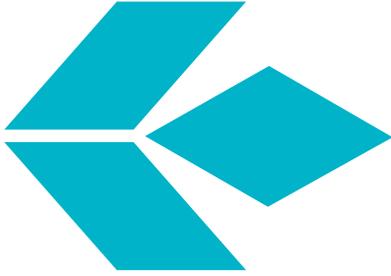




# Environmental Statement 2023-2026

Updated 30 June 2024





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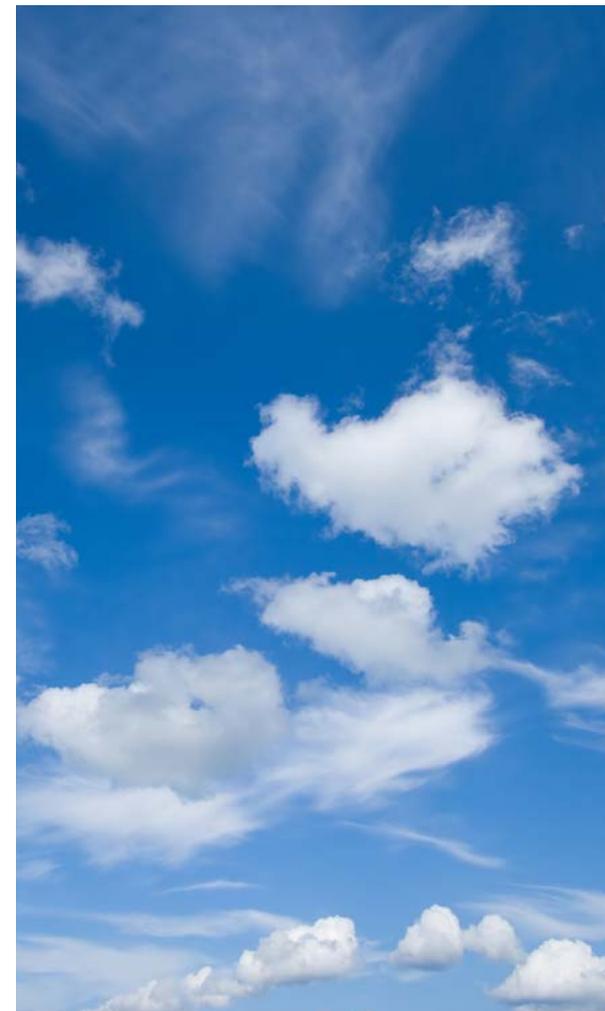
## Foreword by the Vice President

Air Dolomiti was founded in 1991, and in 2003 it was acquired by the Lufthansa Group of which it is still a part. As regional airline that has been integrated into a world-wide operating airline group, the company has maintained the Italian freshness and authenticity of its origins while enriching it with the organisational and technological potential of its holding company. Air Dolomiti offers connections between the main Italian and European airports and the hubs of Frankfurt and Munich and from these it also operated several European destinations. Its fleet currently consists of 17 Embraer 195s and 6 Embraer 190s; Steffen Harbarth is the CEO of Air Dolomiti since 01/01/2022. The Company has always paid particular attention to the care and well-being of its passengers, investing first and foremost in the safety of its aircraft, and has obtained the ISO 9001, 14001 and ISO/IEC 27001 certifications which are periodically checked and confirmed to ensure that high levels of quality are always maintained when providing the service and a constant focus on the issues of environmental impact and sustainability. In 2021, Air Dolomiti obtained validation of the Environmental Declaration submitted for the European Community's Eco-Management and Audit System (**EMAS**) and won the 2021 EMAS awards assigned by ISPRA (Higher Institute for Environmental Protection and Research) and by the EMAS-Ecolabel Committee which give recognition to the EMAS registered organisations in Italy that have best interpreted and applied the inspiring principles of the European model. **The Award for the best initiative for using the EMAS logo** recognises the Company's initiative to display a data plate with the registration number and a QR Code on all aircraft which allows passengers to download the Environmental Declaration onto their devices.

**The Carbon Footprint Reduction Award** was granted for the initiatives that Air Dolomiti has implemented which are aimed at containing gaseous emissions and reducing fuel consumption.

