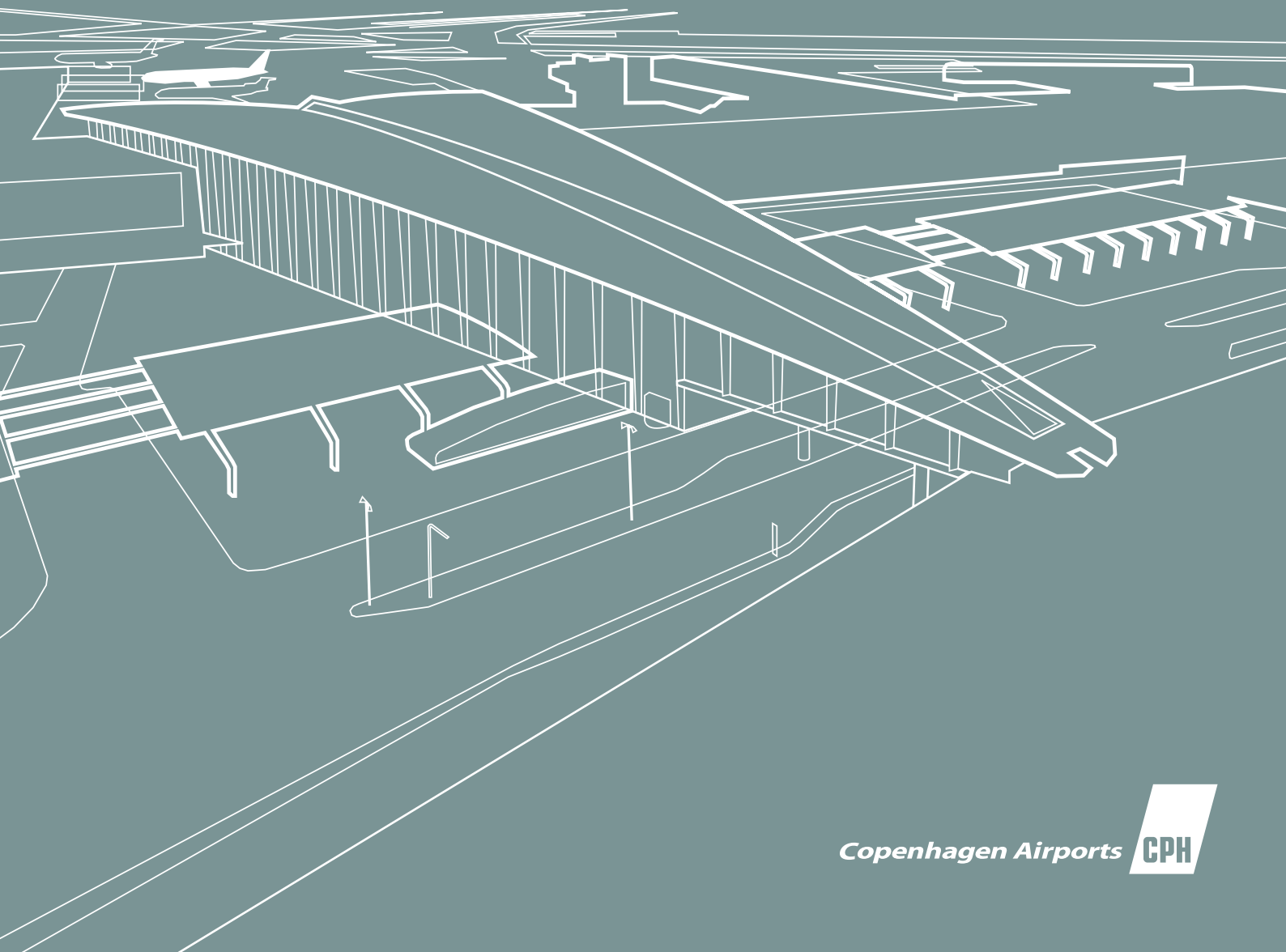


Copenhagen Airports A/S
Environmental Report 2006



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Management's statement

Copenhagen Airport continues to hold its position as Scandinavia's largest traffic hub, with 20.9 million passengers in 2006, representing an increase of 4.5% on 2005. The total number of passengers rose in spite of a falling number of flight operations, with the airlines improving utilisation of their capacity and increasing the number of operations with larger aircraft types. There were 258,356 flight operations at Copenhagen Airport in 2006, which was 3.8% fewer than in 2005.

The environmental approval concerning noise and air pollution of Copenhagen Airport contains two central limits with respect to noise. Noise exposure from the airport in 2006 remained at the same level as it was in 2005. In other words, the noise exposure remained below the limit stipulated in the environmental approval.

