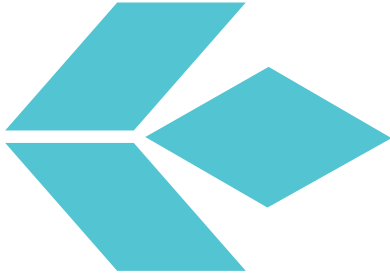


Environmental Statement 2020-2023

Update to 30 June 2022





summary

Foreword by the Vice President	3
Air Dolomiti Presentation	4
Environmental Policy	7
Environmental Management System	9
ENviron Promoters	12
Environmental Aspects Of Air Dolomiti	14
Service Planning	17
Service Delivery - Flights	18
Service Delivery - Onboard Services	22
Fleet Maintenance	24
Company sites	25
Good environmental practices adopted	27
Environmental Performance And Indicators	32
Services Provided And Organisation	32
Environmental Impacts Of Flights	33
Environmental Impacts Of Sites	34
Goals For Improvement	36
Validation	44

Foreword by the Vice President

Dear Readers,

Air Dolomiti is the Italian airline of the Lufthansa Group which, since 1991, has been connecting the main Italian airports with Germany and, specifically, with the hubs of Munich and Frankfurt. Founded in 1991 by Italian entrepreneur Alcide Leali, Air Dolomiti was fully acquired in 2003 by the Lufthansa Group, to which it still belongs today.

Over the years, many awards and certifications have been obtained and renewed to maintain high standards of services like UNI EN ISO 9001 (since 2000) and ISO/IEC 27001 (since 2017). With its focus on passengers, safety and the environment Air Dolomiti has always aimed to set ambitious goals. We believe that sustainable growth should be valued and rewarded.

Therefore, it is important to us to implement an environmental management system in compliance with the ISO 14001 standard. In addition, we decided to obtain the EMAS registration, which helped us to reassess our internal processes from a new perspective of resource optimization. Despite the challenges for the aviation industry caused by the Covid19 pandemic, we will continuously focus on further improvements of our environmental performance.

Enjoy your reading.

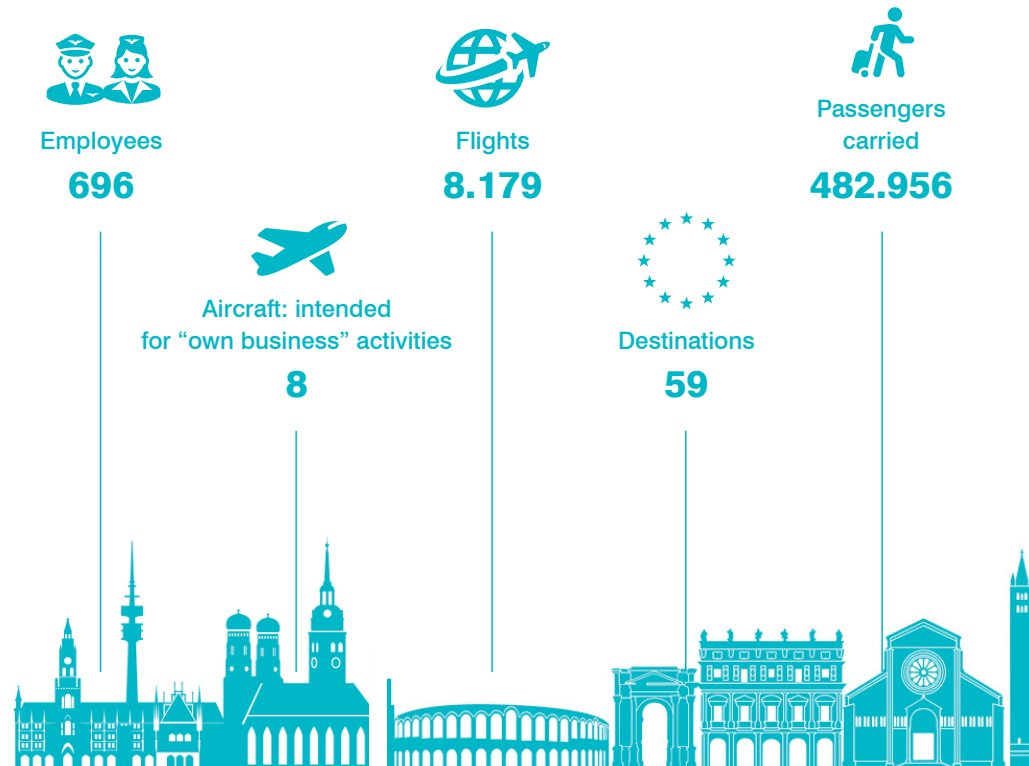
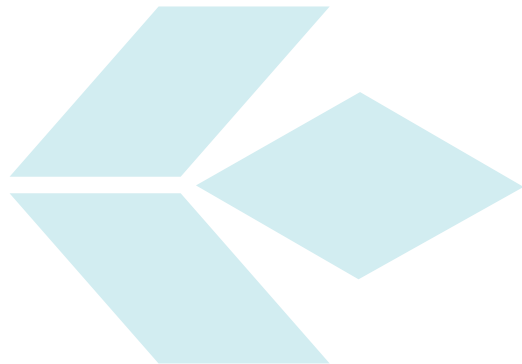
Dario Bruni

Vice President Business Development,
Product, ICT & Managing Director Air Dolomiti Deutschland GmbH



Air Dolomiti | Presentation

Air Dolomiti is an Italian subsidiary of the Lufthansa Group which connects major Italian and German airports, specifically, Munich and Frankfurt. The “own business” activity, managed under its own commercial responsibility, concerns connections from Italy to Germany: the Munich hub can be reached from Venice, Florence, Bologna, Bari, Turin, Forlì, Cuneo, Milan Malpensa and the Frankfurt hub can be reached from Verona, Turin and Florence. There are also feeder connections on behalf of the parent company with other flights from Italy or other European countries to the Munich and Frankfurt hubs.



Reporting year 2021



The fleet has been constantly renewed and upgraded. Since February 2009, Air Dolomiti has been operating with the Embraer 195, a technological jewel, a state-of-the-art aircraft which is extremely flexible and dynamic, with an innovative design. Since joining the Lufthansa Group, which holds 100% of the shares, the company has changed the structure of its fleet from the 55 seats per aircraft initially offered to currently over 100. The headquarters and administrative offices of Air Dolomiti are located at Via Bembo 70 in Dosobuono di Villafranca di Verona (VR). At the Training & Technical Center at via Evangelista Torricelli 4, Caselle (VR), staff training activities are carried out; the warehouse and the systems functional to the maintenance activities are located at the same site. The aircraft maintenance department operates at the hangar at Verona Catullo Airport.