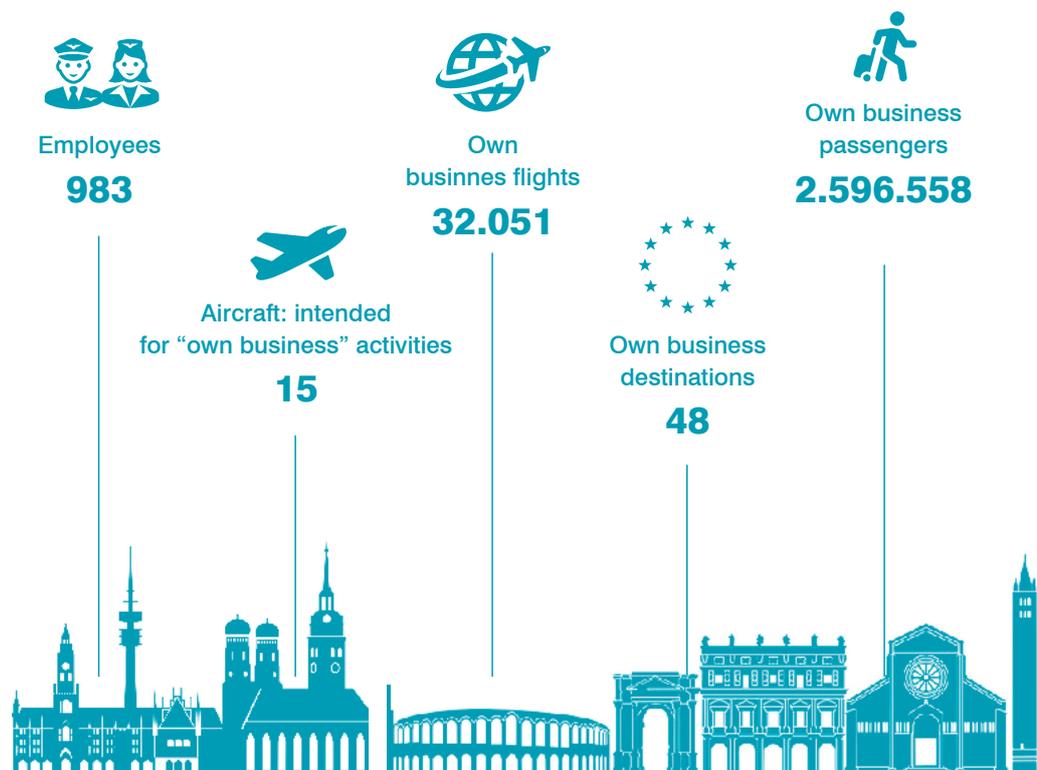
**Paolo Aldegheri**

Vice President  
Human resources, Organization, Legal & HSE



## Air Dolomiti | Presentation

**Air Dolomiti** is the Italian airline of the Lufthansa group that **connects** the main **Italian airports with Germany**. Thanks to its own business activity (Air Dolomiti's commercial responsibility) it is possible to reach the **Munich hub** from Ancona, Bari, Bologna, Florence, Genoa, Milan Linate and Malpensa, Turin, Venice and Verona; and the **Frankfurt hub** from Bologna, Florence, Milan Linate and Malpensa, Turin Trieste and Verona. In addition to its role as feeder carrier of Italian traffic on the German hubs, **Air Dolomiti also operates flights from Munich and Frankfurt on several European routes**: from Munich airport to Amsterdam, Geneva, Graz, Lyon, Nice and from Frankfurt airport to Graz, Geneva, Katowice, London City, Luxembourg, Lyon, Wroclaw, Innsbruck.



Reporting year 2023



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 2023, E190 aircraft also joined the fleet. 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 Dossobuono di Villafranca di Verona (VR).

The sites at which Air Dolomiti conducts its activities:

- Headquarters and Administrative Offices in via Bembo n. 70 in Dossobuono di Villafranca di Verona (VR);
- Technical & Meeting Center in Via Torricelli n. 1/3 in Caselle (VR), which houses a maintenance area and some meeting rooms;
- Training Center in Via delle Compagnie n. 3 in Nogaro Rocca (VR), where there are training and conference rooms;
- Hangar at Catullo Airport in Verona and hangar at Vespucci Airport in Florence, where aircraft maintenance departments are active.

### Fleet Data:

- 17 aircraft Embraer ERJ190-200LR (E195)

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- Average age: 14 years

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- Noise Pollution:
  - ❖ Side noise level at full power: 92,5 EPNdB
  - ❖ Approach noise level: 92,5 EPNdB
  - ❖ Overflight noise level: 84,1 EPNdB

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- 6 aircraft Embraer ERJ190-100LR (E190)

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- Average age: 14 years

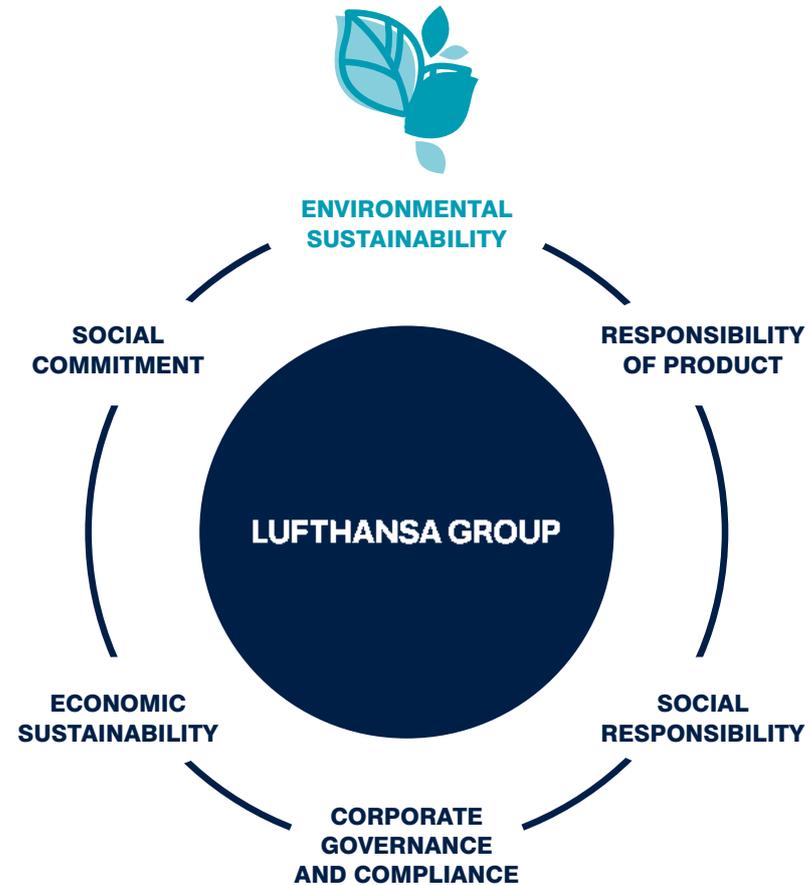
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- Noise Pollution:
  - ❖ Side noise level at full power: 92,8 EPNdB
  - ❖ Approach noise level: 92,5 EPNdB
  - ❖ Overflight noise level: 82,5 EPNdB



