



Environmental

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Care for the ENVIRONMENT

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Message from the CEO

Dear Friends,

I am very pleased to present to you the 10th issue of our company's environmental publication summarising the actions and initiatives undertaken by Athens International Airport during 2007 aiming at tackling the environmental challenges responsibly and effectively.

Last year's major highlight was a significant increase in passenger traffic and aircraft movements. In parallel to this dynamic growth, the constant effort for the minimisation of operational impacts both within and in the vicinity of the airport site has been among our top priorities.

Climate change is one of the major environmental challenges facing international organisations, governments, as well as enterprises. With a high degree of responsibility towards the new challenges, in 2007, our company developed a Climate Change Corporate Action Plan comprising eight initiatives relevant to airport operations, transportation, energy management and the natural environment.

By continuously promoting recycling activities and providing relevant incentives, in 2007, we managed to bring our recycling rate to over 34%. Furthermore, our Wildlife Control Programme was re-certified by an external independent agency, asserting our company's commitment to following international best practices in this critical field.

We implemented our annual environmental and community relations action plan that features ongoing regular contacts with local authorities, associations and citizens, as well as donations, support of environmental and cultural activities, infrastructure works, and the creation of green areas in the neighbouring municipalities.



As part of our active social contribution, in 2007 we enhanced our Corporate Responsibility Programme, for which the international Accountability Rating (Greece) survey rated our company in 4th place among the 100 largest corporations in Greece.

Athens International Airport S.A. maintains its commitment to minimise, or prevent where possible, the environmental impact from airport operations, cooperate constructively with the local authorities, and carry out social initiatives in a highly responsible and effective manner.

Dr Yiannis Paraschis





ENVIRONMENTAL MANAGEMENT SYSTEM





The Environmental Management System (EMS) comprises all procedures, guidance and programmes that we implement in every sector of everyday work in order to achieve our environmental goals. The EMS gives us the opportunity to efficiently tackle all environmental issues related to airport operations and thus offer high-quality environmental services.

Athens International Airport “Eleftherios Venizelos” is the only Hellenic airport that has an Environmental Department, certified as of December 2000, in accordance with the International Standard EN ISO 14001. Believing that we should keep abreast of new developments, in 2005 we made the necessary changes in our system in order to comply with the new version of the standard (EN ISO 14001:2004). During 2007, the annual assessment by the certification body (DQS) was successfully conducted.

In the EMS context, we annually compile an Environmental Plan consisting of environmental programmes with specific measurable targets that are to be implemented within a specified timeframe. During the year, we continuously monitor the progress of these programmes through environmental indicators in order to undertake any necessary corrective actions. Furthermore, we evaluate the results and accomplishments aiming to continual improvement of our environmental performance.

Moreover, we ensure that all operators at the airport follow responsible environmental practices. For this purpose, a set of environment-regulating guidelines has been issued, tackling matters such as waste management. We organise special seminars and site tours, and issue leaflets to inform airport Third Parties on how to deal with environmental issues, being at their disposal to answer their questions and respond to their requests in a very short time. Daily inspections and regular environmental audits are conducted in order to ensure that proper practices are followed.



2007 ENVIRONMENTAL PLAN Performance Report

PROGRAMME TITLE	OBJECTIVE	TARGET	RESULTS
Evaluation of the quality of the air quality monitoring network (AQMN) measurements	Evaluation of the quality of measurements gathered by the air quality monitoring network	Assess the uncertainty of the time average air quality measurements of NO _x , O ₃ , SO ₂ , CO, and HCs analysers	ACHIEVED
Environmental awareness I	Raise environmental awareness of Athens International Airport's personnel	84% of Athens International Airport's employees to obtain environmental awareness training. Three (3) site tours to be conducted regarding environmental issues	ACHIEVED
Environmental awareness II	Inform the public & the Third Parties on AIA's environmental activities and initiatives	Organise site visit for 30 local community and/or Third Party representatives	ACHIEVED
Wildlife hazard control and reduction programme	Airport's wildlife hazard control and reduction programme to be audited by external party	Re-certify airport's wildlife hazard control and reduction programme	ACHIEVED
Reduction of phosphorus and nitrogen concentrations in airport's main Sewage Treatment Plant (STP) effluent	Improve wastewater quality	Reduce phosphorus and nitrogen concentration by 73% and 80% respectively compared to 2004 average yearly values	ACHIEVED
Recycling programme at the Schools of the Municipality of Artemis	Raise environmental awareness in the greater Mesogaia area / Minimise waste disposal at landfill	Collect at minimum 10 tonnes recyclables (Paper & Aluminium Cans) from the schools in Artemis Municipality	ACHIEVED (18 tonnes were collected)
Recycling on airport site	Minimise waste disposal to landfill	Achieve 20% recycling rate on airport site by the year 2008	ONGOING (2007: 34.3%)
Community projects – Construction of urban green areas	Create urban green areas in the Municipalities in the Mesogaia area	Creation and handover of 3 Parks in the Municipalities of Koropi, Spata and Artemis	PARTIALLY ACHIEVED (the parks of Koropi and Artemis completed)
Analysis of the locations of the Noise Monitoring Terminals (NMTs) based on flight tracks data	Analyse NMTs locations in relation with flight tracks and noise levels	Analyse noise events for 8 permanent NOMOS Noise Monitoring Terminals	ONGOING
Airport site emissions inventory	Monitoring of airport site generated emissions of atmospheric pollutants	100% semi-automated monitoring and reporting of airport operation emissions on airport site	ONGOING (new target date)
Bio-monitoring programme Phase II	Perform 1st survey of Phase II, recording the status of the ecosystems defined in Phase I	Record the existing status of fauna, flora and vegetation in order to define possible variations versus the baseline	ONGOING (new target date)