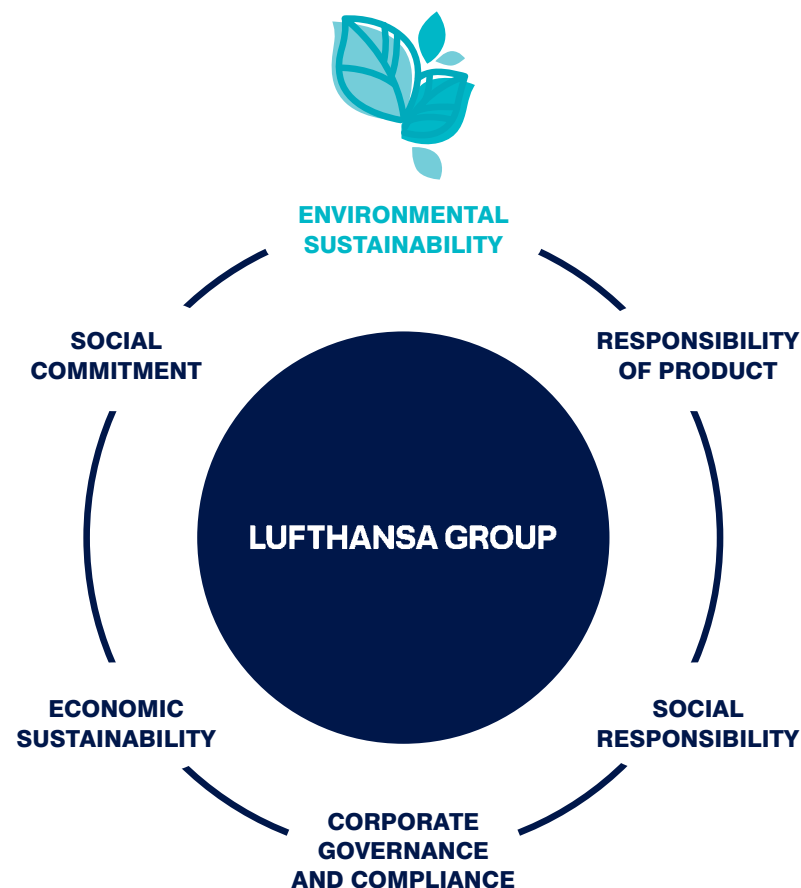
Fleet Data:

- Current fleet: Embraer ERJ190-200LR (E195), 17 aircraft
- Average age: 11.5 years
- Noise Pollution:
 - ❖ Side noise level at full power: 92,5 EPNdB
 - ❖ Approach noise level: 92,5 EPNdB
 - ❖ Overflight noise level: 84,1 EPNdB



The Lufthansa Group is a global air transport company with over 550 subsidiaries and affiliates including network carriers, point-to-point carriers and air transport service companies.

The Lufthansa Group is committed to its shareholders, customers and employees as a first choice partner in aviation and also in the global future, to actively shape the aviation market, in the knowledge that only responsible business based on sustainability can be successful in the long term. For this reason, the group has developed a global sustainability agenda, which includes six dimensions (please see graph), one of which is climate and environmental responsibility.



Environmental Policy

Air Dolomiti is the Italian airline of the Lufthansa Group which operates from the major Italian airports to Germany, at the hubs of Munich and Frankfurt. Quality, punctuality, reliability and strong customer focus have been its main characteristics since the beginning. Over the years, Air Dolomiti has constantly renewed and expanded its fleet. Since February 2009, it has been operating with the Embraer 195: a state-of-the-art aircraft, which is extremely flexible and dynamic, with an innovative design. The company has an extensive technical and operational organisation that includes its own maintenance facility and a training centre for the crew. With the priority objective of ensuring the highest level of safety in flight, on the ground and during technical operations, the IOSA (International Audit Operational Safety Program) certification issued by IATA (International Air Transport Association) is kept active.

Through this Policy, the Management expresses its commitment to the Quality, Environment and Information Security Management System and provides that the management's choices and the conduct of all staff shall be consistent with the following guidelines:

- ❖ ensuring compliance with applicable requirements, including mandatory and voluntarily adopted standards;
- ❖ implementing management based on criteria of effectiveness and efficiency and aimed at continuous improvement;
- ❖ enhancing and developing the professionalism and competence of all staff; motivating and involving all staff so that they become increasingly aware of the importance of their role, promoting shared values and correct models of conduct aimed at reducing the risks related to the activities carried out;
- ❖ maintaining a strong customer focus, ensuring the satisfaction of their expressed expectations and implicit needs as well as compliance with contractually agreed requirements. Designing and providing services characterised by high performance in terms of quality, punctuality, reliability and courtesy;
- ❖ protecting the environment and preventing pollution;
- ❖ protecting the security of information acquired from Customers and other interested parties, safeguarding its confidentiality, integrity and availability;
- ❖ constantly monitoring the external and internal environment, determining the risk factors and opportunities related thereto;
- ❖ allocating adequate organisational, technical and economic resources to minimise the risks assessed and seize ideas for improvement;



- ❖ listening to the point of view of interested parties, in particular Customers, employees and national and international reference bodies, to detect and, where possible, anticipate their needs and expectations in order to implement actions to meet them. Facilitating dialogue, informing about performance, objectives achieved and those to be pursued.

For the establishment and maintenance of the Management System, the requirements proposed by the following standards are used as a reference:

- ❖ ISO 9001 – Quality Management Systems;
- ❖ ISO 27001 – Information Security Management Systems;
- ❖ ISO 14001 – Environmental Management Systems;
- ❖ European Regulation EMAS (Eco-Management and Audit Scheme);

and best procedures, technologies, knowledge and best practices are adopted for service organisation, support process management, fleet maintenance and implementation.

Objectives and targets are periodically set and reviewed which, in line with the principles expressed in this document, allow for the improvement of:

- ❖ Customer safety, well-being and satisfaction;
- ❖ the performance of processes, services and the Management System;
- ❖ environmental performance: containment of gaseous emissions, fuel consumption and noise generated by flight, minimisation of impacts associated with maintenance and administrative activities;
- ❖ information security levels. Constant updating through efficient systems of prevention, communication and possible reaction.

The pursuit of improvement and the application of established procedures require the full participation, commitment and effective interaction of all staff. The Management therefore invites all employees to actively collaborate in the implementation of the Quality, Environment and Information Security Management System, complying with the established requirements and providing suggestions and opportunities for improvement.

The Management reviews the Quality, Environment and Information Security Management System at predetermined intervals to verify its effectiveness.

This Policy is communicated to all staff in order to disseminate its principles and to ensure awareness hereof and is available to all stakeholders.

