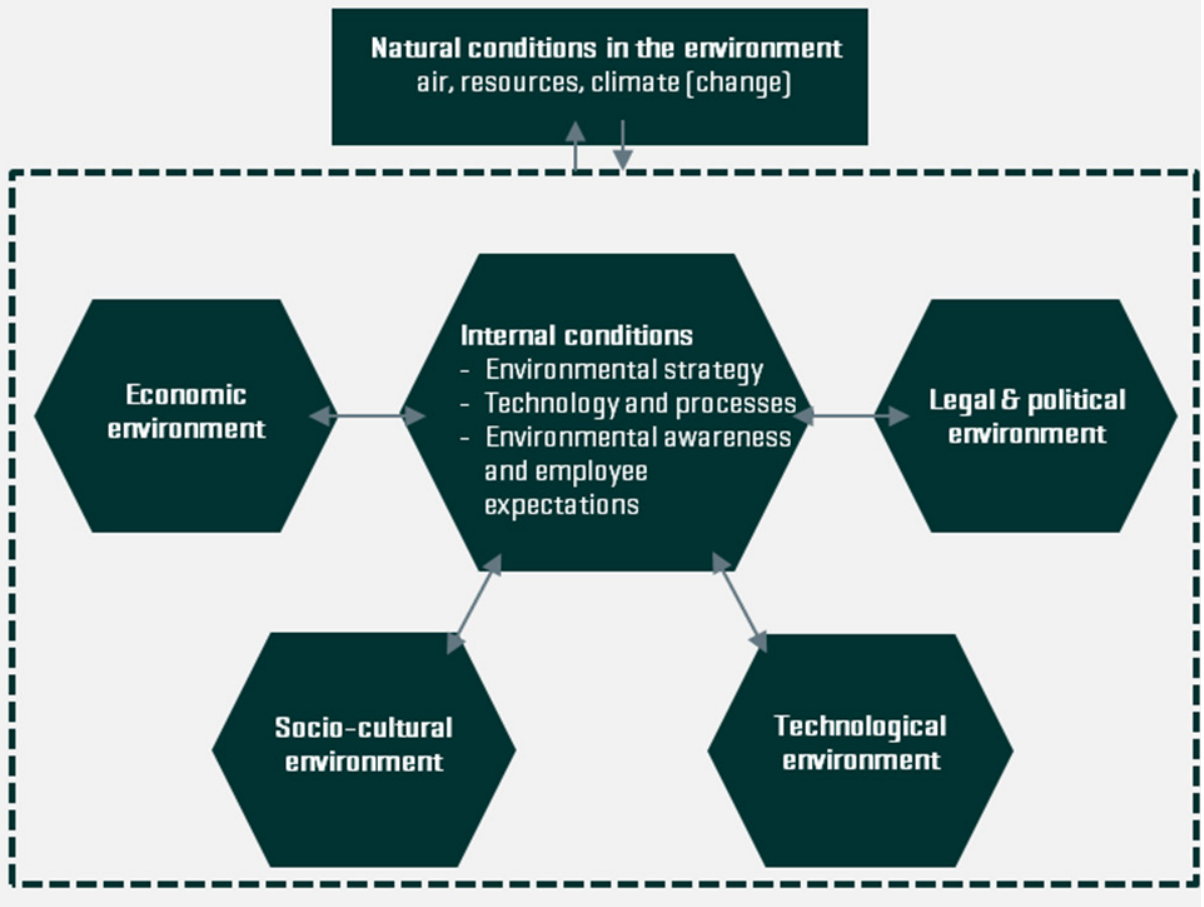
Context of the organization

The organizational context of AeroGround was analyzed as part of the EMAS regulation implementation. The environment of our company, interested parties and the direct and indirect environmental impacts were examined and the resulting opportunities and risks were recorded. Together with the findings from the life cycle assessment of our services, we have developed goals and measures to further improve our environmental performance.

Environment analysis

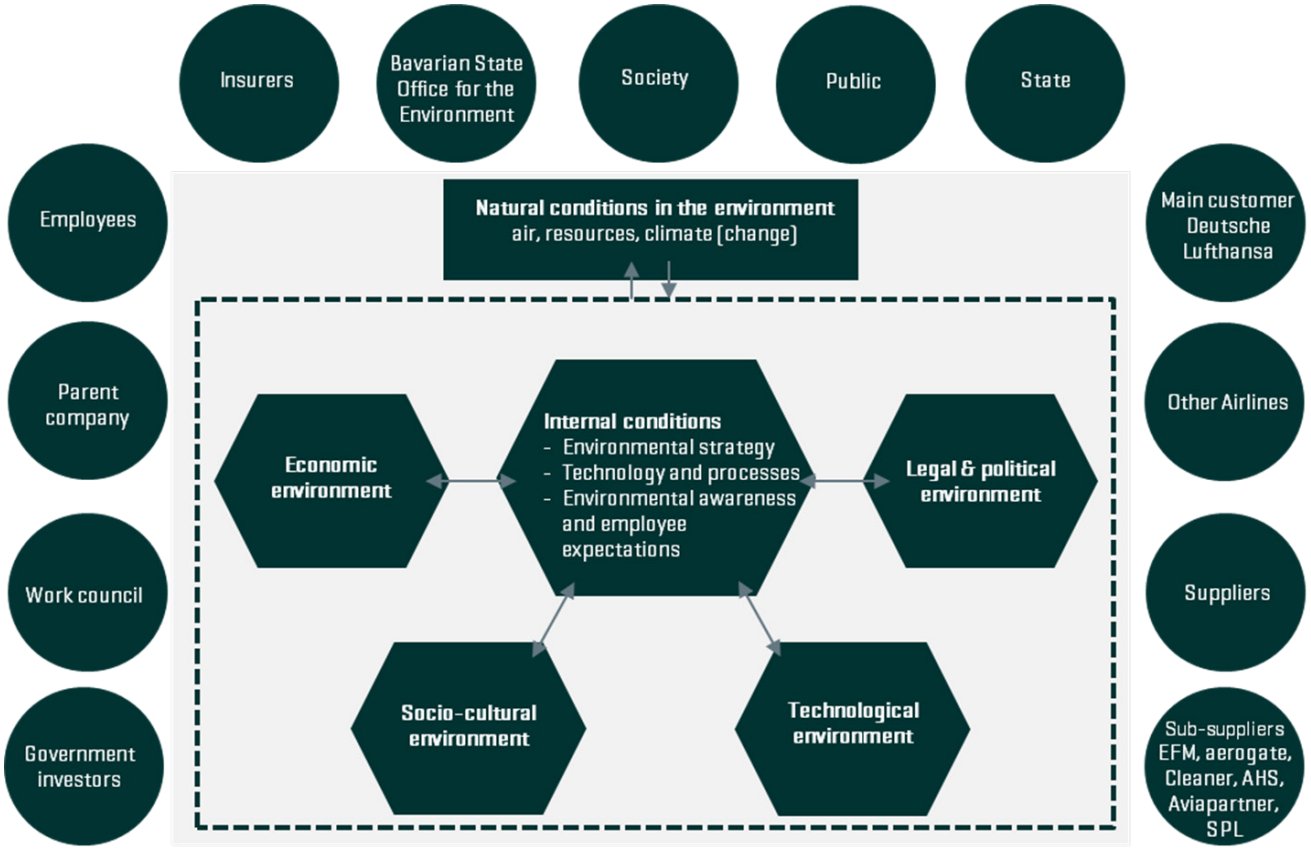
Our strategic direction is influenced by various internal and external topics and issues of varying priority. These also have a significant impact on the objectives of our environmental management system and therefore play an important role in the direction of our environmental management system.

These include, first of all, the environmental conditions (e.g. air, resources, water) at our location, which are influenced by our business activities, but which also influence our actions. In addition, political, legal, technical, social and economic framework conditions are among the external issues that also influence us, our environmental performance and our environmental management system. Internal issues such as the knowledge of our employees and the technologies used in our company are also considered relative to our strategic direction.



Interested parties

Various internal and external interested parties have expectations and requirements regarding our environmental management system. Examples include society, our government investors, customers and suppliers. We have identified a total of 13 relevant stakeholders for our organization, which emerged from the environmental analysis. We have assessed the importance of the expectations and requirements (e.g. noise protection, compliance with contracts, etc.) for us and our environmental management system and, if highly relevant, we developed measures, e.g. for communication with the respective interested party.