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.

#### PLACE AND ISSUE DATE

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 HR, Organization, Legal & HSE 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 Environmental & Sustainability 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 Internal Auditing department is assigned the task of managing and coordinating the activities necessary for the effective maintenance of this System. The Internal Auditing and Environmental & Sustainability 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, EASA



### Bodies and organisations responsible for issuing EMAS registration:

ISPRA, ARPA, Environmental auditor



### Local regulatory and control bodies



### Emergency management authorities





# 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;
- ❖ 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
<b>SERVICE PLANNING</b>	Occupation of new air space/routes	D/I	Increased air traffic and air and environmental pollution caused by flights
	Taxiing, take-off, flight and landing	D	Gaseous emissions, fuel consumption, noise
<b>SERVICE DELIVERY</b>	On-board services (catering)	D	Consumption of plastic materials (cutlery, bottles, etc.), production and disposal of waste, consumption of paper materials (wipes, information leaflets)
	Procurement of new aircraft	I	Air and environmental pollution caused by flights. The choice of new aircraft is determined by the Lufthansa Group
<b>FLEET MAINTENANCE</b>	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)
	Educational activities, warehouse and maintenance work (at the Technical & Meeting Center)	D	Resource consumption for lighting, air conditioning and plant operation (electricity, natural gas)
<b>SITE MANAGEMENT</b>	Presence of activities subject to fire risk	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.

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**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.

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**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.

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**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.

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**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.

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**EASA:** European Aviation Safety Agency is the centrepiece of the European Union's strategy for aviation safety. Its mission is to promote the highest common standards of safety and environmental protection in civil aviation.



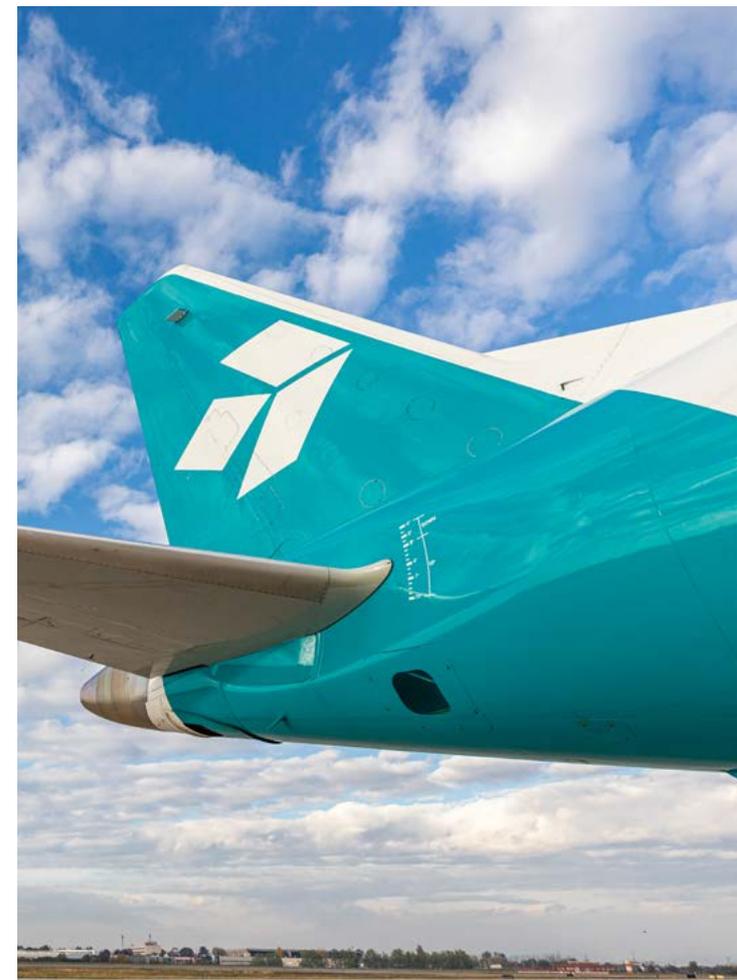
## Service planning

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 Munich from Bari, Bologna, Brindisi, Florence, Genoa, Milan, Turin, Venice, and Verona. The Frankfurt hub can be reached from Florence, Milan, Turin, Pisa, Trieste, Verona.