Villafranca of Verona, 12 January 2022

Steffen Harbarth

Chief Executive Officer



Environmental Management

The Environmental Management System, understood as “the part of the organisation’s management system used to develop and implement environmental policy and to manage environmental aspects”, has been developed in accordance with the requirements set out in EC Regulation No. 1221 of the European Parliament and Council dated 25 November 2009 on the voluntary participation by organisations in a Community Eco-Management and Audit Scheme (EMAS), as amended by EU Regulation No. 1505/2017 and EU Regulation No. 2018/2026 and provides for:

- ❖ the conduct of the “**Context Analysis**” to highlight internal and external issues that are relevant to the company’s strategic aims and direction and which have an impact on the ability to achieve the expected results. This specifically includes the applicable legislation, relations with the Group and group companies, the social, economic and cultural context, issues relating to values, culture, knowledge and performance and environmental conditions related to climate, air quality, land use, current pollution, availability of natural resources and biodiversity. The “stakeholders” relevant to environmental management are also identified and their needs and expectations are highlighted, determining what are considered to be compliance obligations;
- ❖ the identification, in the document “**Initial Environmental Analysis**”, of the environmental aspects of the activities and services that the company can control and those over which it can exert influence and their associated impacts, considering a life cycle perspective of products and services, where applicable;



- ❖ the definition of **tasks and responsibilities** for carrying out activities that have or may have environmental impacts and for ensuring compliance with applicable environmental legislation;
- ❖ the conduct of regular **internal audits** to check the correct application of the rules set out and to ensure the achievement of the objectives set;
- ❖ the periodic review of the effectiveness and efficiency of the System and the improvement of performance, as part of the “**Management Review**”.

The functioning of the System is described in the document for internal use referred to as the “Quality, Environment and Information Security Management System Manual” which recalls, where necessary, specific procedures and operating instructions.

The C.E.O. of Air Dolomiti, supported by the Vice President, represents the Management involved in the Review activities.

The Vice President responsible for the Business Development, Product and ICT Department is assigned the role of Environmental Management Representative who, independently of other responsibilities, has specific powers to ensure that the Environmental Management System complies with the requirements of the EMAS Regulation and has the task of reporting, by the C.E.O., on the performance of the Environmental Management System and on any need for improvement. The Passenger Satisfaction & Environment department is assigned the task of managing and coordinating the activities necessary for the effective maintenance of the Environmental Management System. Air Dolomiti maintains a Quality



and Safety Management System for information. The Controlling & Internal Auditing department is assigned the task of managing and coordinating the activities necessary for the effective maintenance of this System. The Controlling & Internal Auditing and Passenger Satisfaction & Environment departments collaborate in the management of integrated activities: issuance and sharing of the Quality, Environment and Information Security Policy, document management of the Integrated Management System, internal audits and review.

STAKEHOLDER



Ownership and management

Lufthansa Group
and Board of Directors



Customers

Passengers,
travel agencies



Community

local community, world
population and future
generations



Employees

male and female workers



Suppliers of goods
and services



Airports

Passengers



Entities in the
aeronautical industry

ENAC, ENAV, IATA



Bodies and organisations
responsible for issuing
EMAS registration:

ISPRA, ARPA, Environmental auditor



ENviron Promoters

With a view to raising awareness throughout the company to develop a vision increasingly oriented towards environmental protection and in line with EMAS requirements on the active involvement and participation of employees, Air Dolomiti has promoted the creation of an internal working group known as “**ENviron Promoters**”.

Membership of the group on a voluntary basis has been extended to all areas of the company, ground personnel, crew members and maintenance staff. The internal recruiting activity has given excellent results and, based on the applications received, a group of **18 people** has been created, with transversal skills in all company departments: Flight Attendants, Pilots & Captains, Trade & Guerilla Communication, Sales Centre, Information & Technology, Operational Support, Field Support, Planning & Technical Records, Maintenance Control Centre, In-Flight Product, Communication & PR, Passenger Satisfaction & Environment, Network and Commercial. The ENviron Promoters team holds regular meetings under the coordination of the Passenger Satisfaction & Environment function and engages in the following activities:

- ❖ detecting the operating procedures in place and data collection;
- ❖ identifying and assessing the significance of environmental aspects;
- ❖ drafting the documents of the Environmental Management System and defining the contents of this Environmental Declaration;
- ❖ proposing actions to improve and monitor the objectives set.

The heterogeneous nature of the team members is a very important feature that enables the collection of different ideas and points of view: the various professional skills at stake enrich the efficiency and problem-solving ability, as they allow to observe and analyse each topic from different angles, suggesting complex and harmonic development proposals.



The working group, with the support of the departments responsible for the function, implemented the following actions:

- ❖ **elimination of plastic in on-board services:** packaging of snacks with compostable packaging, use of glass or paper cups, adoption of stirrer and food covers in ecological material;
- ❖ **elimination of plastic at company sites:** replacement of plastic cups and cutlery at food courts with paper and bamboo cups and cutlery, encouragement of employees to use their own cup and bottle instead of disposable cups and bottles;
- ❖ **separation and reduction of waste:** integration of containers for glass collection within the company, analysis of the possibility of separate waste collection on board;
- ❖ **social responsibility actions:** the drugs present on board in the first aid kits, the components of which have not expired, but which no longer comply with company standards, are donated to local charities. IT equipment which is no longer used but which still operates is given to an association which, after reconditioning it, distributes it to non-profit organisations operating in Italy and abroad.
- ❖ **environmental communication:** disclosure of company activities promoted by the ENviron Promoters group, inside and outside the company, through initiatives, activities and social channels.





environmental aspects

The environmental aspects associated with the activities and services provided by Air Dolomiti are assessed to determine their significance on the basis of a defined assessment criterion that takes into account:

- ❖ the point of view of employees, represented by the ENviron Promoters group;
- ❖ potential damage or benefit to the environment, including biodiversity;
- ❖ the state and fragility of the reference environment;
- ❖ the extent, number, frequency and reversibility of the appearance or impact;
- ❖ the presence of compliance obligations;
- ❖ the capacity and effectiveness of the control procedures implemented.