Environmental impacts

AeroGround's activities, products and services have an impact on the environment. The environmental aspects that have or may have a significant impact on the environment throughout the life cycle of AeroGround are identified. A distinction is made between direct environmental aspects, i.e. those that can be directly influenced, and indirect environmental aspects, i.e. those that cannot be directly influenced.

For all environmental aspects, the environmental relevance and control potential are determined based on defined criteria. The analysis of the context of AeroGround and the interested parties and the environmental aspects identified therein are included in the environmental aspect assessment.

The environmental aspects are assessed regularly, but at least annually, for changes and potential for change according to the two criteria of importance and potential for influence.

Environmental relevance assessment scheme

Quantitative significance	Predicted future development	Hazard potential		
		High (A)	Average (B)	Low (C)
High (A)	Increasing (A)	A	A	B
	Stagnating (B)	A	B	B
	Declining (C)	B	B	B
Average (B)	Increasing (A)	A	B	B
	Stagnating (B)	B	C	C
	Declining (C)	B	C	C
Low (C)	Increasing (A)	B	B	B
	Stagnating (B)	B	C	C
	Declining (C)	B	C	C

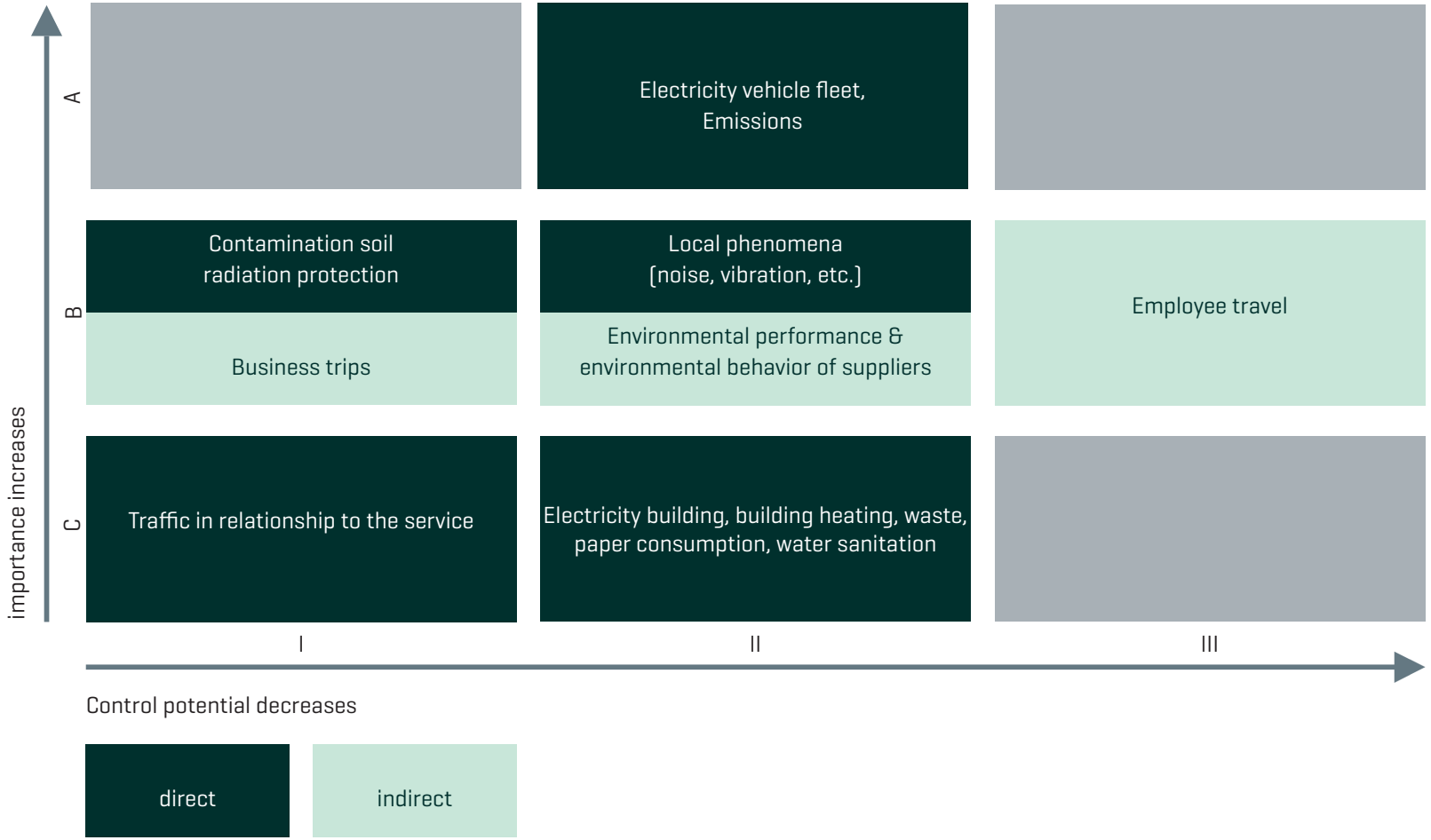
Influence assessment scheme

I In the short term, there is a relatively large potential for growth.

II The environmental aspect must be managed sustainably, but only in the medium to long term.

III Control options for this environmental aspect are not available, only very long-term or only depending on the decisions of third parties.

Direct & indirect environmental aspects



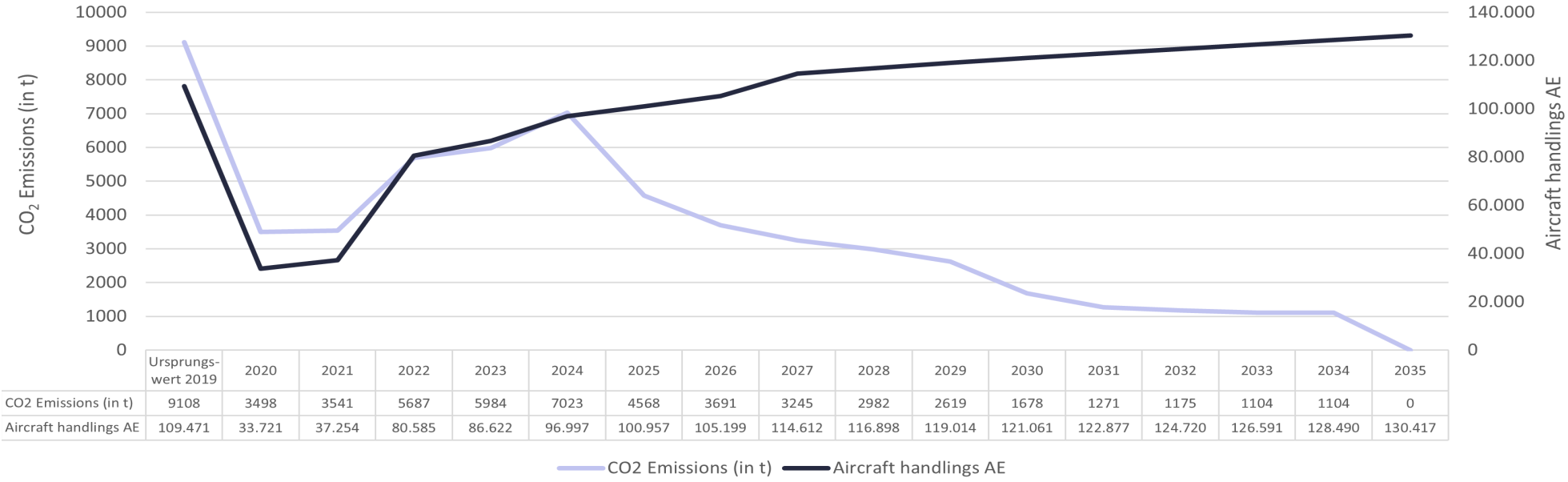
Vehicle fleet

AeroGround Flughafen München GmbH is the largest provider of aircraft handling and transport services and also operates the largest vehicle fleet at the Munich Airport. By 2035, the entire vehicle fleet is to be operated in a CO_2-neutral manner. AeroGround therefore relies on energy sources that are consistent with environmental protection and sustainability goals. Of the approximately 830 vehicles, around 430 are electrically powered. Most of them are special vehicles such as baggage tractors, passenger stairs, conveyor belt vehicles and lifting platforms. As developments progress, the industry will provide alternative drives for all device groups, so that a 100% conversion will be possible.

When purchasing new equipment, attention is not only paid to the drive concept, but also to the sustainability, availability, life cycle costs and (battery) recycling concepts of the manufacturers.