Air Dolomiti's complete and updated operating schedule of flights is available on its website, [www.airdolomiti.it](http://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.

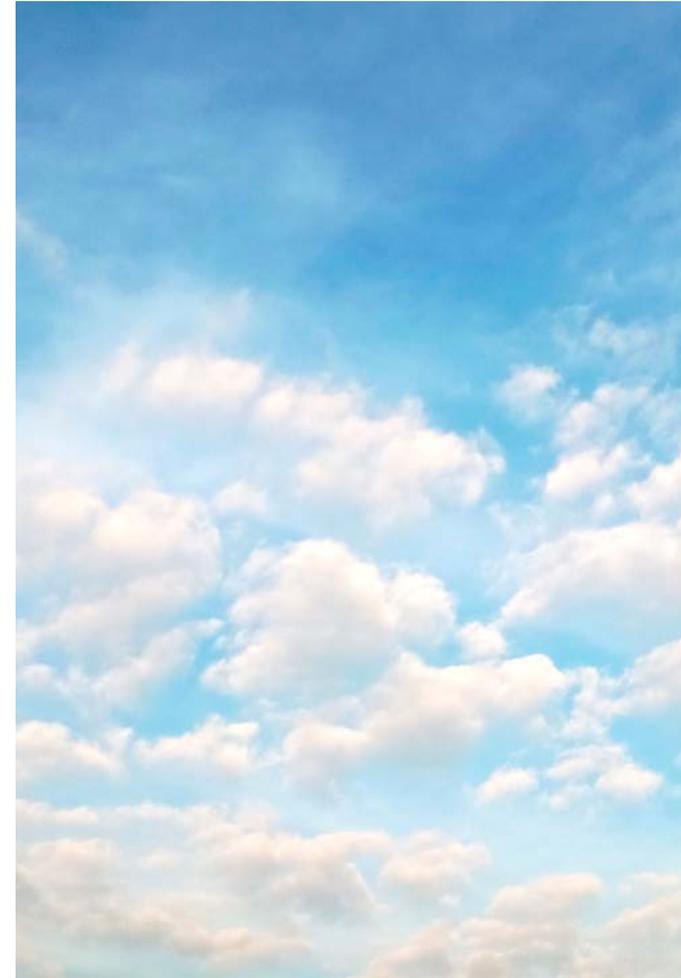


## Gaseous emissions

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 CO<sub>2</sub> by setting a limit to the possibility of producing CO<sub>2</sub>, 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 CO<sub>2</sub> 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 kg of fuel consumed produces 3,16 kg of CO<sub>2</sub>). 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. Starting from the first of January 2025, EU Regulation 2023/2405 "EU ReFuelEU Aviation" will come into force, which sets deadlines for the progressive use of SAF (Sustainable Aviation Fuel - described on page 29). Air Dolomiti participates in working tables organized by the Lufthansa Group to define the operational methods to be employed to ensure timely compliance with the European regulatory provisions.



## 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 quality



Italian raw materials and suppliers who respect the environmental sustainability chain, are served in **ceramic plates** with accompanying accessories in **recycled and/or FSC 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.

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 Technical & Meeting Center and at the Training Center, ensuring compliance with the regulations applicable. 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 hangars of Verona and Florence airports, 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 Technical & Meeting 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 Technical & Meeting 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 Technical & Meeting Center and in the hangars in Verona and Florence. 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 corporate sites

- ❖ **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 the offices and at Technical & Meeting Center with new **LED solutions** and the installation of time-controlled lights in common areas (e.g., corridors and toilets) replacement has been completed.
- ❖ The project for the installation of **control devices for monitoring consumption** is in the implementation phase.

## 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**.



- ❖ In 2024, a requirement has been set for the purchase of two types of **snacks** for business class with paper **wrappers instead of plastic** ones.
- ❖ The **efforts to further reduce the amount of food waste** generated by on-board service continued. The refinement of the system to calculate the products to be loaded and the offer of discounted purchase of unconsumed fresh products has had satisfactory results; while in 2022 food waste averaged 6,66 grams per passenger, in 2023 it was lowered to 1,97 grams, and in the first half of 2024 the average was further reduced to 1,60 grams of waste per passenger.
- ❖ Starting in 2024, all **teas** offered in the in-flight service are **from organic cultivation**.
- ❖ During 2024, **several actions** have been implemented **to reduce the generation of unsorted waste** related to on-board service. Among these is the use of steel cutlery for crews instead of that of bamboo, reducing on an annual basis 685 kilograms of unsorted waste.



## Voluntary emission offsetting

Travelling contributes significantly to the global emission of CO<sub>2</sub> and reducing these emissions is a central task for the mobility industry which is constantly committed to implementing virtuous behaviours and encourages the advancement of technological research oriented towards sustainable development.

The attention and orientation towards environmental protection has led companies to develop programs that also allow users of their services to help accelerate the path towards a more sustainable future.

Air Dolomiti passengers can also participate in the environmental protection initiatives promoted by the Group through different options:

- **Purchasing tickets with *Economy Green fare*:**

on Air Dolomiti website it is possible to select for each destination, from the available fares, the Economy Green fare; this provides compensation for individual CO<sub>2</sub> emitted, by 20% SAF and 80% in environmental protection projects.