2008 ENVIRONMENTAL PLAN Objectives and Targets

PROGRAMME TITLE	OBJECTIVE	TARGET
Recycling on airport site	Minimise waste disposal to landfill	Achieve 20% recycling rate on airport site by the year 2008
Airport site emissions inventory	Monitoring of airport site generated emissions of atmospheric pollutants	100% semi-automated monitoring and reporting of airport operation emissions on airport site
Recycling programme at the schools of the Municipality of Artemis	Raise environmental awareness in the greater Mesogaia area / Minimise waste disposal at landfill	Collect at minimum 20 tonnes recyclables (Paper & Aluminium Cans) from the schools in Artemis Municipality
Analysis of the locations of the Noise Monitoring Terminals (NMTs) based on flight tracks data	Analyse NMTs locations in relation with flight tracks and noise levels	Analyse noise events for 8 permanent NOMOS Noise Monitoring Terminals
Bio-monitoring programme Phase II	Perform 1st survey of Phase II, recording the status of the ecosystems defined in Phase I	Record the existing status of fauna, flora and vegetation in order to define possible variations versus the baseline
Environmental awareness I	Raise environmental awareness of Athens International Airport's personnel	86% of Athens International Airport's employees to obtain environmental awareness training. Three (3) site tours to be conducted regarding environmental issues
Surface water quality monitoring	Monitor surface water quality across airport site	Install and operate an online water monitoring system at the exit of the main ponding area
Intercomparison of AQMN analysers	Evaluation of pollutant analysers using the method of comparison by simultaneous measurement	Assess the uncertainty of simultaneous measurements of HC, CO, SO ₂ , NO _x and O ₃ with AQMN analysers
Assessment of the Air Quality in Artemis	Monitor air quality in communities surrounding the airport	Perform at least one year's worth of air quality monitoring with the mobile station of the AQMN in Artemis
Wildlife Hazard Control and Reduction Programme Revision	Implement the recommendations of the Audit performed in November 2007	Minimise wildlife strike risks





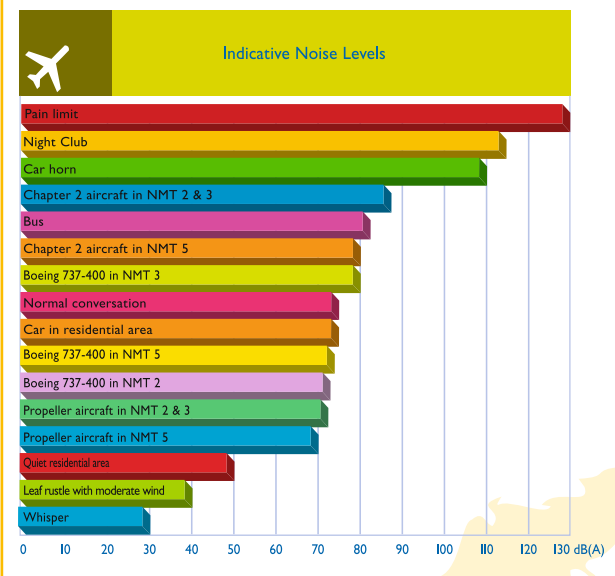
AIRCRAFT NOISE



Noise is one of the main environmental issues associated with the operation of an airport. Our company addresses noise issues responsibly by taking measures to reduce annoyance.

Comparative Noise Levels

Noise levels are measured in dB(A), a unit that describes the sound pressure in the human ear. Additionally, the values of the decibels represent the sensitivity of the human ear that is related to the frequency of the sound. Thus every increase in the sound level by 10 dB(A) is perceived as doubling of the sound level.



Noise Abatement Procedures

Noise Abatement Procedures have been defined for the reduction of noise levels in the residential areas around the airport and along the flight paths. These include measures such as preferential runway use or avoidance of reverse thrust. More specifically, the preferential runway use system includes the following:

- Avoidance of the use of the eastern runway (03R) for departures to the north during the night (23:00–07:00).
- Avoidance of the use of the eastern runway (21L) for landings to the south during the night (23:00–07:00).

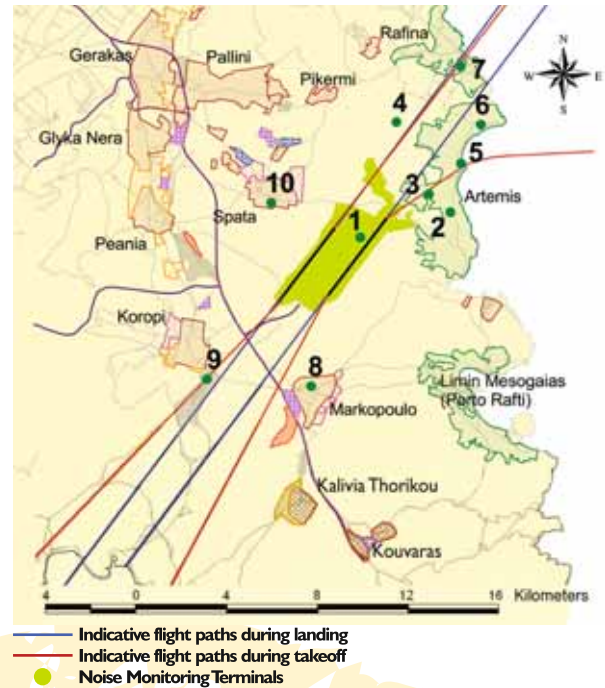
Additionally, for further reduction of noise nuisance, the preferential runway use is also implemented during the afternoon hours (15:00–18:00).

