Environmental Statement 2023-2026

Updated 30 June 2025

EMAS
GESTIONE AMBIENTALE VERIFICATA
IT-002053

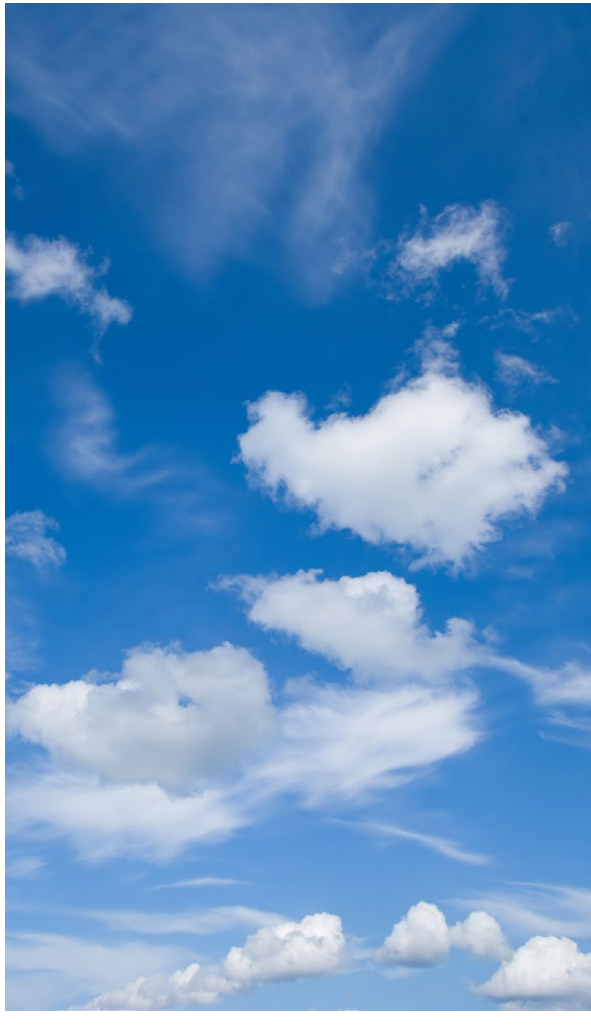
summary

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 9 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.

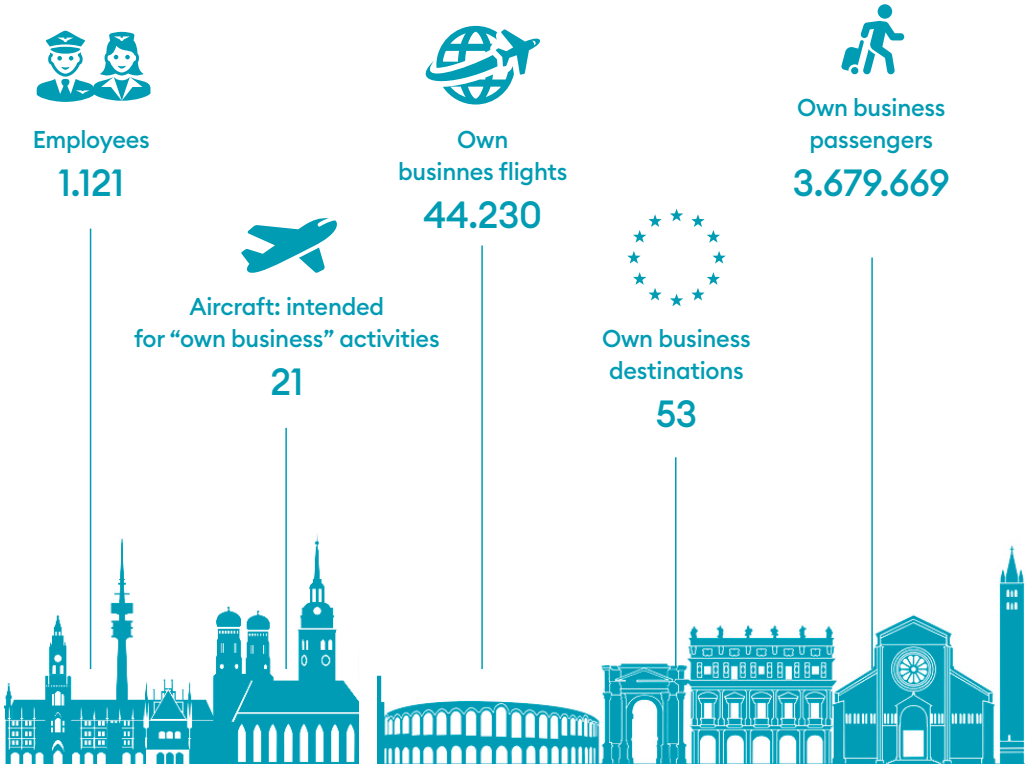
Paolo Aldegheri
Vice President
Human resources, Organization, Legal & HSE



Air Dolomiti | Presentation

Air Dolomiti is the Italian airline of the Lufthansa Group that connects the main **Italian airports with Germany**. Using its own business (Air Dolomiti's commercial responsibility), you can fly **to Munich** from Ancona, Bari, Bologna, Florence, Genoa, Milan Malpensa, Turin, Venice, and Verona; and **to Frankfurt** from Bologna, Florence, Milan Linate and Malpensa, Turin, Trieste, and Verona.

In addition to its role as a feeder carrier for Italian traffic to German hubs, **Air Dolomiti also operates flights from Munich and Frankfurt to various European destinations**: from Munich airport to Amsterdam, Geneva, Graz, Ljubljana, Luxembourg, and Zurich, and from Frankfurt airport to Amsterdam, Birmingham, Bordeaux, Basel, Graz, Geneva, Katowice, London City, Luxembourg, Prague, Wroclaw, and Zurich.