Overall, the CO_2 savings potential in the area of fuel consumption is around 6.500 tonnes of CO_2.

CO_2 reduction path until 2035 (conversion of the fleet to electric drives):



	Ursprungs-wert 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
CO2 Emissions (in t)	9108	3498	3541	5687	5984	7023	4568	3691	3245	2982	2619	1678	1271	1175	1104	1104	0
Aircraft handlings AE	109.471	33.721	37.254	80.585	86.622	96.997	100.957	105.199	114.612	116.898	119.014	121.061	122.877	124.720	126.591	128.490	130.417

Vehicle fleet of AeroGround 2024

AeroGround's fleet currently consists of 834 vehicles. A large part are special vehicles for aircraft handling. 4534 of the vehicles are electrical vehicles (52,04 %). The objective is to completely electrify the fleet by 2035.

Vehicle fleet 2024	GASOLINE	DIESEL	ELECTRICAL	HYBRID	Total
Passenger transport					
Solo busses		26	10		36
Articulated busses		34	1		35
Mini busses		12	16		28
Ramp and Baggage Handling					
Passenger stairs large		16	106		122
Tractor		86			86
Highloader		56	31		87
Conveyor belt loaders			80		80
Hybrid baggage				23	23
E-tugs baggage			99		99
GPU		25	16		41
Container transporter		26	3		29

Vehicle fleet 2024	GASOLINE	DIESEL	ELECTRICAL	HYBRID	Total
Cargo tractor		32			32
Potabel water / Lavatory service vehicle		14			14
Air starter unit		6			6
Cars and others					
Cars and series vehicles	22	21	27		70
Others		1	45		46
Total:	**22**	**355**	**434**	**23**	**834**

*as of Dec. 31st of the year

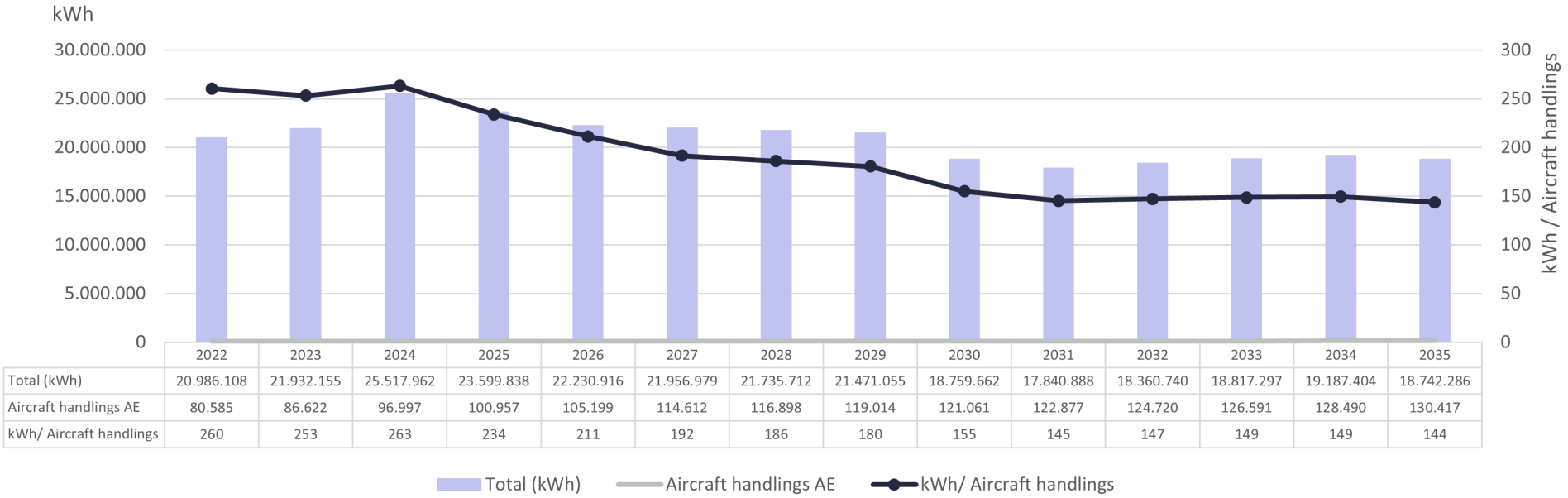
Main energy consumers

Main causer CO_2-emission equipment type	Diesel consumption [l] Equipment group total 2024	CO_2 - emission [t CO_2] Equipment group total 2024
Articulated busses	555.200	1.460
Tractor diesel	457.203	1.202
Cargo tractor	246.620	649
GPU	358.931	944
Solo busses	189.513	498
Hybrid internal	78.087	205
Container loader transporter 3.5 t	54.768	144
Container transporter	85.882	226
Series vehicles (cars)	87.967	231
Highloader 7 t	79.056	208
Mini busses	50.266	132
Lavatory service vehicle	65.240	172
Potable water service vehicle	49.233	129
Highloader 14 - 35 t	10.827	28
Passenger stairs large	6.846	18

Main causer CO_2-emission equipment type	Diesel consumption [l] Equipment group total 2024	CO_2 - emission [t CO_2] Equipment group total 2024
Air starter unit	18.438	48
Highloader 3.5 t	2.473	7
Others (forklifts/de-icing trailers)	34.748	91
Total	**2.431.298**	**6.392**

Energy use / Aircraft handlings

The more efficient electric drives reduce energy consumption / Aircraft handling. At the same time, emissions, operating costs and environmental pollution, e.g. from used oil, are reduced.



	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Total (kWh)	20.986.108	21.932.155	25.517.962	23.599.838	22.230.916	21.956.979	21.735.712	21.471.055	18.759.662	17.840.888	18.360.740	18.817.297	19.187.404	18.742.286
Aircraft handlings AE	80.585	86.622	96.997	100.957	105.199	114.612	116.898	119.014	121.061	122.877	124.720	126.591	128.490	130.417
kWh/ Aircraft handlings	260	253	263	234	211	192	186	180	155	145	147	149	149	144

Environmental objectives and measures

Environmental objective	Measure	Note	Start	End	Status
Enhanced cooperation with customers and suppliers driven by increased environmental awareness	Promoting the UMS on the website, LinkedIn, etc.		2022	Conti-nuously	
	Auditing suppliers' environmental performance		2023	Annually	
	Participation in cooperation for environmental protec-tion		2024	Conti-nuously	
More efficient use of resources	Chlorine measuring devices retrofit in potable water service vehicles	Delay due to IT update	2023	June 2023	
	Create an analysis of the kWh consumption of electric vehicles and GSE		2025	April 2026	
	Attach stickers instructing to turn off the engine on vehicles – verification through regular checks		2025	Sep 2025	
	Replacing paper checklists with digital checklists using Microsoft Forms		2024	Dec 2025	
	Implementing DocuSign for the document signing process		2024	April 2024	

Environmental objective	Measure	Note	Start	End	Status
Promote company-wide environmental awareness among employees	Environmental training		2023	Annually	
	Environmental promotion AE hub app		2022	Continuously	
	Involving operational staff in the environmental working group		2025	March 2026	
	58€-ticket promotion		2024	Dec 2024	
	Communicate environmental topics in a promotional video together with MAN		2025	April 2026	
Reduction of the bus fleet CO_2 emissions	Commissioning of the first 10 electric busses	Savings in 2023: 123,954 l diesel 326 t CO_2 / a	2022	Aug 2024	
	Purchase of green electricity for the total consumption of the bus fleet	Purchase of green electricity for the total consumption of AeroGround	2023	Dec 2023	
	Creation of the necessary charging infrastructure	1. construction phase of the e-bus depot completed, with 37 charging points installed. 2. phase with 10 additional charging points will be completed in September 2025	2023	June 2025	
	Conversion of the bus fleet of 62 buses to electromobility	Compared to 2019: 797,718 l diesel 2098 t CO_2 / a A total of 27 electric buses put into operation, with further 35 scheduled for deployment by 2027	2022	Dec 2027	