Noise Monitoring System

We have installed a permanent NOise MOonitoring System (NOMOS) for the continuous monitoring of noise levels and automatic correlation with aircraft flights. Furthermore, this

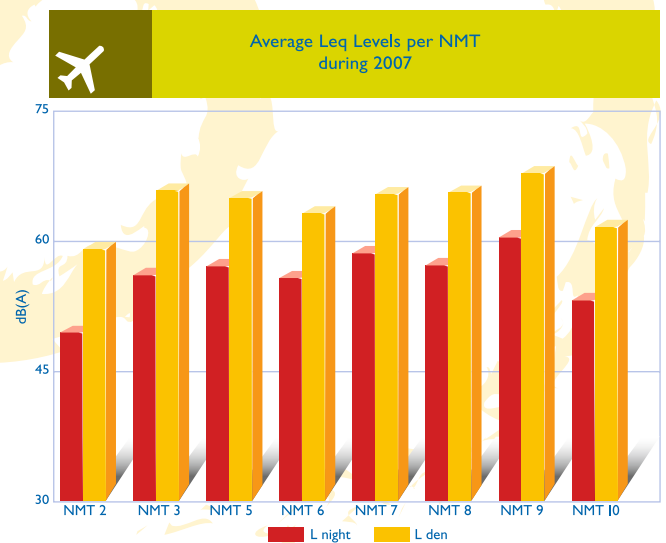
system is connected with the Hellenic Civil Aviation Authority's radar so that correlations can be established based on actual flight track information.

The Noise Monitoring System comprises ten (10) permanent and one (1) mobile Noise Monitoring Terminals (NMT) installed in residential areas along the flight routes.



Noise Indices

Two noise indices are mainly used for the assessment and management of environmental noise, (Lden and Lnight). These describe the total noise level at a measurement point, i.e. the noise from all sources, such as aircraft, road traffic, industry, construction works etc. Lden is calculated by taking into



account that during the evening (19:00–23:00) and night (23:00–07:00) noise nuisance is greater, and therefore a “penalty” of 5 and 10 dB(A) is added to the evening and night noise levels respectively. Night is calculated by considering the noise level during the night only. Furthermore, in all NMTs the maximum noise levels for each noise event are also recorded.

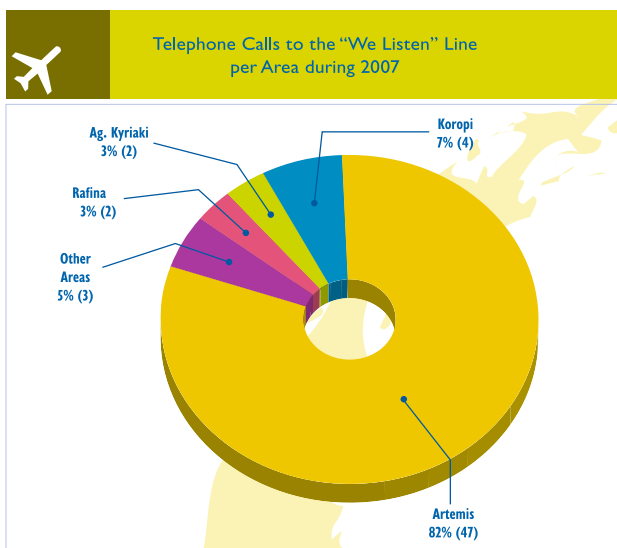
Relations with the Local Communities

Given that noise is one of the main environmental issues affecting the lives of residents in the vicinity of airports, we have taken several initiatives, such as the creation of the “We Listen” telephone line, and the periodic meetings with representatives of local authorities and groups aiming to inform citizens.

Concerned citizens may call the “We Listen” telephone line (210-3530003) on a 24-hour basis in order to register their complaints and request information on noise issues. During 2007, 58 noise complaints in total were received (mostly from Artemis Municipality). This number of complaints is very small in comparison with other European airports (e.g. Amsterdam Airport, where thousands of complaints are received on an annual basis). Most complaints are received during the summer period, when air traffic is the highest and noise nuisance is increased due to local living conditions (open windows, staying outdoors).

Aircraft Noise Study

According to the European Directive 49/2002, the Joint Ministerial Decision 13586/724-28/3/06 and in the framework of collaboration with the Ministry of the Environment, Town Planning & Public Works, and the Hellenic Civil Aviation Authority, a Study on Aircraft Noise has been assigned to a private team of highly experienced academics and consultants. The study includes the development of the Strategic Noise Map (SNM) based on the actual air traffic data for the year 2006 (which was completed during 2007) and the revision of the Action Plan for the management of the effects of environmental noise. The development of the action plan is ongoing and in accordance with the approved time schedule (completion date: July 2008).