- **Sustainable Corporate Value Fares:**

these are fares dedicated to companies and include in the cost of the ticket, the combined offsetting of 20% SAF and the remaining 80% with climate protection projects.

- **Corporate Value Fares:**

these are also corporate fares proposed to corporate customers, which include in the ticket cost the CO<sub>2</sub> offset through contributions to climate protection projects.

The concern of passengers for climate change can be seen in the strong growth in CO<sub>2</sub> offset values compared to the previous year. In the first half of 2024, in comparison with the same period in 2023, the increase, parameterized to passenger kilometers, almost doubled.

**What is SAF?**

SAF is the first true alternative to fossil kerosene. It is the key to air transport with a lower impact on the climate and can be used in normal air transport services without changes in the infrastructure. There are different procedures for producing SAF, the method is to reuse carbon dioxide from existing biomass or gases and recycle it back into jet fuel so that fossil jet fuel refined from petroleum crude oil can be reduced. Compared to fossil fuels, SAF can therefore reduce CO<sub>2</sub> emissions by up to 80%.

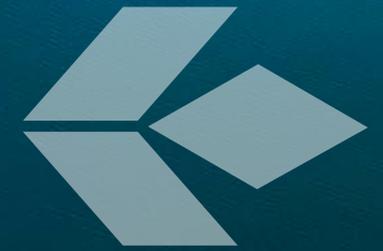
The SAF used by the Lufthansa Group is produced from raw materials that comply with the "RED II" Renewable Energy Directive (2018/2001/EU, Article 30). All SAFs used are certified according to the ISCC or RSB scheme with a minimum reduction of 80% in greenhouse gases. The renewable part of the product is obtained in a sustainable and ethically acceptable manner, using good agricultural and industrial practices that respect all workers' rights and the legislation in force, as well as all environmental regulations, including, but not limited to, ILO Convention No. 138, ILO Convention No. 182 and ILO Convention No. 105. The Product and the raw material comply with the applicable European laws, in particular with the most recent Renewable Energy Directive.

**Environmental projects:**

The projects chosen not only favour environmental protection, but they also promote more biodiversity and improve the living conditions of local populations. All projects guarantee, in the long term, the reduction or elimination of CO<sub>2</sub> emissions into the atmosphere.

All environmental projects are certified according to the highest national and international standards.





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

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

		YEAR 2021	YEAR 2022	YEAR 2023	First half of 2024
<b>Number of aircraft (own business)</b>	n.	8	10	15	20
<b>Number of flights</b>	n.	8.179	21.424	32.051	20.029
<b>Number of destinations</b>	n.	59	43	48	36
<b>Number of employees</b>	n.	696	798	983	1.060
<b>Number of passengers carried</b>	n.	482.956	1.561.007	2.596.558	1.620.249
<b>Seats-kilometres offered*</b>	Million per km	512	1.267	1.910	1.160
<b>Passenger-kilometres**</b>	Million per km	245	813	1.369	835

\* 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.

In the first half of 2024, the increase in the number of carried passengers and seat-kilometers offered, were made possible by the expansion of the fleet and flights operated.



## ENVIRONMENTAL IMPACTS OF FLIGHTS

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

		YEAR 2021	YEAR 2022	YEAR 2023	First half of 2024
<b>Gaseous emissions</b> Carbon dioxide (CO <sub>2</sub> )	Tons	63.641	152.353	227.560	142.107
<b>Total fuel consumption</b>	Tons	20.203	48.366	72.242	44.971
<b>Used of plastic on board</b>	Kilograms	7.091	7.100	6.000	0
Lids for business class service	Kilograms	1.091	1.100	0	0
Children gadgets	Kilograms	6.000	6.000	6.000	0

#### KEY INDICATORS

		YEAR 2021	YEAR 2022	YEAR 2023	First half of 2024
<b>Carbon dioxide per passenger-kilometre</b>	Kg/100 per km	25,96	18,86	16,62	17,02
<b>Fuel consumption per passenger-kilometre</b>	l/100 per km	6,59	4,76	4,22	4,31

In the last years under review, flight environmental impact indicators show a reduction due to the gradual increase in the number of passengers carried after the Covid19 periods. The slight increase in indicators in the first half of 2024 is caused by by operations irregularities.



## ENVIRONMENTAL IMPACTS OF SITES

### DATA ON THE ENERGY USED AT SITES

		YEAR 2021	YEAR 2022	YEAR 2023	First half of 2024
<b>Power consumption</b>	kWh	<b>420.843</b>	<b>517.056</b>	<b>531.013</b>	<b>257.308</b>
<b>Natural gas consumption (methane)</b> (Technical & Meeting Center users)	Standard cubic metre	<b>8.750</b>	<b>7.924</b>	<b>10.109</b>	<b>10.096</b>

### KEY INDICATORS

		YEAR 2021	YEAR 2022	YEAR 2023	First half of 2024
<b>Total direct energy consumption</b> (electricity and natural gas from the head office and Technical & Meeting Center)	Tep*	<b>86,01</b>	<b>103,31</b>	<b>107,75</b>	<b>56,56</b>
<b>Total energy consumption per employee</b> (employees at the head office and Technical & Meeting Center)	Tep*	<b>0,44</b>	<b>0,46</b>	<b>0,43</b>	<b>0,21</b>
<b>Total renewable energy consumption</b>	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 2023, renewable sources accounted for 36,96% (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 increase in gas consumption in the first half of 2024 is due to the increasing of processing activities at the Technical Center and training at the Meeting Center.