Environmental objective	Measure	Note	Start	End	Status
Reduction of the ground power units CO_2 emissions	Commissioning of the first 20 electric ground power units	Delay due to insolvency of the original supplier	2022	Mar 2025	
	Electrification of the 40 ground power units, 15 units have already been commissioned	Compared to 2019: 678,326 l diesel 1784 t CO_2 / a	2022	Dec 2025	
Reduction of the passenger stairs CO_2 emissions	Completion of the replacement of the diesel passenger stairs with 30 electric passenger stairs	Savings in 2023: 23,574 l diesel 62 t CO_2 / a	2022	Aug 2024	
Reduction of the tractor CO_2 emissions	Completion of the replacement of hybrid tractors with 59 electric tractors	Savings in 2023: 257,414 l diesel 677 t CO_2 / a	2022	May 2024	
Reduction of the highloader CO_2 emissions	Replacement of diesel highloaders with 8 electric highloaders	Savings in 2023: 24,559 l diesel 65 t CO_2 / a	2022	July 2025	
Reduction of the car fleet CO_2 emissions	Electrification of the 77 vehicles	51 vehicles are commissioned	2023	Dec 2029	
Create transparency about total water consumption	Estimate water consumption of components without meters and create a directory		2024	Sep 2024	
CO_2 neutrality	Conversion of the fleet to e-mobility or other sustainable drive systems		2022	Dec 2030	
Strategic planning of CO_2net zero by 2035	Planning of individual measures to achieve goal		2024	Dec 2035	

Icon	Status	Schedule
	Measure stopped	The actual start of the measure is more than 1 year later than the planned start of the measure
	Measure deferred	The actual start of the measure is less than 1 year later than the planned start of the measure
	Measure in progress or completed	The actual start of the measure is equal to the planned start of the measure or earlier

Environmental indicators

Range	Indicator	Unit	2018	2019	2020	2021	2022	2023	2024	2023/2024
Traffic data	Aircraft handlings	Number	107.711	109.471	33.721	37.254	80.585	86.622	96.997	+11,97%
	Passengers	Number millions	30.1	31.1	7.0	8.1	22.3	26.0	40	+53,8 %
	Pieces of baggage Inbound & Outbound	Number millions	20.5	21.6	4.9	5.7	15.9	18.5	34	+83,8 %
	Air freight and airmail	t	331.021	314.088	127.496	145.776	233.018	253.594	284.094	+12,0 %
Personnel*	Employees	FTE (Employee capacity)	2.017	2.140	2.138	1.860	1.673	1.729	2.176	+25,9 %

*as of Dec. 31st of the respective year

Environmental condition data

Aircraft handlings*

2018	2019	2020	2021	2022	2023	2024
107.711	109.471	33.721	37.254	80.585	86.622	96.997

*ground handling by Aeroground only, no subcontracting of Swissport Losch

Consumption data

Range	Indicator	Unit	2018	2019	2020	2021	2022	2023	2024	2023/2024
Energy	Electricity	MWh	1.035	1.009	415	412	682	718	1076	+49,9 %
Fuels	Diesel	l	2.857.843	3.059.407	1.238.355	1.262.710	2.016.354	2.105.678	2.431.298	+15,5 %
	Gasoline	l	54.051	53.739	21.039	20.874	38.667	41.626	42.013	+0,9 %
Renewable energies	Share of total consumption	%	7,16	7,83	6,94	6,82	6,88	6,82	10,97	+60, 9 %
Water	Fresh water	m^3	1.162	952	640	734	1.017	748	n.y.a.	n.y.a.
Raw, auxiliary, operating materials	Paper	Sheet	480.000	463.900	282.500	252.500	403.500	100.000	400.000	+300 %
Emissionen	CO_2 emissions electricity	t	422	450	172	169	280	306	501 *2	+63,7 %
	CO_2 emissions fuel	t	7.642	8.621	3.306	3.369	5.393	5635	6.492	+15,2 %
	CO_2 emissions business trips	t	n.d.	37	20	3	14	43	30	-30,2 %
	CO_2 emissions total	t	8.064	9.108	3.498	3.541	5.687	5.984	7.023	+17,4 %
	NO_X emissions*1	t	16,49	19,21	6,49	6,04	8,07	7,42	7,8	+5,1 %
	SO_X emissions*1	kg	40,23	43,65	16,22	14,73	31,02	31,58	37,13	+17,6 %
	PM_{10} emissions*1	kg	217,24	213,89	79,49	72,19	88,42	80,54	85,4	+6 %

2024 conversion factors without upstream chain

Electricity: 0,46556 kg / kWh
Diesel: 2,63 kg / l
Gasoline: 2,32 kg / l

n.y.a. - not yet available
n.d. - no data

*1 The basis for further pollutant emissions comes from the report by Dr. Bausch (FMG) and was calculated using LASPORT. Their percentage share is determined for AeroGround.

*2 In 2024, the switch to green electricity was completed. Based on the market-based method, the CO_2 emission factor for electricity is 0 tonnes.

Waste quantities - recyclable materials

Waste at AeroGround is generated as a result of the normal use of offices and common rooms. FMG has collection and individual containers available. The waste generation is accounted for by the FMG parent company, because AeroGround rents the premises from FMG and pays flat-rate fees as ancillary costs. An exact listing is therefore not possible

During aircraft handling, wood, foil and lashing materials are generated as waste. FMG provides collection containers on the apron, which will then be disposed of by FMG.
FMG publishes the overall waste and recyclable material quantities in its environmental statement.

Water/waste water

The water consumption is published by the FMG parent company in its environmental statement, as AeroGround rents the premises from FMG and pays flat-rate charges in the ancillary costs.
Exact water consumption is only measured and billed for the washing facility in apron station 2 and the washrooms in T1; there are no water costs for all other rooms. We are also not charged for water in the T2/SAT.
A fixed amount per m^2 is charged for the premises in the MAC.
We do not have any exact consumption values since the costs for this building are allocated to the tenants based on m^2. Waste water is only generated in the car wash, sanitary facilities and kitchens. The washing hall is equipped with a recycling system with a gravel filter.
As part of its toilet service, AeroGround transports wastewater from aircrafts to the airport's sewage disposal facility using special tanker trucks. The sewage disposal facility is part of the central infrastructure at the airport and FMG is solely responsible for the operation.

Heating/air conditioning

The costs for heating/air conditioning are based on a fixed amount, i.e. the costs are also passed on to the tenants based on m^2. No exact consumption values are therefore available.

Biodiversity

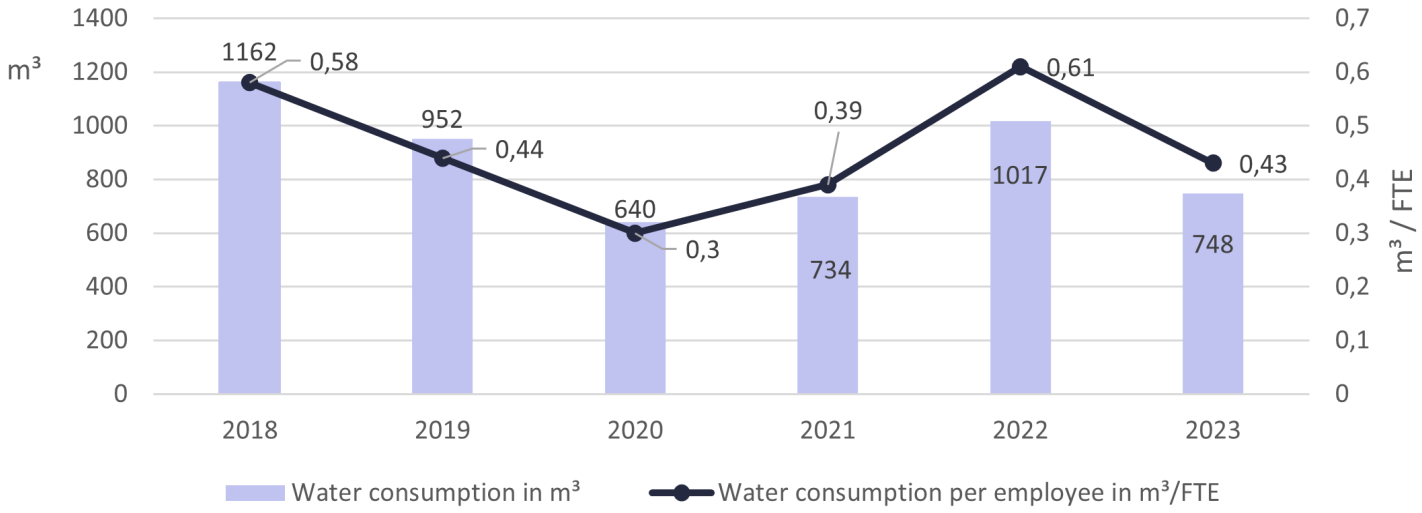
AeroGround leases 100% of the sealed areas and does not own any green spaces. It has no influence on the biodiversity and therefore this environmental aspect is not relevant for AeroGround.