ATMOSPHERE





Air is one of the Earth's most valuable natural resources. At the same time, however, a variety of pollutants are emitted into the atmosphere, causing air quality deterioration and contributing to climate change.

Air Quality

Our company acknowledges the importance of air quality and addresses the issue by assessing emissions from relevant sources, monitoring pollutant concentrations and meteorological parameters at the airport and in the surrounding communities, and adopting measures aiming to reduce emissions.

Emissions Inventory

When kerosene is burned in aircraft engines the fumes produced consist of nitrogen oxides (NO_x), hydrocarbons (HCs), carbon monoxide (CO), carbon dioxide (CO₂), water, sulphur oxides (SO_x) and particulate matter (PM₁₀, PM_{2.5}). The concentrations of pollutants emitted depend on the stage of flight (Landing Take-Off cycle), and are affected by several factors, including aircraft and engine type as well as aircraft weight at takeoff.

Our company estimates emissions of nitrogen oxides (NO_x), hydrocarbons (HCs) and carbon monoxide (CO) from the airport site, including LTO cycle emissions, emissions during aircraft handling and emissions from other sources.

In order to estimate aircraft emissions during the LTO cycle, the guidelines issued by the International Civil

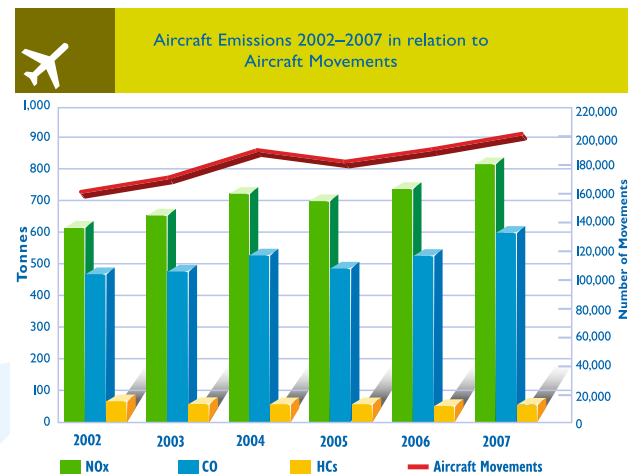
Aviation Organisation (ICAO) are followed, and fuel consumption and pollutant emission factors from ICAO's public Aircraft Engine Emissions Databank are used for the calculations. Based on the results, NO_x and CO emissions have increased in proportion to the increase in air traffic.

- In 2007, aircraft LTO cycle emissions totalled 819.6 tonnes of NO_x, 607.8 tonnes of CO and 63.3 tonnes of HCs.

Emissions from aircraft handling are produced mainly from the following activities:

- Use of Auxiliary Power Units (APUs).
- Use of Ground Support Equipment (GSE).
- Aircraft engine ignition in parking areas.

In 2007, aircraft handling emissions totalled 60.6 tonnes of NO_x, 35.8 tonnes of CO and 73.8 tonnes of HCs.



Results

The monitoring results show that in the Mesogaia region most pollutant concentrations are low and, for some pollutants, much lower than those recorded in the centre of Athens, while in some stations high concentrations of ozone (O₃) and particulate matter (PM₁₀) are measured.

It should be noted that the airport is just one of many sources of air pollution in the Mesogaia area. Other sources include road traffic (Attiki Odos and other high-traffic roads) and the widespread development of the area (industry, construction of new roads, residential development etc).

Mean Concentrations of Monitored Pollutants at the AQMN Stations

Station	NO ₂ µg/m ³	O ₃ µg/m ³	PM ₁₀ µg/m ³	SO ₂ µg/m ³	CO mg/m ³	HC ppm
Glyka Nera	27.7	74.2	36.8	8.9	0.5	N/M
Koropi	18.1	79.1	50.4	N/M	N/M	2.7
Markopoulo	22.7	75.4	50.9	N/M	0.4	N/M
Pallini	16.9	79.5	31.6	8.7	0.4	N/M
Spata	23.4	75.1	38.2	7.4	0.4	2.9

N/M: Not Measured in the specific station



Air Quality Monitoring

Our airport is one of the best-equipped airports in the world with respect to air quality and meteorology monitoring. The equipment includes an Air Quality Monitoring Network (AQMN), a Differential Optical Absorption Spectroscopy (DOAS) system, a SOnic Detection And Ranging (SODAR) system, a Radio Acoustic Sounding System (RASS) and a Meteorological Station.

The AQMN, which consists of five (5) permanent monitoring stations installed in the Municipalities of Glyka Nera, Koropi, Markopoulo, Pallini and Spata and one (1) mobile station, has been operating since 1998. Ground level concentrations of the major pollutants (NO_x, O₃, PM₁₀, SO₂, CO and HCs), as well as basic meteorological parameters (wind speed and direction, temperature and relative humidity, precipitation, total solar radiation and atmospheric pressure) are measured.

The DOAS System, which measures pollutant concentrations, contributes not only to the assessment of the air quality on the airport premises, but also to the monitoring of aircraft emissions during takeoff.

Finally, the SODAR, RASS and Meteorological Station monitor several meteorological parameters that affect air quality in the wider Mesogaia area.