The methods for the periodic assessment of environmental aspects are assessed as described in the “Management System for Quality, Environment and Information Security Manual”. The following aspects have been considered as “significant”:

PROCESS	ENVIRONMENTAL ASPECT	D/I	ENVIRONMENTAL IMPACT
SERVICE PLANNING	Occupation of new air space/routes	D/I	Increased air traffic and air and environmental pollution caused by flights
SERVICE DELIVERY	Taxiing, take-off, flight and landing	D	Gaseous emissions, fuel consumption, noise
	On-board services (catering)	D	Consumption of plastic materials (cutlery, bottles, etc.), production and disposal of waste, consumption of paper materials (wipes, information leaflets)
FLEET MAINTENANCE	Procurement of new aircraft	I	Air and environmental pollution caused by flights. The choice of new aircraft is determined by the Lufthansa Group
	Fleet maintenance	D/I	Use of chemicals production of waste and atmospheric emissions (painting, welding)
	Interior cleaning of the aircraft (deep clean)	I	Chemical use, waste production, resource consumption
	External cleaning of the aircraft	I	Chemical use, waste production, resource consumption, spillage emergency
	De-icing activities (antifreeze)	I	Use of chemicals (thawing fluid) and water consumption. The activity is included within airport services,
	Administrative activity at the head office	D	Resource consumption for lighting and air conditioning (electricity, natural gas)
SITE MANAGEMENT	Educational activities, warehouse and maintenance work (at the Training & Technical Center)	D	Resource consumption for lighting, air conditioning and plant operation (electricity, natural gas)
	Presence of activities subject to fire risk (heating plants and generator set)	D/I	In the event of a fire (emergency condition) air pollution, waste production and danger to people's safety, part of the activities subject to fire risk are managed by the Condominium Management.

D = environmental aspects under the direct control of Air Dolomiti

I = environmental aspects under the control of third parties



Reference bodies and organisations

ENAC: The Ente Nazionale per l'Aviazione Civile [Italian Civil Aviation Authority] is the Italian authority for technical regulation, certification and supervision in the civil aviation sector under the control of the Ministry of Infrastructure and Transport.

ENAV: The Ente Nazionale per l'Assistenza al Volo [Italian Air Navigation Service Provider] is a joint-stock company controlled by the Ministry of Economy and Finance which operates as exclusive provider of civil air navigation services in the airspace under Italian jurisdiction and is subject to the supervision of ENAC and the Ministry of Infrastructure and Transport.

EUROCONTROL is an intergovernmental, civil and military organisation involving 41 European and neighbouring countries and the main aim of which is to develop and maintain an efficient air traffic control system on a European level, supporting, in this joint effort, the national civil aviation authorities (ENAC for Italy), the bodies and entities providing air traffic control services (ENAV and Aeronautica Militare [Military Aeronautics] for Italy), civil and military airspace users, the industrial sector, professional organisations and the competent European institutions.

ICAO: The International Civil Aviation Organisation is an autonomous agency of the United Nations responsible for developing the principles and techniques of international air navigation, routes and airports and for promoting the design and development of international air transport by making it safer and more orderly. The ICAO Council shall adopt standards and recommendations concerning air navigation and civil aviation. It also defines the protocols for air accident investigation followed by the transport safety authorities of countries that are signatories to the Convention on International Civil Aviation, better known as the Chicago Convention.

IATA: The International Air Transport Association, is an international organisation of airlines that combines and integrates the various networks of services of the member airlines enabling, for example, the control of the prices and availability of the flights of said airlines, also by travellers. The union also regulates the transport of hazardous material.



Service planning

Air Dolomiti carries out commercial aviation activities as the holder of an operating licence, i.e., a specific rating issued by ENAC for the possession and maintenance of specific legal-administrative, economic-financial and technical-operational requirements. The authorisations relate to the use of each individual aircraft, subject to verification of the relevant legal title of availability (ownership, dry lease, wet lease) and the insurance coverage required by the current legislation.

Airspace, i.e., the place where flight operations take place, is subject to regulation: there are rules on air traffic, organisation of airspace and routes, air traffic control, supporting technological infrastructure, etc.

The opening of a route is carried out in view of new commercial opportunities, following the operational procedures established in the "Service Planning and Design" procedure. The environmental criteria adopted are consistent with the initiatives that EUROCONTROL has already implemented to optimise air traffic, saving resources and thus reducing the environmental impact:

- ❖ the Free Route programme, thanks to which, as of December 2016, all aircraft overflying at an altitude of over 9,000 metres can cross the airspace via a direct route, without having to refer to the route network;
- ❖ a-CDM (Airport Collaborative Decision Making), which enables, in airports that have joined the network, the optimisation of air traffic flow, airport capacity management, use of infrastructure and human resources.



Service delivery | Flights

Air Dolomiti operates direct flights to Frankfurt and Munich from the main Italian airports: Verona, Venice, Florence, Pisa, Bologna, Bari, Cuneo, Forlì, Turin and Milan, as well as internal routes.

Air Dolomiti's complete and updated operating schedule of flights is available on its website, www.airdolomiti.it



The aircraft is the most effective means of transport to reach every part of the world in a short period of time and is currently used by many people for work and leisure. Flight, however, generates environmental impacts, specifically gaseous emissions and noise and involves consumption of fuel. Air Dolomiti has implemented measures to progressively contain these impacts to preserve the environment as much as possible for the benefit of the community and future generations.