Reporting year 2024

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).

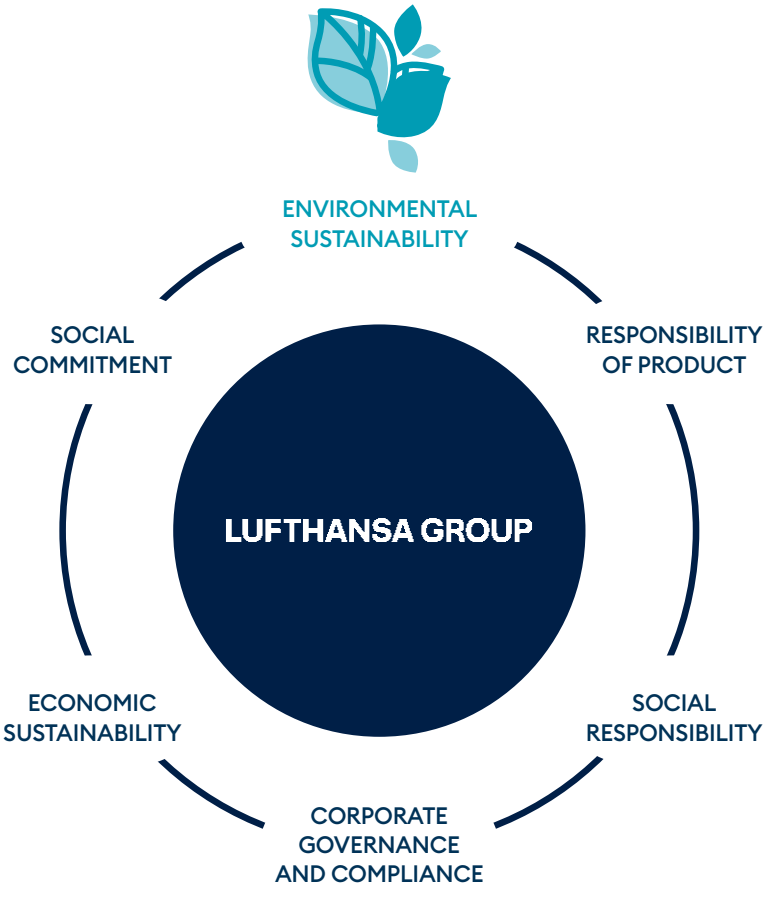
The sites at which Air Dolomiti conducts its activities:

- 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 Nogarole 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)
- Average age: 15 years
- Noise Pollution:
  - ❖ Side noise level at full power: 92,5 EPNdB
  - ❖ Approach noise level: 92,5 EPNdB
  - ❖ Overflight noise level: 84,1 EPNdB
- 9 aircraft Embraer ERJ190-100LR (E190)
- Average age: 15 years
- 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 aspects shown in the table were considered relevant.

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

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

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

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

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

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 Ancona, Bari, Bologna, Florence, Genoa, Milan Malpensa, Turin, Venice, and Verona. The Frankfurt hub can be reached from Bologna, Florence, Milan Linate and Malpensa, Turin, Trieste, and Verona.

The full, up-to-date Air Dolomiti flight schedule is available on the website **www.airdolomiti.it**

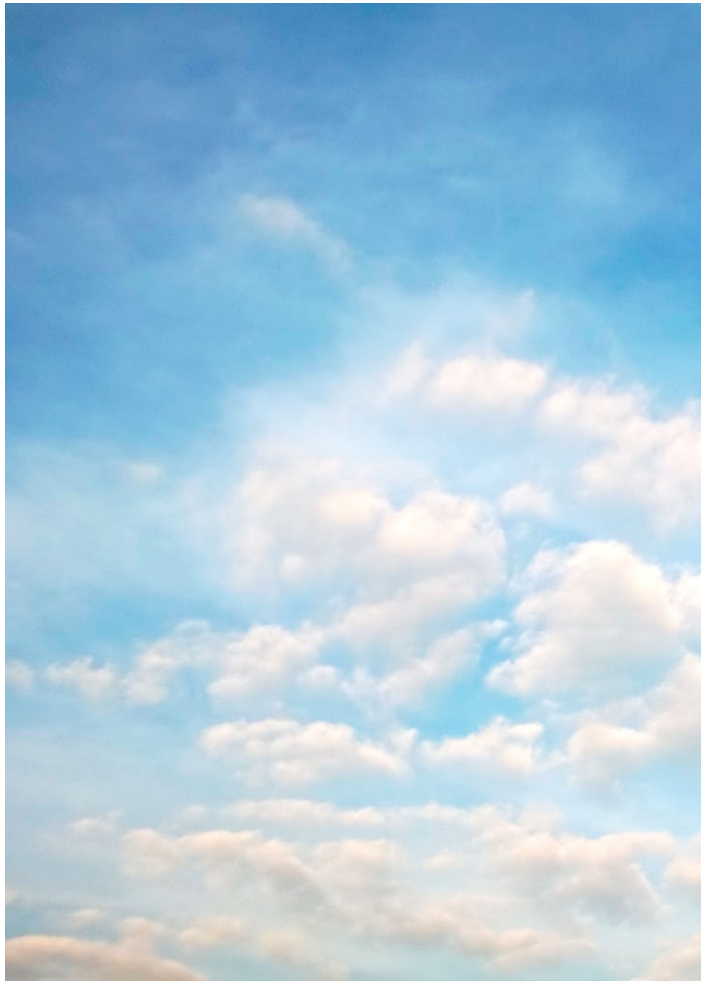
Air travel is the most efficient means of transport for reaching any part of the world in a short time and is now used by many people for business and leisure. However, flying has an impact on the environment, particularly in terms of gas emissions and noise, and involves fuel consumption. Air Dolomiti has implemented measures to progressively reduce this impact in order 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) referred to Directive 2003/87/EC. This is an economic measure introduced by the European Union that aims to reduce CO_2 by setting a limit to the possibility of producing CO_2, 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_2 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.