Climate Change

The main contributor to climate change is the increase of greenhouse gases (e.g. carbon dioxide CO₂) in the atmosphere, which amplify the natural greenhouse effect and lead to an increase in global temperature.

Emission Reduction Measures

Our company is committed to reducing its contribution to climate change. It has already successfully implemented several measures to reduce emissions from sources under its direct control, including:

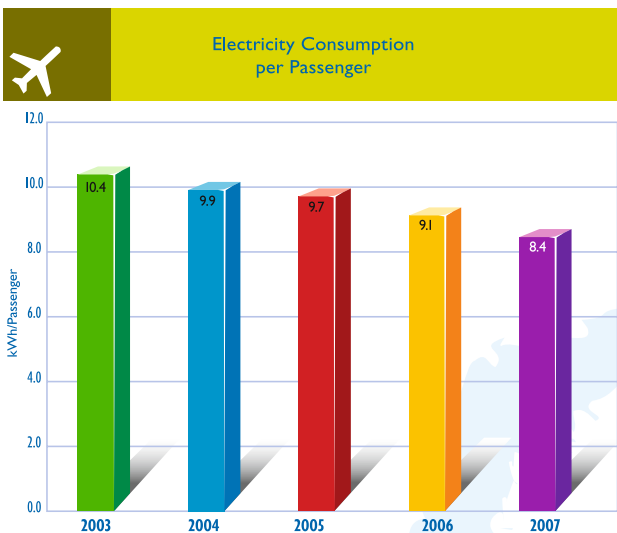
- Design of the airport's building and infrastructure according to the principles of energy efficiency (e.g. high heat insulation coefficient). AIA's installations are equipped with state-of-the-art technology for lighting, ventilation, etc.
- Installation of an extensive natural gas network for heating, hot water and food preparation purposes.
- Extensive access to the airport via public transport (buses, metro and suburban railway). In addition, AIA provides private coaches for the transportation of its staff to and from the airport.
- Participation in the European GreenLight Programme since 2003. GreenLight is a voluntary programme whereby private and public organisations undertake commitments toward the European Commission to reduce their energy consumption for lighting. The implementation of a number of energy-saving measures for lighting in various buildings led to an annual savings of 3,300MWh (which corresponds to a reduction in CO₂ emissions of approximately 3,150 tonnes). In 2004, AIA became the first Greek company to win the European Commission's GreenLight Award.
- Participation in the European GreenBuilding Programme since 2006 with the aim of achieving additional energy savings not only from lighting but also from other energy-consuming activities (e.g. cooling, heating, ventilation). A series of measures (e.g., fine-tuning of the central air-conditioning control system) led to energy savings on the order of 3,750MWh (which corresponds to a reduction in CO₂ emissions of approximately 3,550 tonnes).
- Implementation of the "Polluter Pays" principle as well as an extensive training/awareness programme that have led to a significant increase in the recycling rate. In 2007, the recycling rate reached 34%.
- Installation of a pilot 5kW photovoltaic unit.
- Initiatives to increase the awareness of AIA staff regarding climate change and submission of proposals to improve our environmental behaviour.



- Restrictions on the use of Auxiliary Power Units (APUs) by aircraft.
- Optimisation of the airport's Building Automation System with the aid of energy optimisation software (E-Max), through which current distribution is allocated in such a way so as to limit energy consumption.

Thanks to the various energy-saving measures implemented by AIA in 2007, energy savings on the order of 3,000MWh were achieved in comparison to 2006, resulting in a reduction of CO₂ emissions of approximately 2,850 tonnes, despite the large increase in the number of passengers in the corresponding time period.

The average electricity consumption per passenger has decreased steadily since 2004 due to the implementation of the aforementioned energy-saving measures and the continuous increase in the number of passengers.



A decrease in natural gas consumption compared to 2006 is due to reduced heating needs owing to the mild winter and to the implementation of initiatives to reduce consumption by Third Parties operating at the airport.

Climate Change Action Plan

Taking things a step further, the Environmental Services Department collaborated closely with other AIA departments in order to conceive new measures to further reduce AIA's impact on climate change. In total, more than 30 new proposals were put forward. This exercise culminated in the establishment of AIA's Corporate Climate Change Action Plan.

The Corporate Climate Change Action Plan currently comprises eight new measures, which will be implemented

by the corresponding AIA departments in 2008, including:

- Conversion of a large portion of AIA's vehicle fleet to Liquefied Petroleum Gas (LPG) and hybrid technology.
- Tree-planting: 50,000 m² over 5 years.
- Increase the recycling rate to 40%.
- "No Idle" campaign for vehicles waiting at the Main Terminal Building.
- Restrictions on the usage of Ground Power Units by aircraft.
- Increased usage of recycled materials (e.g. company publications).
- Application of Green Design principles to new buildings.
- Carpooling scheme for airport employees.

Annual emissions of CO₂ are expected to decrease by several thousand tonnes as a result of the above actions. It should be noted that almost all of the above measures also contribute to reducing emissions of other pollutants (e.g. NO_x, SO₂, CO, etc) and subsequently help improve air quality in the region surrounding the airport.