Core indicators

Absolute and specific water consumption

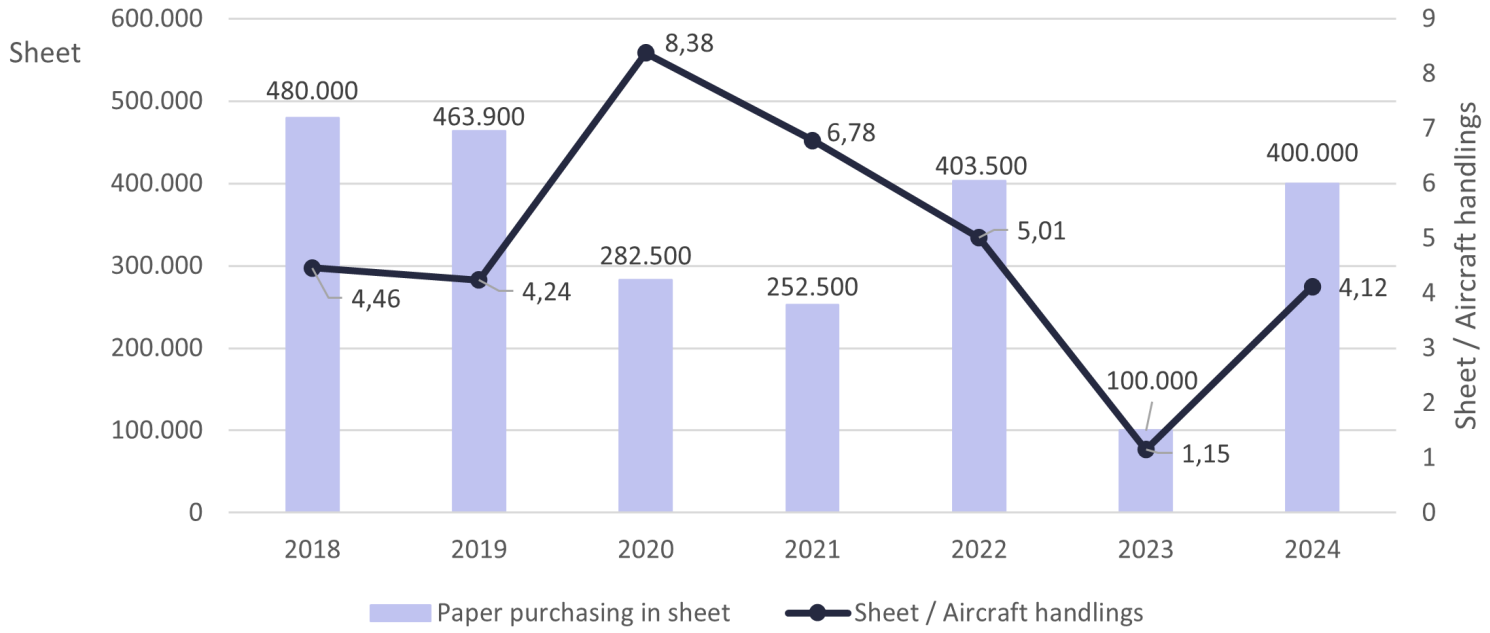
The values for 2024 are not yet available from FMG.

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
Water consumption	m^3	1162	952	640	734	1017	748	n.y.a.
Employees	MAK	2.017	2.140	2.138	1.860	1.673	1.729	2.176
Consumption per employee	m^3 / MAK	0,58	0,44	0,30	0,39	0,61	0,43	n.y.a.



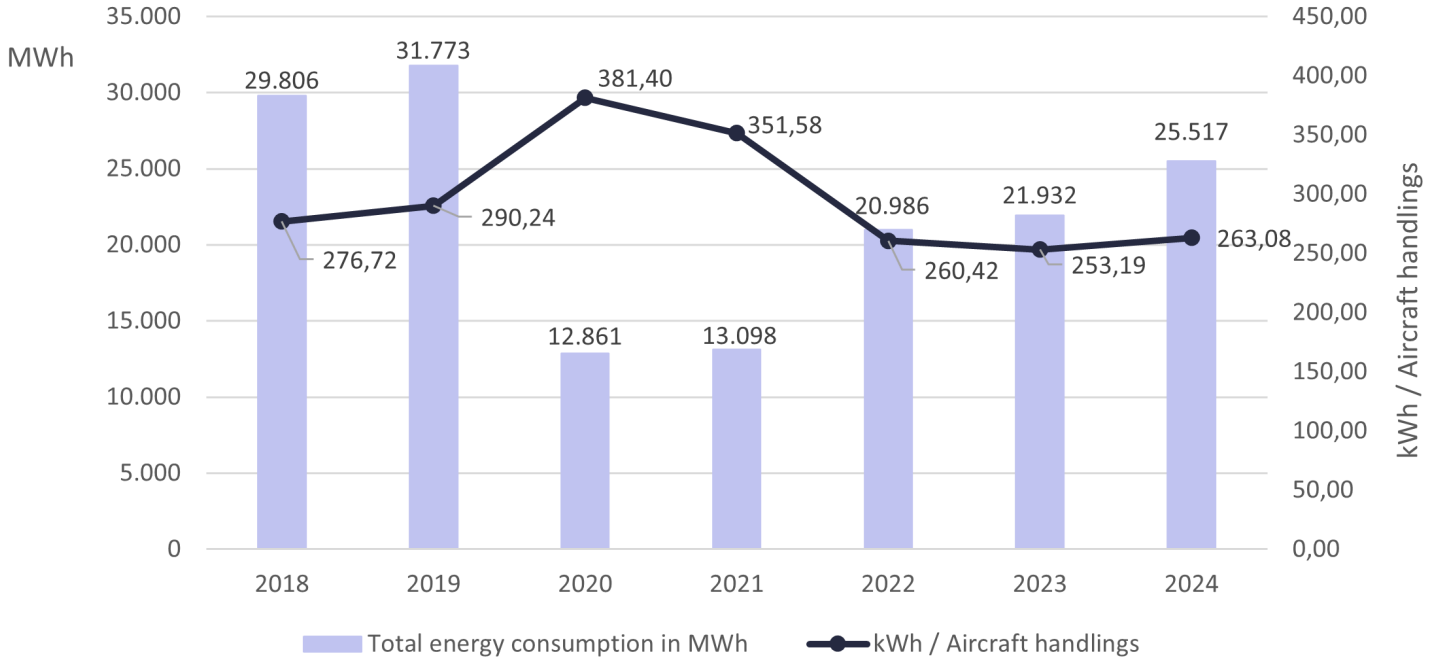
Absolute and specific paper purchasing

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
Paper purchasing	Sheet	480.000	463.900	282.500	252.500	403.500	100.000	400.000
Annual Aircraft handlings	Aircraft handlings	107.711	109.471	33.721	37.254	80.585	86.622	96.997
Consumption per Aircraft handling	Sheet / Aircraft handlings	4,46	4,24	8,38	6,78	5,01	1,15	4,12