The updates to the regulatory framework governing the monitoring and reporting of greenhouse gas emissions, as introduced by Implementing Regulation (EU) 2018/2066 and effective from 17 October 2024, have been duly incorporated. Furthermore, Air Dolomiti has commenced the monitoring, reporting, and verification of non-CO_2 emissions in preparation for the implementation, by the end of 2025, of the new European system known as NEATS (Non-CO_2 Aviation Effects Tracking System – NEATS).

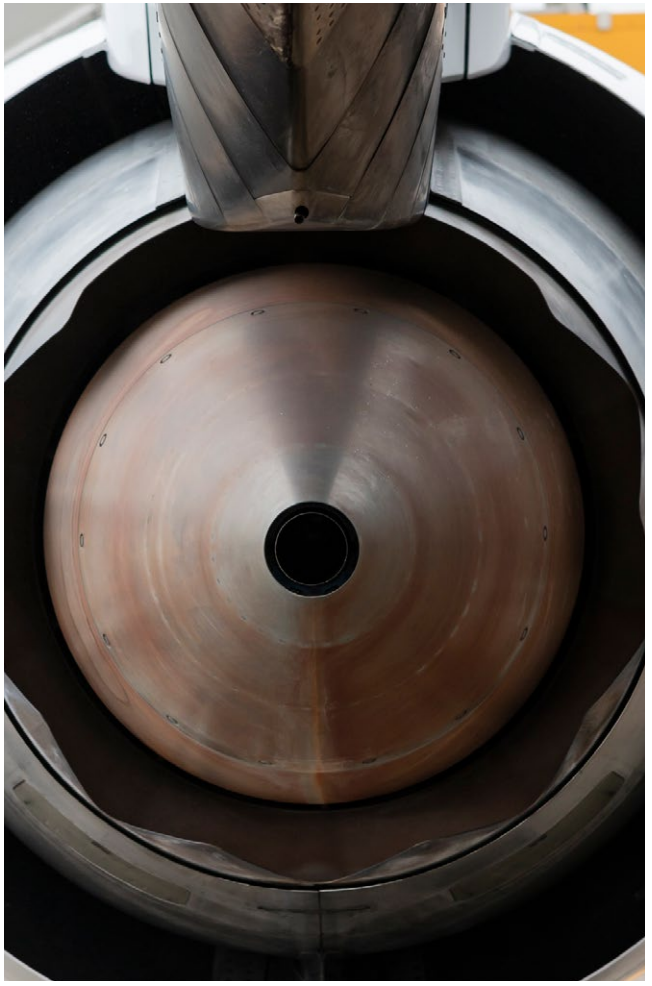


Fuel consumption

Gaseous emissions are generated by fuel consumption (1 kg of fuel consumed produces 3,16 kg of CO_2). 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.
As of January 1st, 2025, Regulation (EU) 2023/2405 'ReFuelEU Aviation' entered into force, setting 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 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 Fire Department inspections and under the direct oversight of Air Dolomiti include: the storage of goods, rubber products, tires, and similar materials at the Technical & Meeting Center (Certified Notice of Commencement of Activity, file no. 60730, expiring on December 2, 2029), the generator located at company headquarters (Periodic Renewal Certificate of Fire Safety Compliance, file no. 72880, expiring on May 15, 2030), the storage of flammable liquids at the Verona hangar (Periodic Renewal Certificate of Fire Safety Compliance, file no. 76149, expiring on June 30, 2030). The acquisition and ongoing validity of fire prevention certifications issued by third parties for facilities and systems used by internal personnel are continuously monitored. Under the supervision of the Health and Safety Service, trained fire safety personnel are appointed at each site to ensure readiness in case of emergency. The efficiency of installed fire prevention systems is regularly verified and maintained.