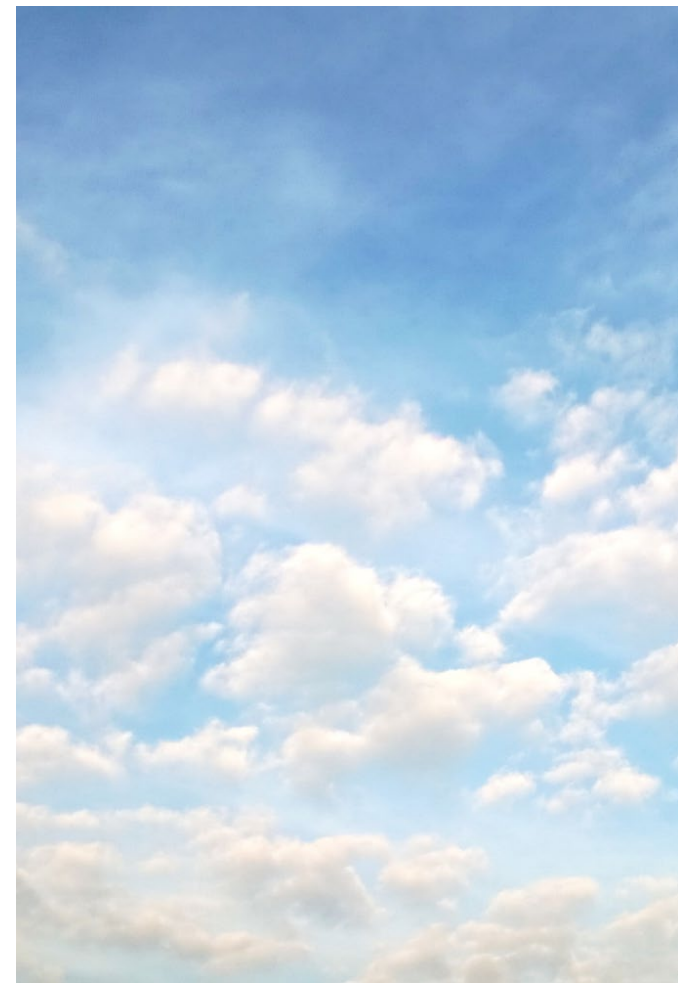


Gaseous emissions

For aircraft engines, ICAO has established specific standards (ICAO Annex 16 - Environmental Protection - Volume II - Aircraft Engine Emissions) which contain precise indications of the emission limits for unburnt hydrocarbons (HC), carbon monoxide (CO), nitrogen oxides (NOx) and smoke (Smoke). The conformity of Air Dolomiti's aircraft is verified at the time of the approval and certified on the Type Certificate Data Sheet of the engine in the "Environmental Protection" section. Continuous monitoring of gaseous emissions is carried out as part of the requirements of the Emissions Trading Scheme (ETS). This is an economic measure introduced by the European Union that aims to reduce CO₂ by setting a limit to the possibility of producing CO₂, the obligation to measure emissions in allowances and the establishment of an allowance trading scheme. In 2008, the ETS scheme was also extended to civil aviation by Directive 2008/101/EC. Aircraft operators must monitor and ensure the verification of their emissions, using a standardised and defined method on a European level.

Air Dolomiti applies emission trading procedures limited to its own risk flights and has defined, in the "Greenhouse Gas Emissions Monitoring and Fuel Purchasing" procedure, the relative responsibilities and operating procedures. The certification body for the Emission Trading Report of the Lufthansa Group is ® Müller-BBM.

The CORSIA Project is part of the European context of air emissions regulation. This is an international scheme for regulating CO₂ resulting from Civil Aviation provided for by ICAO Resolution A39-3 of October 2016. The objective is to stabilise aviation emissions by 2020. Excess emissions shall be compensated through mechanisms that are still being developed. Under EU Regulation 2392/2017, the European Union decided to implement the Lane Project by means of the ETS and to start the monitoring system as of 1 January 2019. Aircraft operators can use a single monitoring plan to meet ETS and CORSIA requirements.



Fuel consumption

Gaseous emissions are generated by fuel consumption (1 tonne of fuel consumed produces 3.16 tonnes of CO₂). The containment of fuel consumption and the efficient use of fuel therefore allows for environmental benefits in addition to economic benefits related to cost reduction. Air Dolomiti, with the support of the Lufthansa Group's experts, is continuously developing ideas and projects, identifying improvement measures related to aircraft technological innovation and flight improvement in terms of new flight techniques, route optimisation with updated flight plans, choice of the most efficient route and cruise altitude, depending on the weight of the aircraft and the current weather conditions.



Noise

Air Dolomiti aircraft are equipped with an Acoustic Certificate in compliance with the requirements of ICAO Annex 16 (Environmental Protection - Volume I - Aircraft Noise) and therefore produce noise levels within the prescribed limits.

Flights are carried out in compliance with the operating restrictions established by Legislative Decree no. 13 dated 17 January 2005 for the main Italian airports, which concern the obligatory closure of the airport at certain times of the day and the ban on the use of thrust reversal in addition to idle reverse only.

In order to progressively reduce the noise impact, measures are implemented to reduce noise at the source, with the procurement of aircraft with better acoustic performance and the adoption of the most appropriate take-off and landing noise abatement procedures.

Changes in engine speed along the take-off path and a different flap configuration result in different noise levels during the take-off phase as well as changes in fuel consumption. Similarly, the noise perceived for a landing aircraft is affected by the flight parameters and the slope of the approach path. Therefore, a combination of preferential anti-noise routes and an appropriate flight technique minimises the noise impact. Noise abatement procedures include the application of particular approach and descent techniques, such as the continuous descent approach, reduced power/reduced drag techniques, etc. The use of these techniques is conditioned by many factors, including, firstly, the safety requirements and then the workload for the crew, the training and experience of the crew and the characteristics of the aircraft.

Air Dolomiti collaborates with IATA and ENAV for the analysis of the application of the continuous descent approach technique.



Service delivery | Onboard services

Air Dolomiti has always set ambitious goals, paying the utmost attention to passengers, safety and the environment. Starting from 15 December 2021, in line with the Lufthansa Group, the on-board service has been transformed into a **buy-on-board** service with the dual objective of offering passengers an assortment of products capable of satisfying their various food requirements and at the same time of avoiding any redundancy. The **Spazio Italia Bar** menu consists of an assortment of packaged products and fresh preparations such as sandwiches and salads, but there is no shortage of quick snacks accompanied by hot and cold drinks and by a selection of white, red and sparkling wines. It is a gourmet itinerary available in economy class and offers high quality products, the result of our collaboration with **important Italian producers**. When choosing our partners, we always privilege suppliers who offer low environmental impact packaging solutions.

As regards the service on our aircraft, plastic glasses and cutlery have been eliminated, well in advance of current legislation, and have been replaced by **steel cutlery and glassware made of glass**. In business class the menus, designed with the utmost attention to the choice of high qua-



lity Italian raw materials and suppliers who respect the environmental sustainability chain, are served in **ceramic plates** with accompanying accessories in **recycled paper** for a service which combines quality with protection and care of the planet in accordance with our green commitment.

Finally, all the food trolleys, used to carry out the on-board service, have been replaced with a lighter aluminium alloy version with a consequent optimisation of fuel consumption. The catering service is entrusted to qualified suppliers operating in the reference airports: Air Caterer Munich in Munich, GIC International Catering GMBH in Frankfurt and DNATA SRL in Italian airports. The purchase criteria and the control methods of the catering service are defined in the "Management of catering purchases" procedure.

With reference to environmental protection, flight attendants ensure that separate waste collection of plastic and glass bottles and aluminium cans.

Air Dolomiti has carried out operations to **contain the use of plastic**, aligning itself with the provisions of EU Directive 2019/904 regarding the gradual abandonment of disposable products through circular approaches that favour reusable products and systems. Improvement objectives are set in reference to the use of eco-compatible products.



Fleet maintenance

Air Dolomiti has acquired the PART 145 certification for the performance of maintenance activities on its own aircraft and those of other aircraft operators. The process is implemented under planned and controlled conditions, in order to ensure compliance with binding and contractual requirements, the pre-established quality level and the achievement of the set objectives. Correct maintenance guarantees the efficiency of the aircraft also in terms of reducing emissions and consumption, with benefits for the environment. Operational activities are carried out in the hangars at Verona and Florence airports by Air Dolomiti staff, under the control of the Maintenance department. Some operations are entrusted to qualified outsourcers, including the Air Dolomiti Deutschland (100% owned by Air Dolomiti) and Lufthansa City Line in Munich (an EMAS-registered Group company). Lufthansa Technik is entrusted with the transport of maintenance equipment.

The periodic internal deep cleaning of the aircraft is carried out by qualified suppliers, controlled with respect to the use of approved products and the management of generated waste.