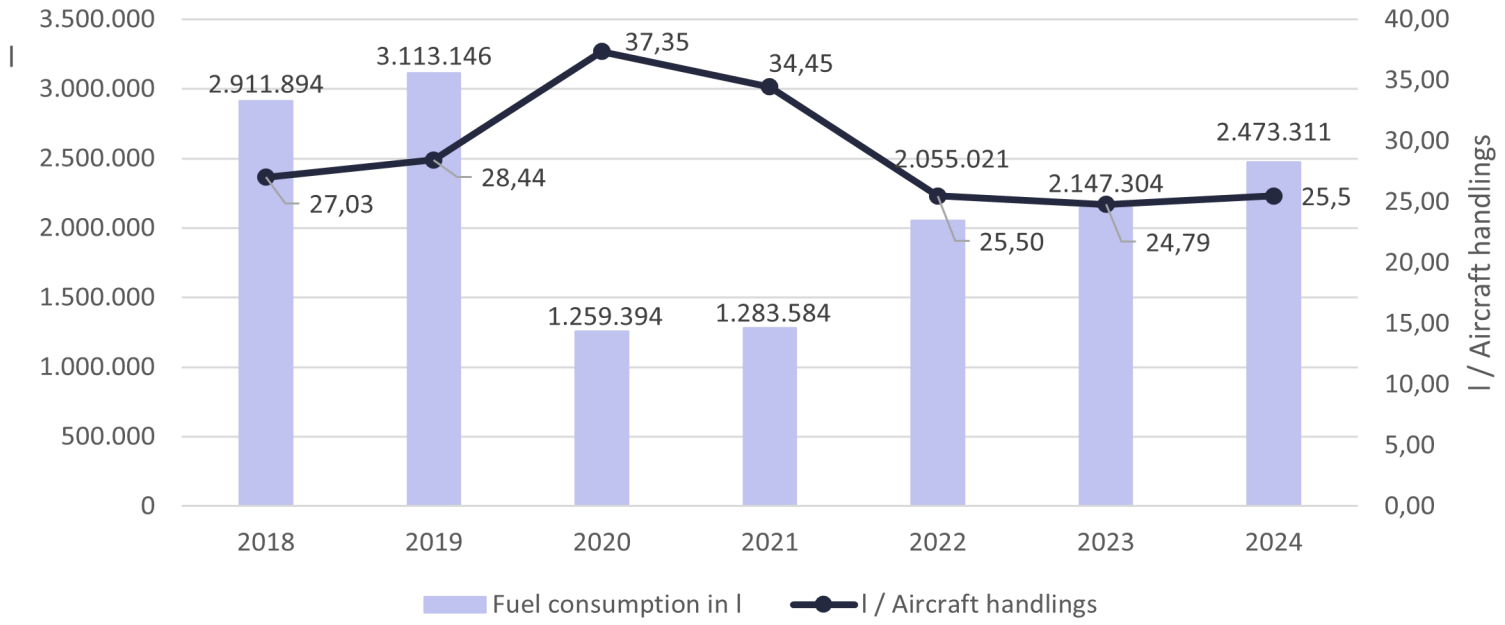
Absolute and specific electrical power consumption

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
Electrical power consumption	MWh	1.035	1.009	415	412	682	718	1.076
Annual Aircraft handlings	Aircraft handlings	107.711	109.471	33.721	37.254	80.585	86.622	96.997
Consumption per Aircraft handling	kWh / Aircraft handlings	9,61	9,22	12,32	11,07	8,46	8,28	11,10



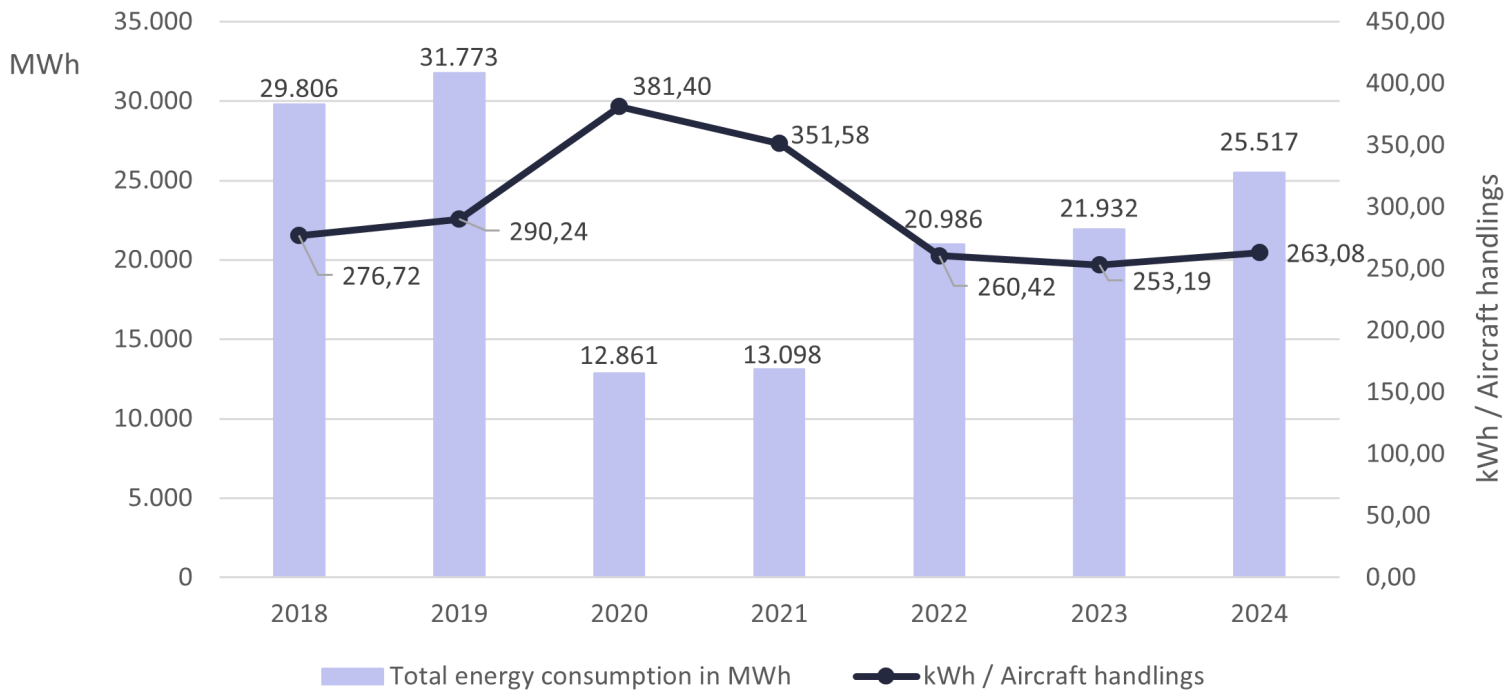
Absolute and specific fuel consumption

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
Fuel consumption	l	2.911.894	3.113.146	1.259.394	1.283.584	2.055.021	2.147.304	2.473.311
Annual Aircraft handlings	Aircraft handlings	107.711	109.471	33.721	37.254	80.585	86.622	96.997
Consumption per Aircraft handling	l / Aircraft handlings	27,03	28,44	37,35	34,45	25,50	24,79	25,5



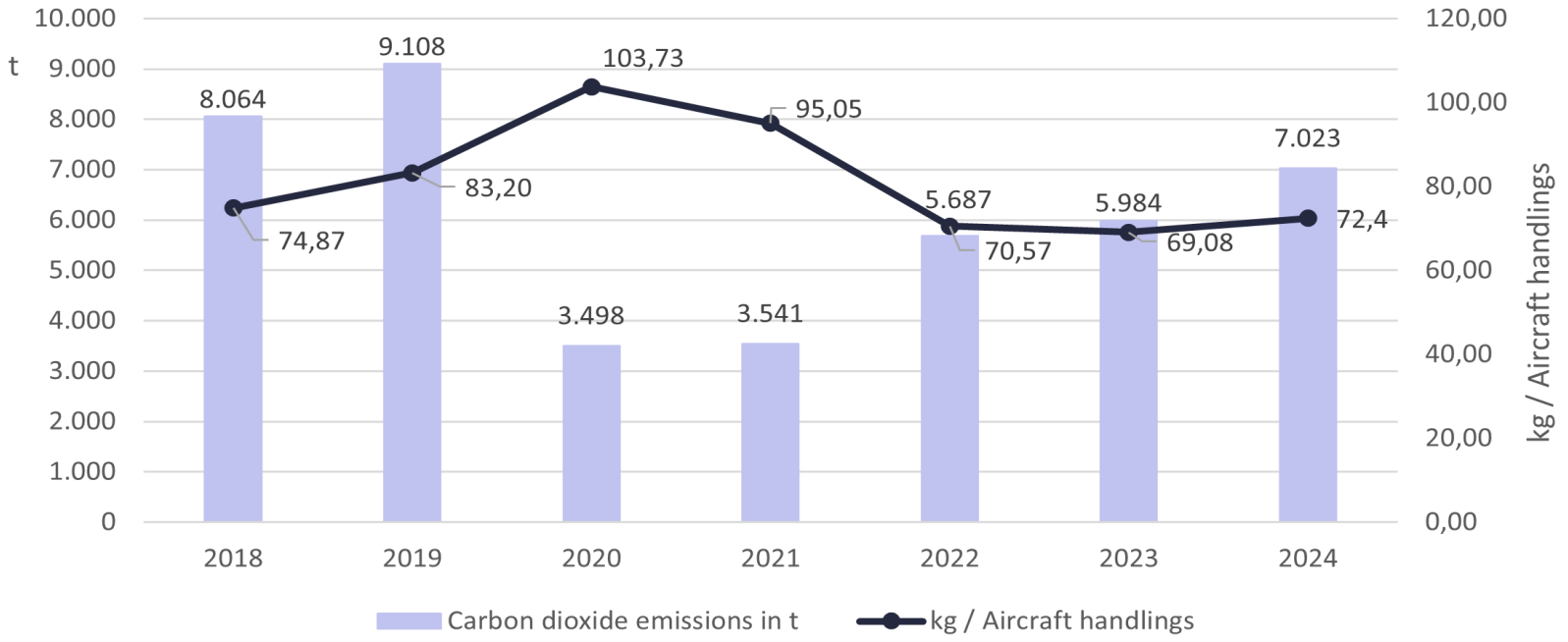
Absolute and specific total energy consumption