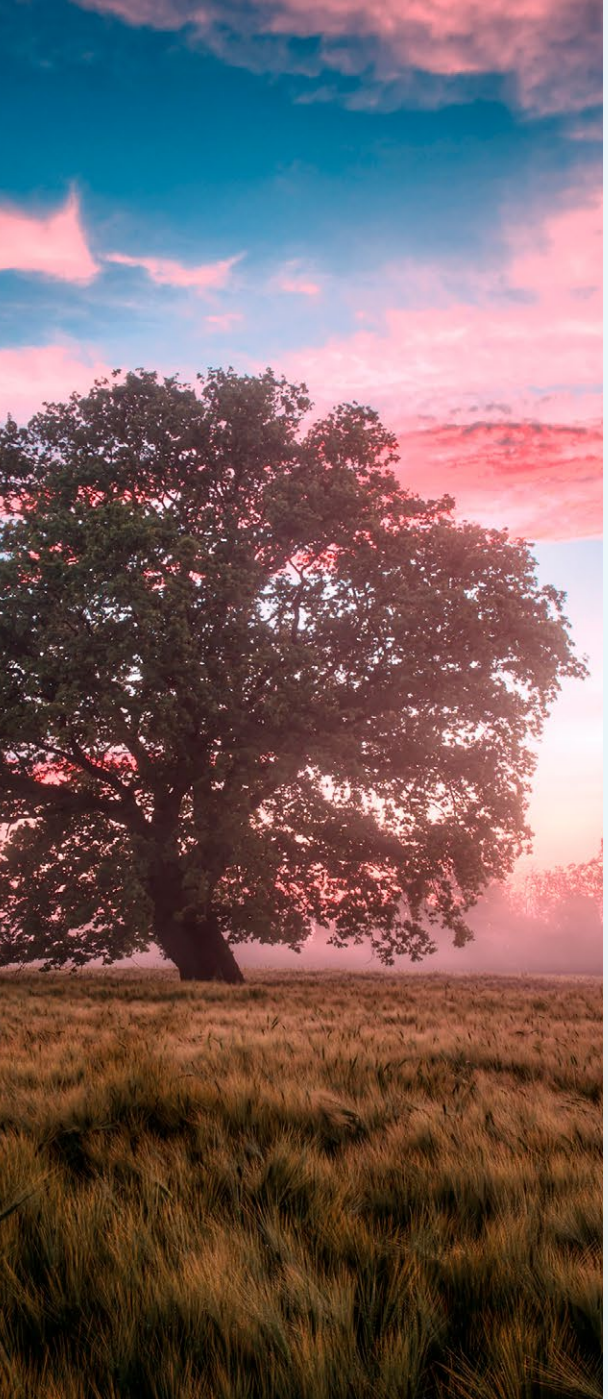
Emissions into the atmosphere

At the Technical & Meeting Center, there are facilities supporting maintenance operations (including sandblasting, painting, and welding) that generate atmospheric emissions. To comply with applicable regulations, Air Dolomiti has adhered to the "General Authorization for Atmospheric Emissions for Facilities and Activities under Exemption, pursuant to Article 272, paragraphs 2 and 3, of Legislative Decree No. 152 s.m.i dated April 3, 2006", as amended. This authorization was issued by Determination No. 1302 on May 4, 2023, by the Head of the Environmental Services Department of the Province of Verona. In accordance with the authorization requirements, independent and regular inspections are carried out to verify compliance with the permitted emission limits.

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**.
- The new **Load 27** software, in use since June 2025 across all Air Dolomiti aircraft, supports pilots in **optimizing fuel consumption** and contributes to reduce the climate impact emissions.
- 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.
- From last year, during the reorganization of the spaces at the administrative headquarters and Training Center, we have installed **domotic automation systems** that permit us to manage and monitor the air conditioning and lighting systems. These improvements will be extended to all areas of the headquarters and also to the Technical & Meeting Center, with a focus on the **continuous modernization of the work areas**.
  These systems, managed by customized automations **optimize the efficiency** of the systems, increase comfort, optimize energy consumption, and consequently **reduce the impact** on the environment.

Other environmental actions

- Rubbish bins in the offices have been replaced with **recycled cardboard containers for separate waste collection**.
- The paper-based materials currently in use (such as letterhead, envelopes, and notepads) are certified by the **FSC label**, which guarantees their origin from responsibly managed forests or sources.
- Glasses made from virgin plastic in beverage dispensers have been replaced with **paper cups** or **R-Hybrid** (polystyrene made from post-consumer recycled material).

- The **snacks** offered in business class are **packaged in paper** rather than plastic.
- 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 in 2023 and in 2024 the average was further reduced to 1,93 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.
- By 2025, the **honey** distributed in Business Class is **organic and produced in Italy**.
- In 2025, Air Dolomiti took part in a Lufthansa Group initiative aimed at contributing to environmental protection: the **Crew Cup**. This **reusable cup**, made from **recycled materials** and provided to all flight personnel, was designed to reduce the waste generated by disposable cups. Although its use by crew members on board is not mandatory, we firmly believe that even small actions can make a meaningful difference.

Voluntary contribution to reduce the climate impact

Travelling contributes significantly to the global emission of CO_2 and the contribution to reduce 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:

- ***Business*** **and** ***Economy Green*** **fares**:
on Air Dolomiti website it is possible to select for each destination, the Green fares that contribute to reduce the CO_2 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 contribution to CO_2 reduction through the purchase of SAF.
- *Corporate Value Fares*:
these are also corporate fares proposed to corporate customers, which include in the price the cost of the CO_2 reduction contribution in support of climate protection projects.

The concern of passengers for climate change can be seen in the strong growth in CO_2 contribution 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_2 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 of CO_2 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 2022	YEAR 2023	YEAR 2024	First half of 2025
Number of aircraft (own business)	n.	10	15	21	25
Number of flights	n.	21.424	32.051	44.230	24.902
Number of destinations	n.	43	48	53	42
Number of employees	n.	798	983	1.121	1.112
Number of passengers carried	n.	1.561.007	2.596.558	3.679.669	2.001.910
Seats-kilometres offered*	Million per km	1.267	1.910	2.552	1.410
Passenger-kilometres**	Million per km	813	1.369	1.896	1.023

* 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 2025, 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 2022	YEAR 2023	YEAR 2024	First half of 2025
Gaseous emissions Carbon dioxide (CO_2)	Tons	152.353	227.560	315.898	175.859
Total fuel consumption	Tons	48.366	72.242	99.973	55.652

KEY INDICATORS

		YEAR 2022	YEAR 2023	YEAR 2024	First half of 2025
Carbon dioxide per passenger-kilometre	Kg/100 per km	18,86	16,62	16,66	17,19
Fuel consumption per passenger-kilometre	l/100 per km	4,76	4,22	4,22	4,35

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 2025 is caused by by operations irregularities.