## DATA RELATING TO WASTE PRODUCED BY AIRCRAFT MAINTENANCE

		YEAR 2021	YEAR 2022	YEAR 2023
<b>Waste production Verona</b>	Kg	<b>4.683</b>	<b>6.359</b>	<b>7.892</b>
<b>Waste production Firenze</b>	Kg	<b>-</b>	<b>653</b>	<b>-</b>
<b>Hazardous waste production Verona</b>	Kg	<b>3.683</b>	<b>1.123</b>	<b>27.922</b>
<b>Hazardous waste production Firenze</b>	Kg	<b>-</b>	<b>369</b>	<b>1.279</b>

Waste production data for the year 2024 will be published in the next updated edition of this document.

The waste for the year 2023 in Verona is increased due to a rise in processing at the Technical Center and the discarding of computer equipment.

### KEY INDICATORS

		YEAR 2021	YEAR 2022	YEAR 2023
<b>Waste production per kilometres of seats offered</b>	Kg/Million per km	<b>9,14</b>	<b>5,53</b>	<b>4,13</b>
<b>Hazardous waste production per kilometres of seats offered</b>	Kg/Million per km	<b>7,19</b>	<b>1,18</b>	<b>15,29</b>

**Water consumption at sites:**

the use of water for hygienic purposes is a direct environmental aspect not considered to be significant. The increasing from 2023 at the Technical Center & Meeting Center, is due to wheel and brake washing, which generates an aqueous solution that is handled by the company appointed for its disposal. 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 Technical & Meeting Center at via Torricelli 1/3 in Caselle and the Training Center di at Via Delle Compagnie n. 3 in Nogarole Rocca are set in an industrial context. All the areas are waterproofed and occupy 4.772 m<sup>2</sup> (2,166 m<sup>2</sup> for the head office, 1,513 m<sup>2</sup> for Technical & Meeting Center and 1.093 m<sup>2</sup> for Training Center).

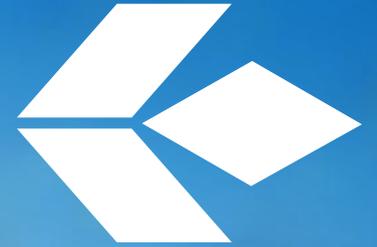
By “pick up crew” we mean the transportation of Air Dolomiti’s aircrew to the airports where assigned flights depart from. When contracting the pick up service to external Providers, their vehicle fleet’s ecological characteristics (EURO class) are taken into consideration. The mitigation of the impact is implemented during staff recruitment by assigning “positioning bases” closer to flight departures.

## PICK UP CREW

		YEAR 2021	YEAR 2022	YEAR 2023	First half of 2024
<b>Number of legs traveled</b>	n.	<b>2.960</b>	<b>4.819</b>	<b>5.023</b>	<b>2.933</b>
<b>Total km traveled</b>	Km	<b>524.724</b>	<b>826.042</b>	<b>891.906</b>	<b>529.783</b>
<b>Average km traveled per leg</b>	Km	<b>177</b>	<b>171</b>	<b>178</b>	<b>181</b>
<b>Number of crew pick-up legs, per million seats offered</b>	NR/Mio.pkm	<b>0,17</b>	<b>0,26</b>	<b>0,38</b>	<b>0,40</b>
<b>Km crew pick-up, per million seats offered</b>	Km/Mio.pkm	<b>0,0010</b>	<b>0,0015</b>	<b>0,0021</b>	<b>0,0022</b>

In 2021, the operational activity was severely limited by the pandemic. The performance indicators determined for the crew pick up appear to stabilize in the following years.





goals for  
improvement

## Operation Efficiency Team

The **Lufthansa Group** contributed to the advancement of the aviation industry and is at the forefront of industry transformation. **A wide range of innovative measures are being implemented** to achieve the goals of halving net carbon emissions by 2030, compared to 2019, through reduction and offsetting, and achieving a carbon neutral balance by 2050.

**Air Dolomiti** is actively participating in the achievement of this ambitious goal through the fuel efficiency and emission reduction actions outlined in this Environmental Statement.

With the “**Operation Efficiency Team**” **project**, through the study, analysis and implementation of innovative strategies, a team of experts from different branches of flight operations seeks useful actions to improve performance while keeping flight safety a priority. The working group interfaces with internal departments and cooperates with national and international entities in order to expand and transmit knowledge in a multicultural scenario.

Last April 2024, a selected team consisting of Commanders and First Officers participated in an innovative workshop designed by LHG, which focused on **procedures and techniques to reduce greenhouse gas emissions**.



Objectives of the workshop:

- ❖ provide participants with a comprehensive understanding of fuel-saving methods.
- ❖ promote a mindset dedicated to identifying and implementing fuel-saving opportunities in all areas of operation
- ❖ develop a strategy to disseminate this crucial information throughout our company and the entire Lufthansa Group.