WATER



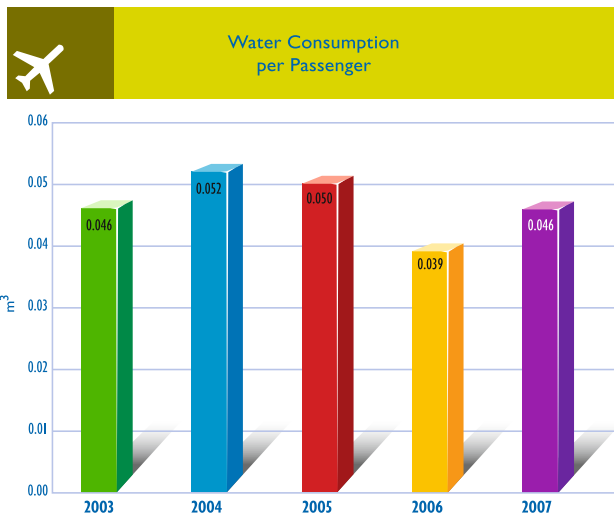
We make every possible effort to minimise water consumption on the airport site and prevent any possible pollution. In this framework we systematically monitor water consumption (potable and for irrigation) as well as the quality of surface and groundwater. Additionally, we undertake initiatives and measures for water savings, such as the use of treated water from the Sewage Treatment Plant (STP) for irrigation, the regular maintenance of the network to avoid any leakage, etc.

Additionally, since 2001, we have been implementing a surface water monitoring programme that includes sampling and chemical analysis. During 2007, eight (8) water sampling tests were realised. Athens International Airport continues to undertake a series of initiatives for the preservation of surface water quality, including:

- Detailed inspections/audits at high-risk areas
- Special training to Third Parties
- Extensive sampling programme.

Sewage Treatment Plant (STP)

All sewage produced from airport buildings travels through the sewage network to the STP to be treated, and the treated water is used for irrigation of the airport's non public green areas. During 2007, the STP treated 443,500m³ of sewage water that was used by the airport's irrigation system, which was extended at the east perimeter by 27,000m, while irrigation of slopes at the train station was initiated (approximately 45,000 m²). It should be noted that Athens International Airport is one of the few airports globally that has its own STP.



Water Quality Monitoring

Since 1998, our company realises regular sampling of groundwater at selected points on the airport site, aiming to monitor the quality of the upper as well as the lower aquifer. Groundwater samples are taken regularly from eight (8) permanent monitoring wells and analysed at an external accredited laboratory.





WASTE



Athens International Airport (AIA) is responsible for waste management at the airport. AIA has developed a comprehensive waste management system based on “The Polluter Pays” principle, promoting waste separation at source and recycling.

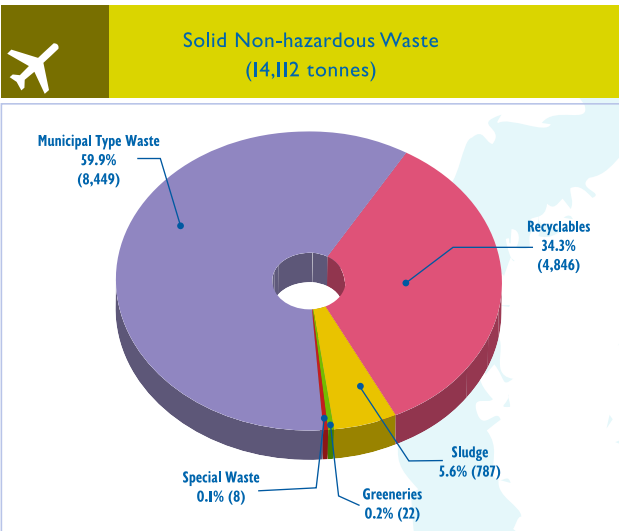
The major types of waste generated at the airport are:

- Solid Non Hazardous Waste
- Hazardous Waste
- Medical/Clinical Waste.

During 2007, Athens International Airport generated 14,691 tonnes of waste in total, 14,112 tonnes of which were solid non hazardous waste, 580 tonnes hazardous waste and 217 kg medical/clinical waste.

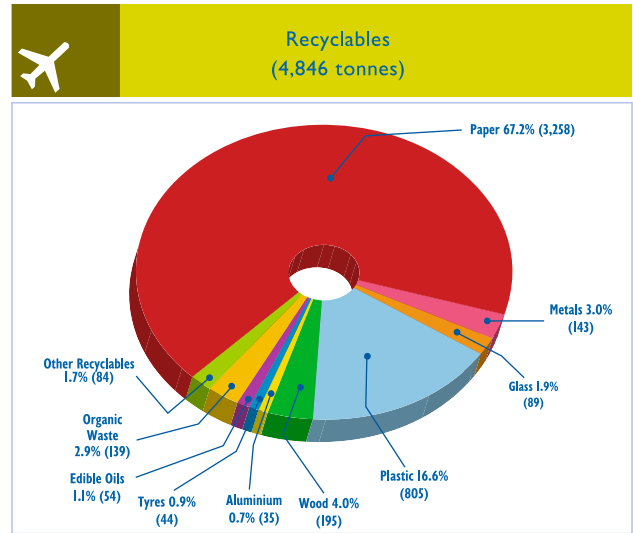
Solid Non Hazardous Waste

In 2007, the total quantity of municipal type waste generated at the airport was 8,449 tonnes. The recyclable materials sent to treatment facilities were 4,846 tonnes, representing 34.3% of total solid non hazardous waste. Sludge from the Sewage Treatment Plant (STP) totalled 787 tonnes, while 22 tonnes of greeneries coming from landscaping maintenance and 8 tonnes of special waste were generated.