The external washing of the aircraft is carried out by qualified suppliers holding a certification issued by the reference airport and ENAC, using suitable procedures and systems for the management of waste liquids.

Maintenance activities include aircraft ground defrosting/antifreeze processes that are carried out by the airport management company.



Company sites

Energy resource management: energy resources (electricity, natural gas) are used to carry out activities at the company sites, for lighting, air conditioning and plant operation. Air Dolomiti monitors energy consumption in order to promptly identify any critical issues and take action for improvement. In accordance with the provisions of Legislative Decree no. 102 dated 4 July 2014, the “Energy Diagnosis” is prepared and kept updated.

Air conditioning systems: Air Dolomiti directly manages the heating and air conditioning systems present at the Training Centre at Via Evangelista Torricelli, 4 in Caselle (VR), ensuring compliance with the provisions of Presidential Decree No. 74 dated 16 April 2013 on plant management and energy efficiency and EU Regulation 517/2014 on the control of refrigerant gas leaks. The administrative office in Via Bembo is located in a building comprising several units, in favour of which the management body supplies electricity, heating and cooling generated by a trigeneration plant powered by natural gas. In the maintenance departments located in the hangar, the air conditioning is centralised and managed by the airport company.

Fire prevention: with reference to the requirements of Presidential Decree no. 11 dated 1 August 2015, Air Dolomiti has identified the activities subject to fire prevention controls and has established a procedure for the obtaining and maintenance of the necessary certifications. The activities subject to the controls of the Fire Brigade under the direct control of Air Dolomiti are: the storage of goods and materials at the Training & Technical Center (Certificate of Periodic Renewal in Compliance with Fire-Fighting Practice



60730 with expiry date 4/10/2027), the generator set present at the head office (Certificate of Periodic Renewal in Compliance with Fire-Fighting Practice 72880 with expiry date 20/08/2025) and storage of flammable liquids at the hangar of Verona (Certificate of Periodic Renewal in Compliance with Fire-Fighting Practice 76149 with expiry date 30/06/2025). The obtaining and maintenance of third-party fire prevention certifications on facilities and systems used by internal staff is kept under control. Under the control of the Prevention and Protection Service, fire-fighting officers duly trained to intervene in the event of an emergency are appointed for each site. The efficiency of the installed prevention devices is monitored.

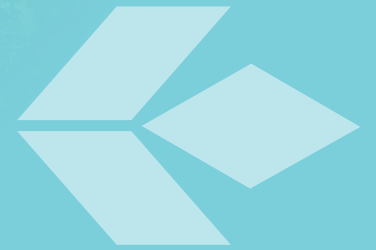
Emissions into the atmosphere

At the Training & Technical Center, there are plants functional to maintenance activities (painting and welding) that generate emissions into the atmosphere, for which the "Aircraft Maintenance Plant Emissions Authorisation" issued by the Manager of the Environment Sector - Environmental Protection and Enhancement Service of the Province of Verona has been acquired under Resolution no. 5116/2011. Autonomous controls are carried out on time, as per the authorisation requirement, to ensure compliance with the emission limits granted.

Waste management

Special waste from aircraft maintenance operations is produced at the Training & Technical Center and in the hangar. Suitable containers have been designed to ensure the correct identification and differentiation of substances and to prevent spillage. The external suppliers in charge of the periodic removal of waste are kept under control with regard to the possession of valid authorisation certificates for transport and disposal/recovery. Municipal waste produced is managed in accordance with the provisions of the public service operator.





good environmental
practices adopted

Ground and flight operations

- ❖ The planning system in use (Lufthansa system LIDO flight) enables the updating of the fuel required for each individual flight, taking into account several parameters, including weather conditions, restrictions to comply with and aircraft limitations. Crews may then consult actual fuel consumption data and make choices that ensure flight safety and, where possible, **the containment of fuel consumption**.
- ❖ The single engine taxi-in procedure, i.e., shutting down an engine after 2 minutes of cool down after landing, which **saves 4 kg of fuel per minute**.
- ❖ Crews have been made aware of the minimum possible use of the APU, i.e., the small gas turbine that, connected to the electrical and pneumatic system of the aircraft, supplies power to the on-board systems when the engines are switched off. The reduced use of the APU **saves approximately 2 kg of fuel per minute**.
- ❖ In the cockpit, there are manuals, navigation charts and other documents necessary for flights. From 2014 onwards, digitisation processes have been implemented that have enabled the gradual elimination of paper on board 31 kg of paper has been eliminated for each aircraft, which corresponds to approximately **1 kg of fuel saved per hour of flight**.
- ❖ The **electronic boarding pass**, provided for online check-in, saves printing and, therefore, paper consumption. The procedure is adopted by the majority of customers (approximately 70%).



Containment of energy consumption at the head office:

- ❖ glazed surfaces have been covered with “polymeric films” in compliance with Presidential Decree 59/09 to significantly reduce the incoming solar radiation;
- ❖ chronothermostats have been installed for the optimisation of air conditioning system adjustments;
- ❖ the replacement of lighting fixtures in offices with new LED solutions and the installation of time-controlled lights in common areas (e.g., corridors and toilets) is currently being completed;
- ❖ the project for the installation of **control devices for monitoring consumption** is under analysis.

Other environmental actions:

- ❖ rubbish bins in the offices have been replaced with **recycled cardboard containers for separate waste collection**;
- ❖ paper material (letterheads, envelopes, notepads, etc.) used has the **FSC mark** (originating from responsibly managed forests or sources);
- ❖ plastic cups in beverage dispensers have been replaced with **paper cups**.



Voluntary emission offsetting

Since travelling contributes significantly to global CO₂ emissions, containing these emissions is a core task for the transport industry.

At the same time, every passenger can also contribute to speed up the journey towards a more sustainable future.

Through the website [COMPENSAID](#) passengers may easily **calculate the emissions generated by the flight** they have booked and **decide on the compensation timing**, the **amounts to be donated** and the **type of offset**, if SAF (Sustainable Aviation Fuel) or in environmental protection projects.

SAF is the first real alternative to the use of fossil aviation fuel. It is the key to climate-neutral air traffic and can be used in normal air transport without infrastructure adaptations. Compared to fossil fuels, **SAF reduces CO₂ emissions by up to 80%**.

The environmental protection projects concern **reforestation measures** in Italy, Nicaragua and Germany, the **development of alternative energy power plants** in Brazil, Switzerland and the Dominican Republic, and **other projects to raise awareness of the use of cooking stoves and/or heaters** in Kenya, Rwanda and Madagascar. With the selected projects around the world, we are supporting the most effective ways of handling climate change in accordance with the latest scientific evidence.





environmental performance
and indicators

Environmental performance and indicators

This chapter provides quantitative data on the services provided and the general environmental impacts. Key indicators have been identified with reference to the key environmental issues identified in EU Regulation 2018/2026 and the significance of the environmental aspects assessed by Air Dolomiti in relation to the activities carried out.