ENVIRONMENTAL IMPACTS OF SITES

DATA ON THE ENERGY USED AT SITES

		ANNO 2022	ANNO 2023	ANNO 2024
Power consumption	kWh	517.056	531.013	611.743
Natural gas consumption (methane) (Technical & Meeting Center users)	Standard cubic metre	7.924	10.109	8.440*

For the fiscal years 2022 and 2023, consumption data are derived from utility invoices. Starting in 2024, data have been sourced directly from the online portal provided by the service operator. Please note that consumption data for the first half of 2025 are currently unavailable.

KEY INDICATORS

		YEAR 2022	YEAR 2023	YEAR 2024
Total direct energy consumption (electricity and natural gas from the head office and Technical & Meeting Center)	Tep*	**103,31**	**107,75**	**121,45**
Total energy consumption per employee (employees at the head office and Technical & Meeting Center)	Tep*	**0,46**	**0,43**	**0,42**
Total renewable energy consumption	With regard to electricity sourced from the grid, no verifiable documentation is currently available to confirm the guarantees of origin.			

*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.

DATA RELATING TO WASTE PRODUCED BY AIRCRAFT MAINTENANCE

		YEAR 2022	YEAR 2023	YEAR 2024
Non-hazardous waste production Verona	Kg	6.359	7.892	10.195
Non-hazardous waste production Firenze	Kg	653	-	-
Hazardous waste production Verona	Kg	1.123	27.922	39.991
Hazardous waste production Firenze	Kg	369	1.279	1.508

Waste production data for the year 2025 will be published in the next updated edition of this document.

The waste for the year 2024 in Verona is increased due to a rise in processing at the Technical Center.
In 2024, workspace refurbishment at the head quarter, generated 6,630 kg of construction and demolition waste.

KEY INDICATORS

		YEAR 2022	YEAR 2023	YEAR 2024
Maintenance waste production per kilometres of seats offered	Kg/Million per km	5,53	4,13	3,99
Maintenance hazardous waste production per kilometres of seats offered	Kg/Million per km	1,18	15,29	16,26

LAND USE IN RELATION TO BIODIVERSITY

KEY INDICATORS

Total land usage	Square meters	14.101
Total impervious surface area	Square meters	10.601
Total nature-oriented surface area on-site	Square meters	0
Total nature-oriented surface area off-site	Square meters	3.500

Starting from 2025, the areas used by Air Dolomiti have been integrated with the Biodiversity Tech Oasis located in the Municipality of Sommacampagna (see page 49) which, based on the guidelines provided by the EMAS Regulation, is considered as “Total nature-oriented surface area off-site.”

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.

PICK UP CREW

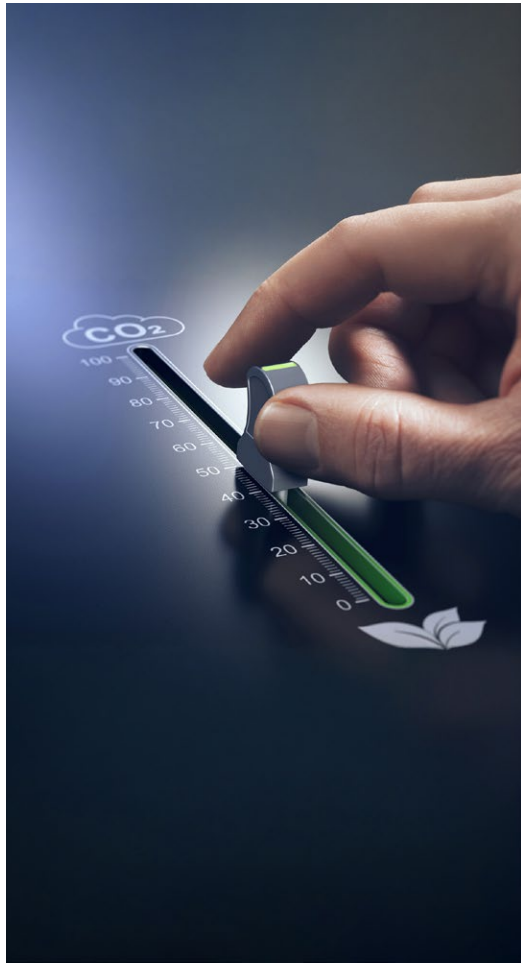
		YEAR 2022	YEAR 2023	YEAR 2024	First half of 2025
Number of legs traveled	n.	4.819	5.023	5.621	2.161
Total km traveled	Km	826.042	891.906	1.015.583	387.311
Average km traveled per leg	Km	171	178	181	179
Number of crew pick-up legs, per million seats offered per aircraft	n.	254	218	216	83
Km crew pick-up, per million seats offered per aircraft	Km	43.476	38.779	39.061	14.897

In the previous edition of the Environmental Declaration, the indicators “Number of crew pick-up routes per seat-kilometer offered” and “Crew pick-up kilometers per seat-kilometer offered” were calculated. Subsequent analyses highlighted the opportunity to consider the relationship between crew movements and the number of aircraft, as fleet expansion entails greater personnel transfer requirements between airports. Therefore, new indicators have been calculated: “Number of crew pick-up routes per aircraft” and “Crew pick-up kilometers per aircraft,” which show a stable trend over the period considered, with a more evident improvement between 2022 and 2023.


goals for
improvement

Operation Efficiency Team

The **Lufthansa Group** has contributed to the advancement of the aviation industry and is at the forefront of the sector's transformation. A **comprehensive set of innovative carbon reduction measures** is currently being studied and gradually implemented, with the goal of halving net emissions by 2030 and achieving carbon-neutral operations by 2050.