The first working tool introduced by the workshop is a specific “**Operational Efficiency Guide**” to raise awareness and help identify and implement operational procedures in day-to-day activities.

The improvement actions currently being studied by the Operation Efficiency team will be presented in the next update of this Environmental Statement.

It appears that activities to engage flight crews, operations personnel and other interested parties on technical and environmental issues have already begun with the periodic mailing of the Flight Ops Newsletter.



GOALS	ACTION	INDICATOR	DESCRIPTION	TIMING	STATE
<b>CO<sub>2</sub></b> <b>CONTAINMENT</b> <b>BY OPTIMIZING</b> <b>FUEL</b> <b>CONSUMPTION</b>	SEAT REPLACEMENT <b>E195</b> FLEET	Decreasing of aircraft weight (189 kg) Reduction in fuel consumption of 5,6 kg per hour of flight.	For the EMB 195 fleet, the seat type was replaced with the addition of 2 passenger seats. The new lighter seats, allowed the aircraft's overall weight decreasing and consequently reduced fuel consumption	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	NEW DEVICES FOR ONBOARD COCKPIT MANUALS <b>E195</b> FLEET	Decreasing the aircraft weight by 23 kg Savings of 0,75 kg of fuel per flight hour	Replacing two laptops with two tablets	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	NEW DEVICES FOR ONBOARD COCKPIT MANUALS <b>E190</b> FLEET	Decreasing the aircraft weight by 23 kg Savings of 0,75 kg of fuel per flight hour	Replacing two laptops with two tablets	2023 - 2026	



GOALS	ACTION	INDICATOR	DESCRIPTION	TIMING	STATE
<b>CO<sub>2</sub> CONTAINMENT BY OPTIMIZING FUEL CONSUMPTION</b>	<b>NEW WHEEL FAIRINGS E195 FLEET</b>	Reduction of 12 kg of fuel per flight hour	The deployment of new main landing gear wheel fairings in order to reduce the aircraft's air drag	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	<b>SINGLE ENGINE TAXI OUT PROCEDURE FOR E190 AND E195 FLEETS</b>	Fuel saving by 2 kg fuel per taxiing minute	Procedure for taxiing to the runway Takeoff using only one engine	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
<b>USE OF ECO-FRIENDLY MATERIALS</b>	<b>PAPER CUPS</b> for the onboard services	Elimination of plastic (approx. 10.000 kg/year)	Plastic cups have been replaced by paper ones	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	<b>BAMBOO STIRRER</b> for the onboard services	Elimination of plastic (approx. 700 kg/year)	Plastic stirrers have been replaced by bamboo ones	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	<b>PAPER COVERS</b> for the onboard meals of the business	Elimination of plastic (approx. 2.200 kg/year)	Plastic covers have been replaced with paper ones	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	



GOALS	ACTION	INDICATOR	DESCRIPTION	TIMING	STATE
USE OF ECO-FRIENDLY MATERIALS	ECOLOGICAL GADGETS	Elimination of plastic (approx. 6.000 kg/year) Children's Gadgets 100% made of paper and recycled plastic	Replacement of plastic gadgets offered to children on board with items made from recycled paper or plastic	2023 - 2024	
	USE OF PACKAGING MADE FROM ENVIRONMENTALLY FRIENDLY MATERIALS for on-board service	Elimination of non-recyclable plastic (1 bottle per passenger)	Providing customers with bottles made of 100% recyclable plastic	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
		100% containers made of FSC paper and/or recycled paper	Use of FSC and/or recycled paper containers for fresh snacks/meals served for the Buy on Board service	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	USE OF RECYCLED AND/OR FSC PAPER FOR ONBOARD SERVICES	100% materials made of recycled and/or FSC paper	Procurement of paper materials (napkins and toilet materials) produced using recycled and/or FSC raw material	Goal established in the previous three-year period and rescheduled for the year 2024	



GOALS	ACTION	INDICATOR	DESCRIPTION	TIMING	STATE
<b>USE OF ECO-FRIENDLY MATERIALS</b>	ORGANIC PRODUCT PROPOSAL FOR THE ONBOARD SERVICES	At least 20% of organic wine in the wine list	At least 20% of organic wine in the wine list	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	ELIMINATION OF VIRGIN PLASTIC IN BOARD SERVICE	Replacing virgin plastic with 100% recycled plastic	Replacing virgin plastic material used in the production of some products (trolley seals, air freshener bottles, disposable refreshment wipes) with 100% recycled plastic.	<b>NEW GOAL 2024</b> valid for the years 2024 - 2025	
<b>WASTE AND USE OF RAW MATERIALS REDUCTION</b>	PAPERLESS COCKPIT	Elimination of 200 g of paper per leg	Digital conversion of flight documents (Operational Flight Plan, Weather and Notam).	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	ELECTRONIC TECHNICAL LOGBOOK	Elimination of 600 kg of paper per year	Substitution of the paper technical logbook with the electronic version	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	
	SPAZIO ITALIA ONBOARD MAGAZINE	Elimination of 4.080 kg of paper FSC per year	Replacement of the printed magazine with a digital one available both on the Air Dolomiti website and on the in-flight entertainment (IFE)	<b>GOAL FULFILLED</b> in the three-year period 2020 - 2023	