Recycling

The implementation of financial incentives (AIA provides a refund to Third Parties for all recycling materials generated on the airport site) led to the recycling of 3,258 tonnes of paper, 805 tonnes of plastic, 195 tonnes of wood, 143 tonnes of metals, 139 tonnes of organic waste, 89 tonnes of glass, 54 tonnes of edible oils, 44 tonnes of tyres, 35 tonnes of aluminium and 84 tonnes of other recyclables.



Additionally, AIA implemented a paper recycling programme at AIA offices. Every working place is equipped with a special box for paper separation. Furthermore, the programme for aluminium recycling at Athens International Airport offices and staff restaurants was extended to include plastic recycling.

In 2007, the Recycling Point was established, equipped with bins for paper, plastic, glass, aluminium, metals, electronic waste and battery collection. The airport personnel can bring the recyclables from home to protect the environment. During 2007, 3 tonnes of recyclables were collected at the recycling point.



In addition to the promotion of recycling, AIA committed to use recycled paper for all printing and photocopying at the offices. In 2008, all corporate publications will be printed on recycled paper as well.

Hazardous Waste

Hazardous Waste Management is a significant parameter of the airport's operation. ENC exerts continuous efforts to find solutions for the treatment, valorisation and/or recycling of hazardous waste to licensed installations according to legislation in force, while cooperating with all Alternative Management Systems.

During 2007, 580 tonnes of hazardous waste was produced on the airport site, of which 18% was disposed via the Alternative Management System for treatment, valorisation and/or recycling, or for temporary storage.

The major types of hazardous waste that are produced on site are, among others, aqueous wastewater from oil separators, grease and oil mixtures from industrial waste treatment, used batteries, used oil & lubricants, sludge from the Industrial Waste Treatment Facility and from the runway de-rubberisation process, as well as e-waste.

Furthermore, in 2007 the Industrial Waste Treatment Facility (IWTF) treated approximately 16,000m³ of wastewater from



the technical base of OA and oil-water separator cleaning, etc. Waste produced during the intermediate treatment stages, such as filters and sludge, is disposed via a licensed industrial waste valorisation facility, while the IWTF effluent is transferred to the Sewage Treatment Plant, as required by the relevant legislation.

Waste Type	Alternative Management System	Quantity (tonnes)
Used oils & lubricants	ELTEPE	39.9
Packaging containers from oils & lubricants	KEPED	17.1
Used batteries	SYDESIS, AFIS	28.7
E-waste	APPLIANCES RECYCLING S.A.	21





NATURAL ENVIRONMENT





The study of the natural ecosystems, the airport's landscaping and the wildlife hazard control and reduction programme are our company's activities related to the natural environment.

Ecosystems

A number of natural and human influenced ecosystems sustaining a significant number and variety of animals and plants are located in the airport's vicinity. The natural ecosystems include:

- Woodlands and tufts
- Shrublands
- Wetlands
- Dunes and rocky shores



The human-influenced ecosystems include:

- Residential zones
- Rural areas (mainly olive groves and vineyards)
- Stockbreeding

The airport's operation affects directly or indirectly, through changes in land use, both the natural and the human influenced ecosystems of the wider Mesogaia area. In order to assess these impacts we are continuously monitoring the status of the ecosystems, through the bio-monitoring programme in the airport's vicinity.

The programme, launched in 1997 with a survey of the status of the ecosystems before the airport opening in order to create a baseline for the comparison with future situations, assesses impacts from the airport's operation. The survey included the recording of birds, other animals, plants, vegetation types and ecosystems.

The second phase of the programme started in 2005 in cooperation with the University of Patras and will be

completed in 2008. The main targets of this phase are the recording of plant and animal populations, vegetation types and ecosystems, as well as variations versus the baseline, the assessment of the source of the alterations, the submission of proposals for conservation and finally, the determination of bio-indicators, which will be monitored in the future as signs of ecological changes of the natural environment.

The first results of the programme show that the natural ecosystems that had been recorded before the airport opening still exist, but their area is altered mainly due to human interventions, such as intensive and unplanned residential development, installation of industrial units, construction of new roads, unauthorised dumping of waste, intensive grazing, and fires.

Airport Landscaping

The airport's landscaping meets its operational and environmental requirements, such as soil stabilisation and the reduction of noise and dust dispersion, while providing a visual continuation between the Mesogaia and the airport area.

The plants used for the airport's landscaping are mainly local flora species adapted to the local climatic conditions, with low water demand. In addition, the design and implementation of the airport's landscaping takes into consideration bird repelling systems, such as the use of fruitless plants and dense vegetation.

The irrigation of the non-public landscaped areas is mainly based on treated water from the Sewage Treatment Plant. During 2007, STP treated water was also used for irrigating the green areas of the Suburban Railway, thus utilising the increased outflow of the STP and preserving natural resources.





Wildlife Hazard Control and Reduction

The activities of birds and other animals at the airport site entail the risk of strike with aircraft. Although the energy released during the collision of an animal (usually birds) with an aircraft is in some cases significant, the resulting damages are usually minor. According to statistical data by the International Birdstrike Information System of the International Civil Aviation Organisation, 92% of the strikes have little to no impact on aircraft movements.