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
Total energy consumption	MWh	29.806	31.773	12.861	13.098	20.986	21.932	25.517
Annual Aircraft handlings	Aircraft handlings	107.711	109.471	33.721	37.254	80.585	86.622	96.997
Total energy consumption per Aircraft handling	kWh / Aircraft handlings	276,72	290,24	381,40	351,58	260,42	253,19	263,08



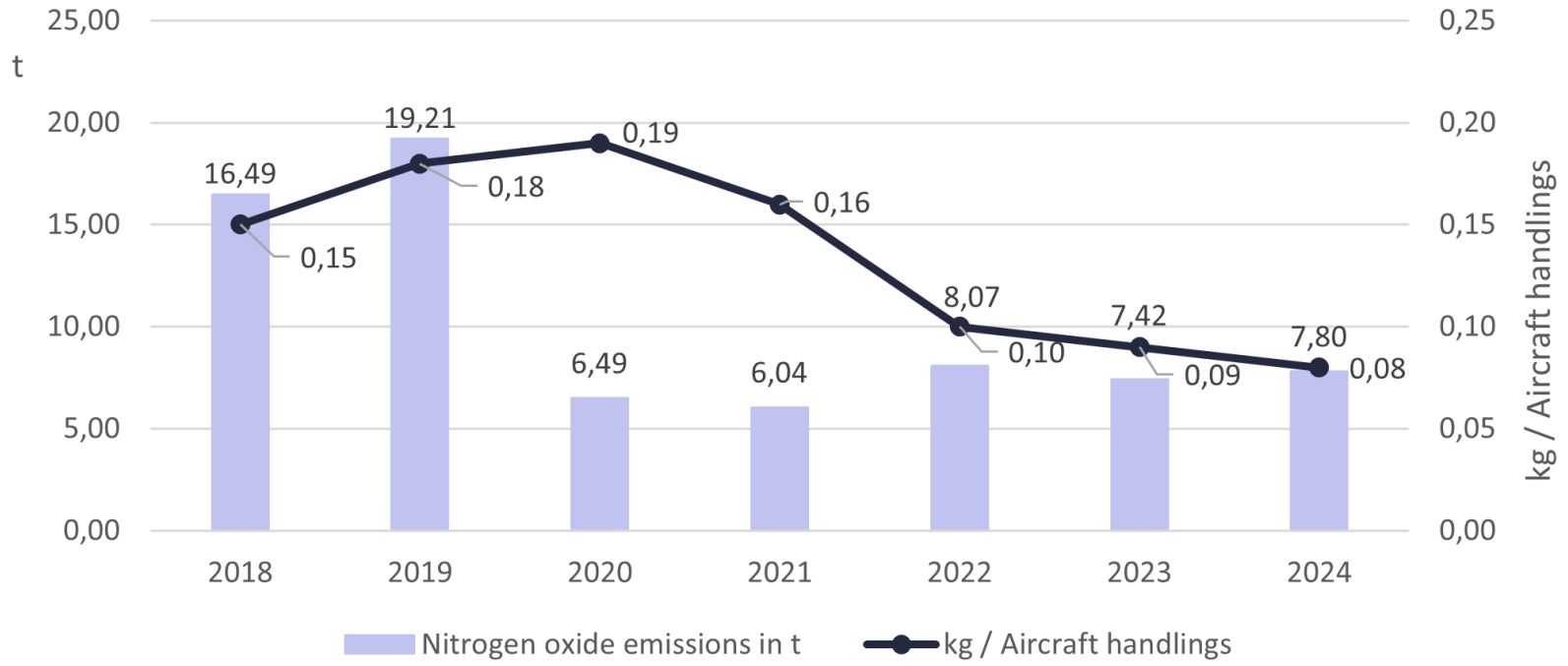
Absolute and specific carbon dioxide emissions CO_2

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
CO_2 amount	t	8.064	9.108	3.498	3.541	5.687	5.984	7.023
Annual Aircraft handlings	Aircraft handlings	107.711	109.471	33.721	37.254	80.585	86.622	96.997
CO_2 amount per Aircraft handling	kg / Aircraft handlings	74,87	83,20	103,73	95,05	70,57	69,08	72,40



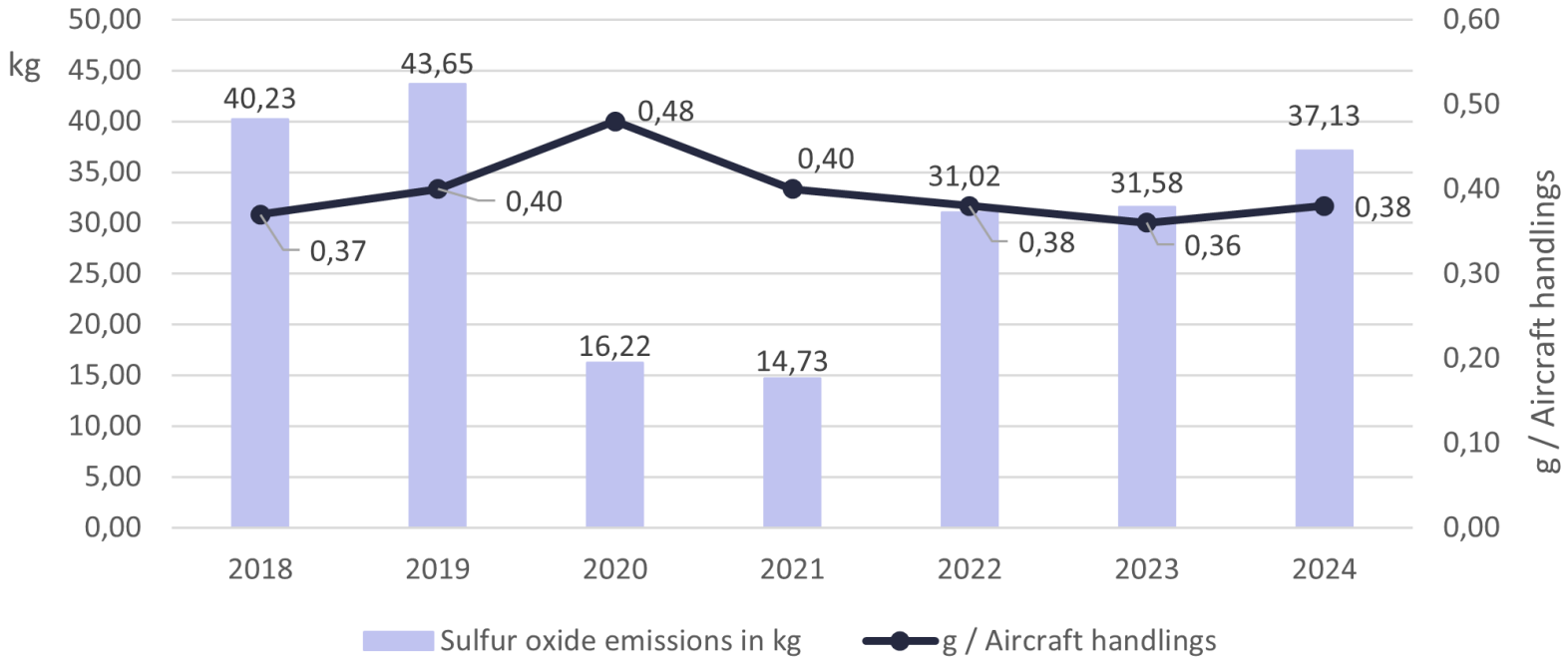
Absolute and specific nitrogen oxide emissions NO_X

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
NO_X amount	t	16,49	19,21	6,49	6,04	8,07	7,42	7,8
Annual Aircraft handlings	Aircraft handlings	107.711	109.471	33.721	37.254	80.585	86.622	96.997
NO_X amount per Aircraft handling	kg / Aircraft handlings	0,15	0,18	0,19	0,16	0,10	0,09	0,08