SERVICES PROVIDED AND ORGANISATION

ROUTES OPERATED BY AIR DOLOMITI - DATA RELATING TO THE SERVICE PROVIDED

		YEAR 2019	YEAR 2020	YEAR 2021	First half of 2022
Number of aircraft (own business)	n.	9	9	8	9
Number of flights	n.	23.060	7.339	8.179	8.888
Number of destinations	n.	30	56	59	35
Number of employees	n.	748	744	69	720
Number of passengers carried	n.	1.714.718	368.878	482.956	628.961
Seats-kilometres offered*	Million per km				
Passenger-kilometres**	Million per km	1.262	429,5	512,1	477,9
		813	185	245	287

* total sum of the number of seats available for the relevant journeys, expressed in millions of kilometres.

** total sum of the number of passengers carried for the relative distances expressed in millions of kilometres.



ENVIRONMENTAL IMPACTS OF FLIGHTS

DATA RELATING TO AIR DOLOMITI ROUTES

		YEAR 2019	YEAR 2020	YEAR 2021	First half of 2022
Gaseous emissions Carbon dioxide (CO ₂)	Tonnes	158.946	50.350	63.641	63.122
Total fuel consumption	Tonnes	50.459	15.978	20.203	20.039
Disposable plastic consumption for on-board services	Kilograms	15.638	566	1.091	1.100
Glasses		12.782	0	0	0
Stirrer		756	0	0	0
Lids for business class service (for ita)	Kilograms	2.100	566	1.091	1.100

KEY INDICATORS

		YEAR 2019	YEAR 2020	YEAR 2021	First half of 2022
Carbon dioxide per passenger-kilometre	Kg/100 per km	19,54	27,17	25,96	21,98
Fuel consumption per passenger-kilometre	l/100 per km	4,96	6,90	6,59	5,58

The significant increase of key indicator for the time frame 2020-2021, is due to the reduction in passengers number during the Covid19 pandemic phase.



ENVIRONMENTAL IMPACTS OF SITES

DATA ON THE ENERGY USED AT SITES

		YEAR 2019	YEAR 2020	YEAR 2021	First half of 2022
Power consumption	kWh	491.770	466.780	420.843	204.832
Natural gas consumption (methane) (Training & Technical Center users)	Standard cubic metre	11.671	12.247	8.750	5.381

KEY INDICATORS

		YEAR 2019	YEAR 2020	YEAR 2021	First half of 2022
Total direct energy consumption (electricity and natural gas from the head office and Training & Technical Center)	Tep*	101,72	97,53	86,01	42,80
Total energy consumption per employee (employees at the head office and Training & Technical Center)	Tep*	0,47	0,48	0,44	0,21
Total renewable energy consumption	The energy mix used to generate the electricity supplied to Air Dolomiti is made up of different sources. As declared by the supplier A2A Energia S.p.A, for 2019, renewable sources accounted for 22,15%, for 2020, they accounted for 33,34% (preliminary figures)				

*Tonnes of oil equivalent (TEP) is a unit of measurement of energy. It represents the amount of energy released by the combustion of one tonne of crude oil.

The decreasing of energy consumption in 2021 is related to the Covid19 pandemic containment measures, which favored remote work mode and resulted in less use of company working space.



DATA RELATING TO WASTE PRODUCED BY AIRCRAFT MAINTENANCE

		YEAR 2019	YEAR 2020	YEAR 2021
Waste production	Kg	1.034	9.547	4.683
Production of hazardous waste	Kg	351	6.132	3.683

Waste production data for the year 2022 will be published in the next updated edition of this document.

Variations in the quantities of waste produced over the years, relate to the deadlines of maintenance activities.

KEY INDICATORS

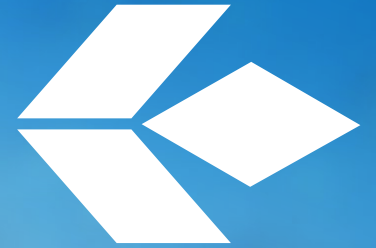
		YEAR 2019	YEAR 2020	YEAR 2021
Waste production per kilometres of seats offered	Kg/Million per km	0.82	22.23	9.14
Hazardous waste production per kilometres of seats offered	Kg/Million per km	0.28	14.28	7.19

Water consumption at sites: the use of water for hygienic purposes is a direct environmental aspect not considered to be significant. The external washing of the aircraft is entrusted to qualified suppliers that account for consumption at their own expense.

Atmospheric emissions by the systems present at the sites: emissions into the atmosphere resulting from the operation of air conditioning systems and those related to maintenance activities are considered to be of little significance compared with gaseous emissions linked to the provision of the flight service.

Land use in relation to biodiversity: the headquarters and administrative offices at Via Bembo 70 in Dossobuono di Villafranca are located near Catullo airport. The warehouse, the processing departments and the Training & Technical Center at via Torricelli 4 in Caselle are set in an industrial context. All the areas are waterproofed and occupy 3,679 m² (2,166 m² for the head office and 1,513 m² for Training & Technical Center).









goals
for improvement

“GreEN Ops” project







In accordance with the European Green Deal, Lufthansa is committed to achieve “carbon neutrality” by the year 2050 and has set a 4% CO₂ reduction target for 2030. Air Dolomiti is actively participating towards that ambitious goal, through the fuel consumption reduction actions shown in the table at page 38 and, from the year 2021, with the new **“GreEN Ops” project** designed to **reduce fleet emissions. A team of experts from different branches of Flight Operations**, through the study, analysis and implementation of innovative strategies, **is looking for suitable actions to improve sustainability** while keeping flight safety a priority. The newly formed working group, interfaces with internal departments and cooperates with national and international authorities in order to expand and spread knowledge in a cross-cultural scenario.