GOALS	ACTION	INDICATOR	DESCRIPTION	TIMING	STATE
<b>ENVIRONMENTAL COMMUNICATION</b>	COMMUNICATE THE AIR DOLOMITI ENVIRONMENTAL COMMITMENT TO THE STAKEHOLDERS	Actions carried out according to indicated timing and ways	A communication plan is prepared with press releases, posts on channels social, in-flight magazine and newsletters. All interested stakeholders will be able to get information about Air Dolomiti's environmental performance on a dedicated section of the website, where it will also be possible to view the Environmental Statement. Passengers will also be able to download the Environmental Statement via the Onboard Entertainment System.	<b>ACTIVITY PERFORMED</b> in the previous triennium and further planned for the triennium 2023-2026	30%



## 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.



## PODCAST Sustainability - A high altitude challenge

Some of our Air Dolomiti colleagues lent their voices to a podcast created to generate awareness among the public and our passengers on the solutions that have been studied and implemented along our path to climate neutrality: to explain how the world of aviation, and specifically the Air Dolomiti airline, is tackling the challenge of sustainable mobility which has become a widespread topic in recent years.

The podcast explores facts, peculiarities and ideas that strive for change in order to make the air transport sector more environmentally friendly. It's available for free on audio platforms such as Apple Podcasts, iHeartRadio, Spotify, Google Podcasts, Spreaker and many others. Each episode is dedicated to a particular topic and a total of four topics are discussed:

- packaging with reduced environmental impact and meals served with the least possible number of processes;
- environmental certification and EMAS registration;
- the choice of new seats with the aim of reducing the weight of each aircraft and, thus, the relative fuel consumption;
- SAF (Sustainable Aviation Fuel), single engine taxi-in and taxi-out procedures.





The amount of **food waste** generated by the on-board service **has been reduced** through the refinement of the product loading calculation system combined with the discounted offers to purchase unconsumed fresh meats. **The average waste** indicator per passenger **decreased** from 6,66 grams of 2022 to **2,18 grams** in 2023.

## On-board food waste reduction

## ISO 14001 renewal and extension to Florence maintenance base

In December 2023, the headquarters and the training & technical center in Verona went through audits to renew **certifications** valid for the three-year period 2023-2026. The maintenance **hangar** at Florence airport was also certified ISO 14001 for the first time.

## Voluntary emission offsetting

Passengers can easily **compensate** their flight's **CO<sub>2</sub> emissions** through several ways: Lufthansa Group's Compensand, Sustainable Corporate Value Fares and Economy Green Fares. All these options offer **CO<sub>2</sub> compensation** by means of environmental **protection projects** and/or the purchase of **SAF - Sustainable Aviation Fuel**. In 2023, the **CO<sub>2</sub> offset** by passengers who flew with us amounted to **8.700 tons**.

Ronda della

With the contribution of **all colleagues**, the collection destined for homeless charity in the Verona area was indeed **very generous**. Lots of clothing items were collected, as well as blankets, backpacks,

## GreEN Work Culture

Air Dolomiti pays particular attention to training its employees and to their informed participation in all environmental sustainability projects. Newly hired personnel from each department are regularly involved in an "onboarding" day to become familiar with the company's structure and philosophy: one program slot is dedicated to presenting the ISO certification and the EMAS registration. Current and past sustainability projects and activities are presented for an appropriate involvement in the Company's environmental commitment.

Updated newsletters relating to on-going green projects, their development, the results obtained and the objectives that the Company aims to achieve are periodically published on the company intranet or sent via email.

Recommendations intended to raise users' awareness on correct recycling, adequate waste disposal and limiting electricity consumption etc. are posted in all offices and common work areas. Employees are also involved in initiatives outside the workplace such as collaborating with local organisations and entities to maintain a "common thread" in the company's commitments on the subject, which can sometimes be established with everyone's participation.

For Air Dolomiti, sustainability is a behavioural model that is transmitted with the strong belief that a "**greEN work culture**" is a must with respect to the work values and culture.



## Air Dolomiti and Plastic Free

In 2024, Air Dolomiti has again collaborated with Plastic Free Odv Onlus, a voluntary association whose aim is to raise people's awareness about the dangers of plastic pollution.

We together organized Special days focusing on environmental education: in particular **Green Week 2024** has been celebrated on **June 15th** with an action in the historic center of Verona where cigarette ends and other discarded waste were collected from the city streets. An opportunity for colleagues and their families to strengthen their environmental responsibility and commitment, giving everyone the chance to do something useful for the surrounding area. Also, Furthermore, for **World Clean-up Day**, we once again joined forces with Plastic Free on **21 September** to bring an even more brilliant shine to the parks and streets of Verona that see the passage of millions of tourists from all over the world. **World Clean-Up Day** is an international day that aims to combat the global problem of pollution from abandoned or illegally disposed of solid waste; millions of volunteers from more than 190 countries around the world all join in!



# VALIDATION

The Environmental Declaration is valid for three years (2023-2026) 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 2026-2029

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.

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