Air Dolomiti actively supports the achievement of these ambitious targets through the **"Operation Efficiency Team" project**, in which a team of experts from various flight operations departments explores innovative strategies **to reduce fuel consumption and emissions**, while maintaining flight safety as the top priority. The working group collaborates with internal departments and engages with national and international organizations to share and expand knowledge in a multicultural environment. A dedicated **"Operational Efficiency Guide"** has been developed to raise awareness and help identify and apply operational procedures in daily activities.

Air Dolomiti also participates in:

- the Italian National Airspace Strategy, aimed at proposing and implementing strategies to optimize national airspace and reduce CO_2 emissions. These initiatives are developed in coordination with the Italian regulatory authority and major national/international aviation organizations, including ENAC (Italian Civil Aviation Authority), ENAV (Italian Air Navigation Service Provider), IATA (International Air Transport Association), as well as Italian airports and airlines;
- projects promoted by EATIN (Eurocontrol Air Transport Innovation Network), focused on improving operational performance. One example is the RETOP (Reduced Engine Taxi-Out Prediction) project, developed in collaboration between Air Dolomiti and EATIN, which aims to optimize taxiing procedures to the runway by using a single engine (SETO).

GOALS	ACTION	INDICATOR	TIMING	STATE
CO_2 CONTAINMENT BY OPTIMIZING FUEL CONSUMPTION	SEAT REPLACEMENT E195 FLEET For the EMB 195 fleet, the seat type was replaced with the addition of 2 passenger seats. The new lighter seats reduced overall aircraft weight and consequently fuel consumption.	Decreasing of aircraft weight (189 kg) Reduction in fuel cunsumption of 5,6 kg per hour of flight.	GOAL FULFILLED in the three-year period 2020 - 2023	✓
	NEW DEVICES FOR ONBOARD COCKPIT MANUALS E195 FLEET Replacing two laptops with two tablets.	Decreasing the aircraft weight by 23 kg Savings of 0,75 kg of fuel per flight hour.	GOAL FULFILLED in the three-year period 2020 - 2023	✓
	NEW DEVICES FOR ONBOARD COCKPIT MANUALS E190 FLEET Replacing two laptops with two tablets.	Decreasing the aircraft weight by 23 kg Savings of 0,75 kg of fuel per flight hour.	GOAL 2023 - 2026 Target achieved in 2025, ahead of the planned timeline	✓
	NEW WHEEL FAIRINGS E195 FLEET Deployment of new main landing gear wheel fairings to reduce aircraft air drag.	Reduction of 12 kg of fuel per flight hour.	GOAL FULFILLED in the three-year period 2020 - 2023	✓
	SINGLE ENGINE TAXI OUT PROCEDURE FOR E190 AND E195 FLEETS Procedure for taxiing to the runway using only one engine.	Fuel saving by 2 kg fuel per taxiing minute.	GOAL FULFILLED in the three-year period 2020 - 2023	✓

GOALS	ACTION	INDICATOR	TIMING	STATE
USE OF ECO-FRIENDLY MATERIALS	PAPER CUPS Use of cups made of paper (no longer virgin plastic).	Distribution on board of cups made of 90% paper. Reduction of approx. 10.000 kg/year of virgin plastic.	GOAL FULFILLED in the three-year period 2020 - 2023	
	CUPS MADE OF FULLY BIODEGRADABLE MATERIAL Distribution on board of cups made entirely of paper. Current cups have a plastic food-grade film, less than 10%. New cups will have an interior made of 'Filobev', a totally biodegradable material.	Distribution on board of cups made of 100% paper.	NEW GOAL 2025-2026	
	BAMBOO STIRRERS Use of stirrers made of bamboo (no longer virgin plastic).	Use of stirrers made of 100% bamboo. Reduction of approx. 700 kg/year of virgin plastic.	GOAL FULFILLED in the three-year period 2020 - 2023	
	BUSINESS CLASS TRAY COVERS IN PAPER Use of Business Class tray covers made of paper (no longer virgin plastic).	Use of Business Class tray covers made of 100% paper. Reduction of approx. 2.200 kg/year of virgin plastic.	GOAL FULFILLED in the three-year period 2020 - 2023	

GOALS	ACTION	INDICATOR	TIMING	STATE
USE OF ECO-FRIENDLY MATERIALS	BUSINESS CLASS TRAY COVERS IN 'PAPERWISE' PAPER Use of Business Class tray covers made of 'PaperWise' paper obtained from agricultural waste (instead of FSC-certified paper).	Business Class tray covers made of 100% 'PaperWise' paper.	NEW GOAL 2025–2026	15%
	LUNCH BOXES FOR SHORT FLIGHTS IN BUSINESS CLASS SERVICE MADE OF 'PAPERWISE' PAPER Production of lunch boxes for Business Class service made of 'PaperWise' paper obtained from agricultural waste.	Lunch boxes for Business Class service made of 100% 'PaperWise' paper.	NEW GOAL 2025–2026	40%
	CHILDREN'S GADGETS MADE OF RECYCLED PAPER AND PLASTIC Distribution on board of children's gadgets made of recycled paper and plastic (instead of virgin plastic).	Distribution on board of children's gadgets made of 100% recycled paper and plastic.	GOAL FUFILLED in 2023–2024	✓
	RECYCLABLE PLASTIC BOTTLES Distribution on board of bottles made of recyclable plastic (instead of virgin plastic).	Bottles made of 100% recyclable plastic.	GOAL FUFILLED in the 2020–2023 period	✓
	BOTTLES MADE OF RECYCLED R-PET PLASTIC Distribution on board of bottles made of recycled R-PET plastic (instead of 30% R-PET).	Bottles made of recycled 100% R-PET plastic.	NEW GOAL 2026–2027	0%