The improvement actions that are currently under consideration by the GreEN Ops team, will be presented in the next update of this Environmental Statement. It is already established the **engagement of flight crews, operations personnel and other interested parties on technical and environmental issues, with the periodic publication of the Flight Ops Newsletter.**








OBJECTIVE	ACTION	INDICATOR	DESCRIPTION	TIMING	STATUS
REDUCTION IN FUEL CONSUMPTION	SEATS REPLACEMENT	Decrease in aircraft weight (189 kg) Fuel savings in 5,6 kg per flight hour	Replacement of the type of seats and an increase of 2 passenger seats. The new, lighter seats reduce the overall weight of the aircraft and consequently also fuel consumption. The shape of the new seats ensures more comfort for the passenger.	2022 - 2023	
	NEW ELECTRONIC FLIGHT BAGS	Decrease in aircraft weight 23 kg Fuel saving in 1 kg per flight hour	Replacement of two laptops with two tablets.	2022 - 2023	
	NEW WHEEL FAIRINGS	Fuel saving in 12 kg per flight hour	Installation of main landing gear wheel fairings to reduce aircraft drag.	2022 - 2023	
	SINGLE ENGINE TAXI OUT PROCEDURE	Fuel saving of 2 kg per minute	Procedure for taxiing to the runway using only one engine	2023	




OBJECTIVE	ACTION	INDICATOR	DESCRIPTION	TIMING	STATUS
USE OF ECO-FRIENDLY MATERIAL	USE OF PAPER GLASSES for on-board services	Elimination of plastic (approximately 10,000 kg/year)	Plastic cups were replaced with paper cups	2020	
	USE OF BAMBOO STIRRER for on-board services	Elimination of plastic (approximately 700 kg/year)	Plastic stirrers were replaced with bamboo stirrers (renewable material).	2020	
	USE OF PAPER LIDS for business class meals of on board service	Plastic Reduction (about 2.200 kg / year)	The plastic covers were replaced with the paper ones	2022	
	USE OF PACKAGING MADE FROM ENVIRONMENTALLY FRIENDLY MATERIALS for on-board services	Elimination of non-recyclable plastic (1 bottle per passenger)	Providing customers with 100% recyclable plastic water bottles. Since January 2022 separate waste collection for plastic and glass bottles and aluminium cans, is implemented.	2022	
		100% snacks packaged with environmentally friendly material	Plastic snack packs shall be replaced with environmentally friendly packaging.	2022 - 2023	
		100% FSC and/or recycled paper boxes	Use of FSC and/or recycled paper boxes for fresh snacks/meals served on board in the Buy on Board service.	2021 - 2022	



OBJECTIVE	ACTION	INDICATOR	DESCRIPTION	TIMING	STATUS
USE OF ENVIRONMENTALLY FRIENDLY MATERIALS	USE OF RECYCLED PAPER for on-board services	100% recycled paper materials	Procurement of paper materials (napkins and toiletries) produced using recycled raw materials.	2022 - 2023	
	ORGANIC PRODUCTS PROPOSAL for on-board services	In the wine list, at least 20% of organic wines	Proposal of organic wines to make customers aware of the consumption of environmentally-friendly products.	2022 - 2023	
REDUCTION OF WASTE AND USE OF RAW MATERIALS	PAPERLESS COCKPIT	Elimination of 200 g of paper per route	Digital transformation of flight documents (Operational Flight Plan, Weather and Notam).	2021	
	TECHNICAL LOG BOOK	Elimination of 600 kg of paper per year	Replacement of the paper Technical Log Book with the electronic version.	2021	
	SPAZIO ITALIA ON BOARD MAGAZINE	Elimination of 4.080 kg of FSC paper per year	Substitution of paper magazine with a digital version, available on Air Dolomiti web site and on board inflight entertainment (IFE)	2022	



OBJECTIVE	ACTION	INDICATOR	DESCRIPTION	TIMING	STATUS
ENVIRONMENTAL COMMUNICATION	INFORMING STAKEHOLDERS OF AIR DOLOMITI'S COMMITMENT TO THE ENVIRONMENT	Measures carried out in the specified time and manner	<p>A communication plan is prepared with press releases, posts on social media channels, on-board magazines and newsletters.</p> <p>All interested parties will be able to obtain information on Air Dolomiti's environmental performance in a dedicated section of the website, where they will also be able to read the Environmental Statement.</p> <p>Passengers will also be able to download the Environmental Statement via the On-Board Entertainment System.</p>	Since 2020	



Communication

In order to **promote its environmental commitment** and at the same time increase the **awareness and information of all its passengers**, Air Dolomiti has decided to **install on each of its aircraft a placard** which, in addition to the **EMAS certification number**, includes a **QR Code** which, once captured, will enable passengers to **download the Environmental Declaration on their own device**.

With its environmental management system Air Dolomiti aims to make its contribution to reducing the environmental impact of air traffic and at the same time to reduce costs by optimising the use of resources, with the purpose of creating economic and ecological value addition.



**Our
commitment
to a better
environment**



 AirDolomiti

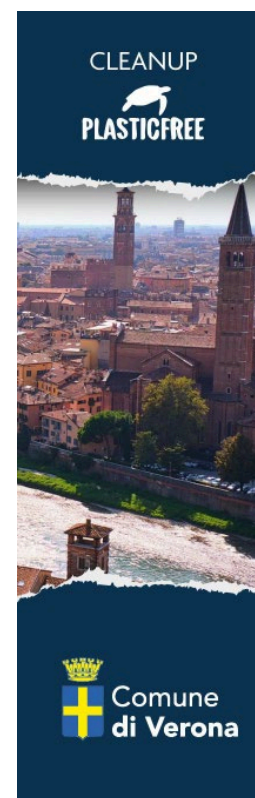


Air Dolomiti is always attentive and proactive in carrying out **its environmental commitment**, not only through **its daily operational activities**, but also through collaborative actions with local associations and extending its efforts **to the area of social responsibility**.

On World Clean Up day that occurred on September 17th 2022, Air Dolomiti actively participated in the event organized in Verona by Plastic Free, a non-profit organization committed to the protection of the environment with appointments to clean cities, beaches, parks and rivers.

During the Clean Up Day in Verona, a large group of people consisting of Air Dolomiti **employees and their family members, friends and acquaintances**, was organized to collect cigarette ends and other discarded waste on the streets of the city.

The Clean Up Day 2022 is the third edition of a global event that is gathering millions of people sharing the dream of creating a healthier, cleaner world and raising awareness of uncivilized littering.



VERONA

17 SETTEMBRE 2022

Orario: **15.00**

Ritrovo:
Piazza Bra

Referente:
Giovanna - 348 5240838
Roberto - 366 6780623

Hanno supportato l'evento con la propria donazione



VALIDATION

The Environmental Declaration is valid for three years (2020-2023)
and shall be reviewed annually to update data and information to the current year.

The next edition will be issued for the three-year period 2023-2026

The environmental verifier chosen for validation is DNV Business Assurance Italia Srl
(accreditation no. 009P rev 05 Cod. IT-V-0003).

The reference NACE codes for the activities of Air Dolomiti S.p.A. are 51.10 Passenger air transport and 33.16 aircraft maintenance.

This document has been prepared in accordance with EC Regulation No. 1221/2009
of the European Parliament and Council dated 25 November 2009
allowing voluntary participation by organisations in a Community Eco-Management and Audit Scheme (EMAS),
as amended by EU Regulation 2017/1505 and EU Regulation 2018/2026.

For further information: Cristina Silvestri, tel. +39 045.8605340 - cristina.silvestri@airdolomiti.it