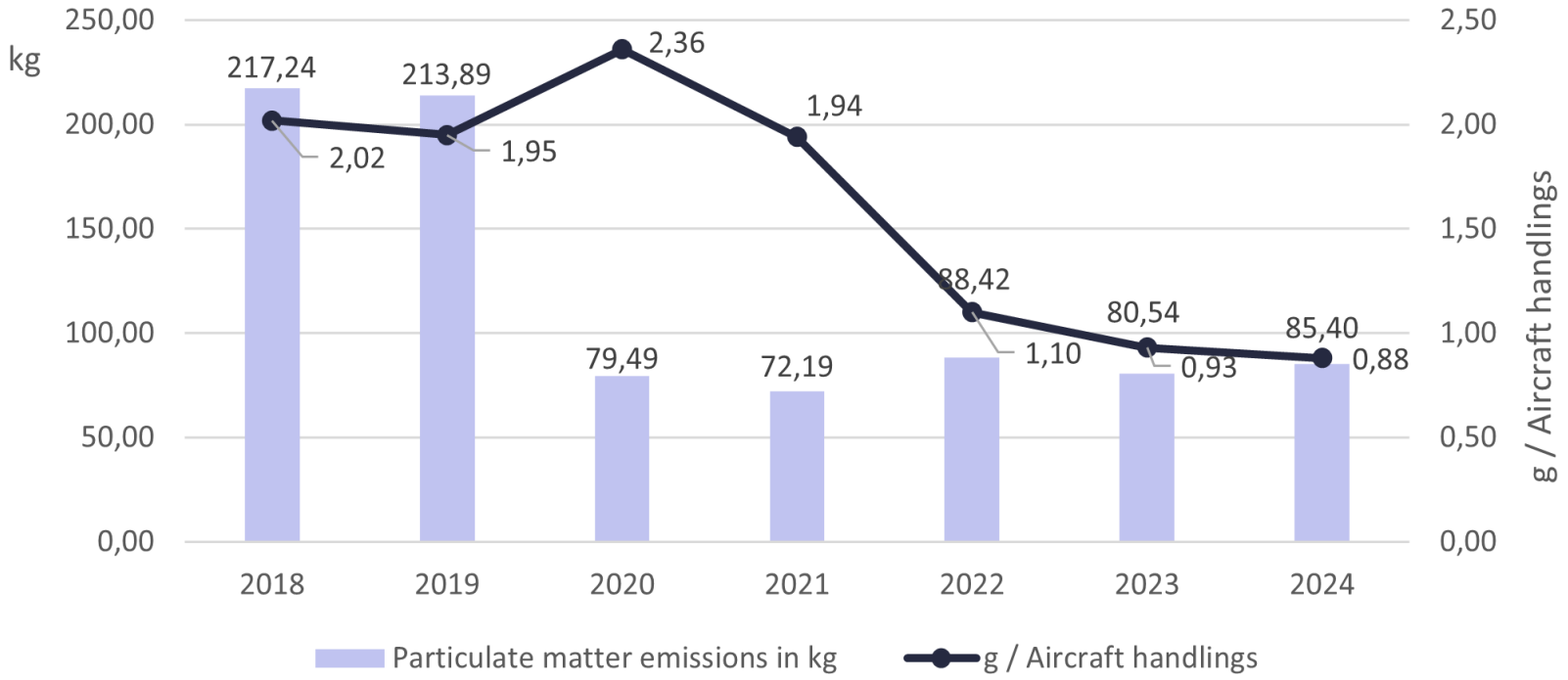
Absolute und spezifische sulfur oxide emissions SO_X

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
SO_X amount	kg	40,23	43,65	16,22	14,73	31,02	31,58	37,13
Annual Aircraft handlings	Aircraft handlings	107.711	109.471	33.721	37.254	80.585	86.622	96.997
SO_X amount per Aircraft handling	g / Aircraft handlings	0,37	0,40	0,48	0,40	0,38	0,36	0,38



Absolute and specific particulate matter emissions PM_{10}

Indicator	Unit	2018	2019	2020	2021	2022	2023	2024
PM_{10} amount	kg	217,24	213,89	79,49	72,19	88,42	80,54	85,40
Annual Aircraft handlings	Aircraft Handlings	107.711	109.471	33.721	37.254	80.585	86.622	96.997
PM_{10} amount per Aircraft handling	g / Aircraft handlings	2,02	1,95	2,36	1,94	1,10	0,93	0,88



Environmental Verifier's Declaration

on verification and validation activities according to Annex VII of the Regulation (EC) No 1221/2009 and

amending regulation 2017/1505 and 2018/2026

The undersigned, Dr.-Ing. Reiner Beer, EMAS environmental verifier with the registration number DE-V-0007, accredited or licensed for the scope 52.23.9 (NACE Code Rev. 2), declares to have verified whether the site or the whole organisation as indicated in the environmental statement/updated environmental statement

AEROGROUND FLUGHAFEN MÜNCHEN GMBH

NORDALLEE 25, 85356 MÜNCHEN

meets all requirements of Regulation (EC) No 1221/2009 of the European Parliament and of the Council of 25 November 2009 and amending regulation 2017/1505 of 28.08.2017 and 2018/2026 of 19.12.2018 on the voluntary participation by organisations in a community eco-management and audit scheme (EMAS).

By signing this declaration, I declare that:

- the verification and validation has been carried out in full compliance with the requirements of Regulation (EC) No 1221/2009 and amending regulation 2017/1505 and 2018/2026,
- the outcome of the verification and validation confirms that there is no evidence of non-compliance with applicable legal requirements relating to the environment,
- the data and information of the updated environmental statement of the organisation/site reflect a reliable, credible and correct image of all the organisations activities, within the scope mentioned in the environmental statement.

This document is not equivalent to EMAS registration. EMAS registration can only be granted by a Competent Body under Regulation (EC) No. 1221/2009. This document shall not be used as a stand-alone piece of public communication.

Nuremberg, 07. October 2025

Dr.-Ing. Reiner Beer
Environmental Verifier

Intechnica Cert GmbH Umweltgutachterorganisation - Ostendstraße 181, 90482 Nürnberg
Tel: +49.(0)911.51 33 11, Fax: +49.(0)911.51 33 99, Email: certification@intechnica.de, www.intechnica.eu

INTECHNICA CERT GmbH

CERTIFICATE

ISO 14001:2015

for

AeroGround Flughafen München GmbH

at the site

Nordallee 25
85356 München

The DAU-accredited environmental verifier hereby certifies that the named organization has implemented an Environmental Management System.

Scope: Other aerospace service activities n.e.c.

With an audit it has been assessed that the requirements of ISO 14001:2015 are fulfilled.

Nürnberg, 10 November 2023

The certificate No. UG1071-2023 is valid until 9 November 2026.

Dr. Reiner Beer
Environmental Verifier
DE-V-0007

Dipl.-Phys. Reinhard Mirz
Environmental Verifier
Organisation, DE-V-0279

Intechnica Cert GmbH Umweltgutachterorganisation, Ostendstraße 181, 90482 Nürnberg

CERTIFICATE

EMAS
VERIFIED ENVIRONMENTAL MANAGEMENT

AeroGround Flughafen München GmbH

Site
Nordallee 25
85356 München-Flughafen

Registration-No.: DE-155-00365

Date of first registration
27th November 2023

This certificate is valid until
10th November 2026

This organisation has established an environmental management system according to EU-Regulation Nr. 1221/2009 and EN ISO 14001:2015 (section 4 to 10) to promote the continual improvement of environmental performance, publishes an environmental statement, has the environmental management system verified and the environmental statement validated by a verifier, is registered under EMAS (www.emas-register.de) and therefore is entitled to use the EMAS-Logo.

IHK München und Oberbayern

Munich, 27th November 2023

Dr. Manfred Gößl
Chief Executive Officer

Umwelt + Klimapakt Bayern

URKUNDE

Mit qualifizierten freiwilligen Umweltleistungen hat sich die

AeroGround Flughafen München GmbH

am Umwelt + Klimapakt Bayern beteiligt und erhält dafür als Dank und Anerkennung diese Urkunde. Die Teilnahme am Umwelt + Klimapakt Bayern erstreckt sich über einen Zeitraum von drei Jahren bis einschließlich 25.09.2027.

München, den 25.09.2024

Thorsten Glauber, MdL
Bayerischer Staatsminister für Umwelt und Verbraucherschutz

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