GOALS	ACTION	INDICATOR	TIMING	STATE
USE OF ECO-FRIENDLY MATERIALS	SNACK AND FRESH MEAL PACKAGING FOR BUY ON BOARD SERVICE IN FSC AND/OR RECYCLED PAPER Use of packaging for snacks and fresh meals in Buy on Board service made of FSC and/or recycled paper (instead of virgin plastic).	100% of snack and fresh meal packaging made of FSC and/or recycled paper.	GOAL FUFILLED in the 2020–2023 period	
	NAPKINS AND TOILET MATERIALS IN RECYCLED AND/OR FSC RAW MATERIAL Provision on board of napkins and toilet materials made of recycled and/or FSC raw material (instead of virgin paper).	100% of napkins and toilet materials made of recycled and/or FSC raw material.	Goal set in previous triennium. Completion rescheduled for 2026	
	VARIOUS PRODUCTS IN RECYCLED PLASTIC Use of: trolley seals, air freshener bottles, single-use refreshing wipe packages made of recycled plastic (instead of virgin plastic).	100% of trolley seals, air freshener bottles, and refreshing wipe packages made of recycled plastic.	GOAL 2024 VALID for 2024–2025 period	
	BLANKETS IN RECYCLED R-PET PLASTIC Distribution on board of new blankets made of recycled R-PET plastic (instead of acrylic from virgin plastic).	100% of blankets made of recycled R-PET plastic.	NEW GOAL 2026–2027	
	WELCOME SNACK PACKAGING IN RECYCLABLE MATERIAL Distribution on board of snacks with packaging made of CPAP81, recyclable as paper (instead of PP5 material).	100% of welcome snack packaging made of CPAP81, recyclable as paper.	NEW GOAL 2025–2026	

GOALS	ACTION	INDICATOR	TIMING	STATE
WASTE AND RAW MATERIAL REDUCTION	PAPERLESS COCKPIT Digital conversion of flight documents (Operational Flight Plan, Weather and Notam).	Elimination of 200 g of paper per leg.	GOAL FULFILLED in the three-year period 2020 - 2023	
	ELECTRONIC TECHNICAL LOGBOOK Replacement of the paper technical logbook with the electronic version.	Reduction of the aircraft weight by 23 kg Fuel savings of 0.75 kg per flight hour”	GOAL FULFILLED in the three-year period 2020 - 2023	
	SPAZIO ITALIA ONBOARD MAGAZINE Replacement of the printed magazine with a digital one available both on the Air Dolomiti website and on the in-flight entertainment (IFE).	Elimination of 4.080 kg of FSC paper per year.	GOAL FULFILLED in the three-year period 2020 - 2023”	

GOALS	ACTION	INDICATOR	TIMING	STATE
ENERGY CONSUMPTION REDUCTION AT SITES	IMPLEMENTATION OF HOME AUTOMATION AND CONTROL SYSTEMS Installation of home automation systems to optimize energy consumption through programmed automation linked to workspace occupancy schedules.	Riduzione del 6% del consumo annuo di energia elettrica e gas naturale della Sede, del Technical & Meeting Center e Training Center.	NEW GOAL 2024–2027	

GOALS	ACTION	INDICATOR	TIMING	STATE
BIODIVERSITY REGENERATION AND MONITORING	THREE-YEAR PROJECT FOR ENVIRONMENTAL REGENERATION AND MONITORING TO PROTECT BIODIVERSITY THROUGH NATURE-TECH SOLUTIONS (Refer to page 48 for the project description).	Planting of 100 native nectar-producing plants. Once fully established, the Oasis will support more than 16,000 pollinating insects annually and is expected to generate approximately 82 kg of nectar per year.	NEW GOAL 2025–2027	40%

GOALS	ACTION	INDICATOR	TIMING	STATE
ENVIRONMENTAL COMMUNICATION	COMMUNICATE AIR DOLOMITI'S ENVIRONMENTAL COMMITMENT TO STAKEHOLDERS A communication plan includes press releases, social media posts, in-flight magazine articles, and newsletters. Stakeholders can access environmental performance information on a dedicated section of the website, where the Environmental Statement is available. Passengers can also download the Environmental Statement via the Onboard Entertainment System.	Actions carried out according to indicated timing and methods; EMAS registration press release, onboard magazine article, newsletter, social media updates, website updates. Planned actions: ensure the annual update of the Environmental Declaration through established communication channels. Initiate environmental awareness campaigns via the newly monitors at the Via Bembo headquarters.	ACTIVITY PERFORMED in the previous triennium and further planned for the triennium 2023–2026	70%

Biodiversity Regeneration and Monitoring Project – Air Dolomiti and 3Bee

Air Dolomiti, in collaboration with **3Bee**, a leading scientific partner in technology applied to biodiversity, has launched a **three-year environmental regeneration and monitoring project**. This concrete initiative is an integral part of the company's sustainability strategy, aimed at protecting biodiversity through the integration of nature-tech solutions.

The **first phase** of the project involved the creation of a **Tech Biodiversity Oasis** in the municipality of **Sommacampagna (VR)**, near Air Dolomiti's offices. The selected land, previously used for agriculture, was assessed from an agronomic perspective to ensure a positive and lasting impact on the local ecosystem.