For the reduction of strike risks at the airport, long-term (passive) and short-term (active) methods are used in the framework of the Wildlife Hazard Control and Reduction Programme. The programme was audited in 2007 by a specialist from the Birdstrike Avoidance Team of the Department for Environment, Food and Rural Affairs of the U.K. The auditor certified that the programme was significantly improved since the previous audit, and maintains compliance with the standards and recommendations of ICAO and the best practices for wildlife control.

The long-term measures that reduce and/or eliminate the factors attracting wildlife at the airport, include:

- Airport design unattractive to wildlife, i.e. birds and other

animals do not find food, water, and nesting and roosting places at the airport.

- Continuous study of the wildlife (mainly birds) at the airport site and the vicinity
- Submission of proposals regarding land use within the airport vicinity, such as the exclusion of facilities or activities that could provide wildlife with food and water (e.g. waste management facilities).

The short-term measures aim to disperse the wildlife (particularly birds) from sensitive areas of the airport by causing them stress. These include:

- Bio-acoustics: Natural sounds like distress or alarm calls, calls of predators, etc
- Pyro-acoustics: Sharp, loud sounds (e.g. explosions) either electronic or from guns (e.g., shotgun blanks).







SOCIAL INITIATIVES





Environmental Awareness

Recycling Programme for the Schools of Artemis Municipality

The second year of the Recycling Programme for the Schools at the Municipality of Artemis, launched in November 2005 to enhance environmental awareness and reduce waste production, was a great success.



The programme includes paper and aluminum recycling at the Lyceum, High School and the five Elementary Schools, and paper recycling at the five Kindergartens of Artemis Municipality. The Airport Company organises the transportation and recycling of collected materials, holds informative meetings and gives out leaflets that provide information regarding the implementation of the programme.

During the two school years (2005-2006 and 2006-2007) of the programme's implementation, 18,310kg of paper and 112kg of aluminium were recycled in total.

Till the end of 2007, the children collected approximately 3.5 tonnes of paper, and the programme continues to run during the current school year (2007-2008).

Environmental Scholarship Programme

Aiming to enhance environmental knowledge, our company grants scholarships for postgraduate environmental studies in cooperation with the University of the Aegean. The subjects of these scholarships are related to Athens International Airport's activities. In the same context, we organise seminars addressed to the postgraduate students of the University's Postgraduate Environmental Policy and Management Programme, concerning the environmental activities of Athens International Airport.

Environmental Information Centre

The Environmental Information Centre is located next to the Museum and provides information regarding the environmental activities of our company. In the summer of 2007, we staged an exhibition displaying the artworks created by students who participated in the "Ecological Transportation – Contribution to the Environment" Programme, held by EcoCity, a non-profit organisation under the auspices of the Ministries of National Education & Religious Affairs; Transport & Communications; Environment, Town Planning & Public Works; Development; and Macedonia & Thrace.

Cultural Heritage

The permanent "Exhibition of Archaeological Findings" (Museum) is open for passengers and visitors daily from 6am to 11pm. The average number of visitors is approximately 20,000 persons per month. Furthermore, the exhibition is part of the airport tour provided by the Visitor Services Department to schools, elderly groups, etc.

Construction Projects

Athens International Airport has created Urban Green areas in the neighbouring Municipalities.

Since July 2007, we undertook the maintenance of the 26,000m² park constructed in 2006 by our company in the coastal forest of Artemis Municipality. Maintenance works are performed on landscaping, as well as irrigation and potable water networks of the park.

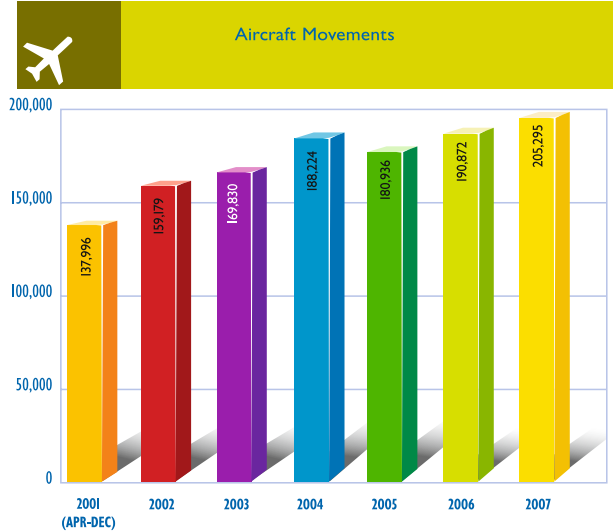




STATISTICS

Athens International Airport “Eleftherios Venizelos” is located 33km northeast of Athens, in the Mesogaia area. It covers an area of approximately 17km², has two independent runways, each approximately 4,000 meters in length, one main terminal building, one satellite terminal building and 89 aircraft stands.

The total number of passengers in 2007 was 16.4 million, an increase of 9.7% compared to 2006, while the number of aircraft movements increased by 7.6% to 205 thousand movements. Total cargo handled through AIA in 2007 reached 119 thousand tonnes, a decrease of 1% compared to 2006.





Our Partners that are Certified according to the International Standard EN ISO 14001



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FORTES A.B.E.E.



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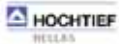
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