The Oasis represents an innovative conservation model where **nature and technology integrate** to protect pollinators, regenerate native flora, and promote ecological balance. Thanks to the use of **IoT technologies**, it is possible to monitor environmental conditions and existing biodiversity in real time. The collected data flows into a **digital platform accessible** to employees, customers, and stakeholders, offering a transparent and interactive view of the project's impact.

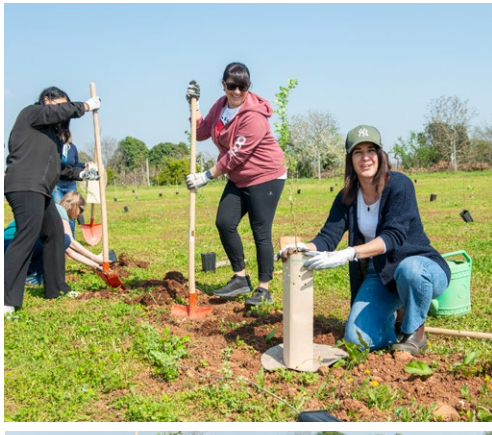
Launched in the spring of **2025**, the Oasis was inaugurated with the **planting of 100 native nectar-producing plants**, selected to stabilize the soil, improve air quality, and ensure **staggered blooming**, providing constant nourishment for pollinators in the area and surrounding territories.

At full capacity, the Oasis will s**upport over 16.000 pollinating insects per year**, with an estimated production of about **82 kg of nectar**.

To celebrate the start of the project, a **planting event** was organized, actively involving some company employees. Guided by agronomists and 3Bee specialists, participants took part in planting activities, gaining hands-on experience and raising awareness about the importance of environmental regeneration. This initiative strengthened the link between corporate commitment and individual responsibility toward the environment.

In the following months, these topics were further explored through a **training day dedicated to ESG (Environmental, Social, and Governance) aspects**, organized with the support of 3Bee. It was an opportunity to reflect on the strategic role of sustainability within organizations and to promote a corporate culture attentive to the environment and the community.

During the **spring of 2026**, the Oasis will be further enhanced with the **installation of two biomonitoring beehives**, equipped with **IoT XNatura Hive-Tech technology**. These devices will allow **real-time monitoring of the health of over 600.000 bees**, collecting valuable information on environmental conditions and local biodiversity.



Bees are **key ecosystem indicators**: essential for 75% of global agricultural crops, their well-being is closely linked to environmental health. Continuous monitoring of colonies makes it possible to promptly detect any ecological imbalances and assess the effects of pollution and climate change.
On the occasion of the hive installation, events for employees and their families will also be organized to engage collaborators and strengthen the corporate culture related to environmental and biodiversity protection.

A SHARED VISION FOR A MORE BIODIVERSE FUTURE

This project, carried out with the support of an outstanding scientific partner, represents a **significant step in Air Dolomiti's sustainability journey** and fully aligns with its strategic vision for a more biodiverse future.

Updated Oasis data can be consulted at any time through the **dedicated digital page:**
https://www.3bee.com/owner/air-dolomiti/

WHY BIODIVERSITY MATTERS

As defined by the **United Nations Convention on Biological Diversity**, biodiversity represents the variety of life on Earth: it includes genetic diversity, living species, and the ecosystems in which they interact.

This natural wealth is essential to maintaining ecosystem balance and ensuring the planet's resilience. However, in recent decades, biodiversity has been declining at an alarming rate due to human activities, pollution, and climate change.

In particular, **pollinators** are among the most threatened species: according to **ISPRA**, a significant share is at risk of extinction, with potentially severe consequences for global food security.

Regenerating, protecting, and monitoring biodiversity is therefore an absolute priority, not only to safeguard the environment but also to ensure a healthy and sustainable future for all.

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.


Edizione 11 Newsletter

ENvironmental Update

Air Dolomiti Oasis Update

The **Air Dolomiti Oasis continues to grow**. Its 100 native plants are growing strongly, thanks to the daily attentions of Grower Alice, who is following the green area's evolution step by step. Thanks to the abundant spring rains, the plants have been able to benefit from a water supply that is crucial to their early rooting and development. **The soil moisture and climate of these months encouraged even growth, stimulating the formation of new leaves and roots and setting the stage for a promising growing season**.

With the arrival of summer, however, environmental conditions are rapidly changing. Longer days and rising temperatures require careful and proactive management. Alice is working to prepare the Oasis for the warmer months, adopting strategies of constant monitoring, soil moisture control and, when necessary, targeted irrigation interventions. **Particular attention is being paid to younger or sensitive plants, which need additional protection to maintain their viability**.

In particular, it will be important to constantly monitor soil moisture, remove weeds to reduce competition for nutrients, check plant stability, and detect pest attacks as well as signs of vegetative stress early.

For constant updates regarding the Oasis check out

Fuel Savings due to Single Engine Taxi OUT

The Single engine taxi out (SETO) procedure continues the **positive climbing trend**. Since its implementation in 2023, **a yearly 5% gain has been achieved. This demonstrates the commitment of all crews in contributing to a more sustainable flight operation**. Initially, it might have seemed that the workload increased significantly during SETO, especially during the second engine start. However, only a few attempts are required to get convinced by the simplicity of the procedure. Consequently, the more experience is gained, the more effortless it will become.

The significant growth in application rate over the past years confirms that crews consciously decide to perform the SETO procedure. Apart from reducing CO2 emissions by delaying engine start, it also accelerates ground procedures and allows an anticipated taxi.

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 "on-boarding" 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

Over these years there have been **environmental education** days during **“Green Week”** and **“World Cleanup Day.”**
These days have been an opportunity to strengthen **environmental responsibility and commitment** for colleagues and their families, giving everyone the chance **to do something useful for the area** around us.

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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