With respect to the other noise related limit concerning maximum noise level at night, 59 events were logged in 2006 during which the maximum noise level at night was exceeded. Details of all these events have been submitted to the authorities, and in all cases that have been closed thus far, the authorities ruled that the limit was exceeded five times.

An important means of controlling noise exposure is noise barriers. In 2006, CPH completed the 300-metre-long connecting pier between Terminal 1 and the rest of the terminal complex; the building has served as a noise screen since 2005.

In 2006, the authorities approved an expansion of operations at Roskilde Airport and an extension of one of the runways. The Greater Copenhagen Council (HUR) has adopted an amendment to the regional plan with an EIA (Environmental Impact Assessment) concerning the expansion of Roskilde Airport, and Roskilde County authorities have approved CPH's application for environmental approval. The expansion attracted a great deal of attention in 2006 in the general public and the media.

Both the regional plan amendment including the EIA and the environmental approval have been appealed, and CPH is currently awaiting the decision of the authorities in these cases.

This Environmental Report has been reviewed by external auditors and includes their statement on the review.

Copenhagen, 9 february 2007

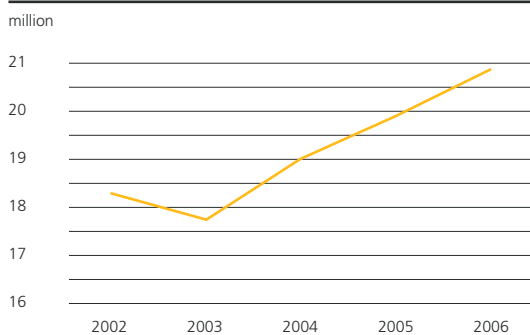


Peter Rasmussen
Senior Vice President

Environment: A question of partnership

With 20.9 million passengers in 2006, Copenhagen Airport again upheld its position as Scandinavia's largest airport in terms of the number of passengers served. The legal basis for the location of Copenhagen Airport is the Copenhagen Airport Expansion Act, which balances the benefits to society of the airport's status as an international traffic hub on the one side against the environmental considerations on the other. The operation and expansion of the airport will continue to take place in respect of this balance.

Passenger numbers



Organisation of environmental activities

CPH owns and operates the airports at Copenhagen and Roskilde and provides the framework for the many different activities that take place at these airports. CPH makes a number of facilities available to the airports' users, including buildings, installations and plant. The environmental activities take place in a close interaction between CPH and the collaborative partners, who include airlines, handling companies, fuel companies, catering companies, forwarding companies and the shops in the terminal areas. Combined with an open dialogue with the aviation and environmental authorities, this collaboration ensures that the more than 700 daily flight operations can be run in a sound manner in terms of safety, security and environmental impact.

The environmental activities at CPH take place within the framework of CPH's overall environmental policy. Consequently, as an environmentally responsible organisation, CPH must operate and develop in such a way as to achieve continually improved environmental results. Improvements are made through constant attention to environmental aspects in all decisions, by taking preventive action, by using cleaner technologies, through increased environmental awareness among employees and partners, and through an open dialogue about the environmental impact of the Company.

Internally in CPH, the individual departments are responsible for ensuring that the activities are performed in compliance with the environmental approvals of the airports, environmental legislation and CPH's environmental policy. CPH's environmental department provides consultancy, liaisons with environmental authorities, and coordinates internal control measures at the airports. Working environment activities at CPH are organised in a safety organisation consisting of a safety committee and 43 safety groups appointed to handle day-to-day tasks.

Environmental approvals and the new authorities

The environmental impact of the airports at Copenhagen and Roskilde is regulated by the authorities through a number of environmental approvals. The environmental approvals define limits for the impact on the external environment, and compliance with them helps ensure that activities at the airport do not cause material nuisance to the surroundings.

As a result of the Danish municipal reform, Environmental Centre Roskilde took over responsibility as regulatory authority from the Danish Environmental Protection Agency (DEPA) on 1 January 2007 with respect to noise and air pollution from air traffic at Copenhagen Airport, whilst the municipality of Taarnby has taken over the responsibilities of the former county of Copenhagen with respect to other types of pollution. Roskilde municipality is the environmental authority for Roskilde Airport as from 1 January 2007. CPH maintains an on-going dialogue with the authorities responsible for granting approvals and supervising environmental matters.

As regards Copenhagen Airport, the DEPA began a review of the framework approval of noise and air pollution from air transport in 2006. The backdrop for this review was the rule that all framework approvals must be reviewed no later than eight years after a final approval is issued. The DEPA made its decision on the existing framework approval in April 1997. The decision was appealed to the Environmental Appeal Board, which issued a final ruling in May 1999. The review is expected to be completed in 2007 with the Environmental Centre Roskilde as the regulatory authority; CPH began the preparatory work in the autumn of 2006.

Environmental impact

When a passenger travels by air, this triggers a number of activities, all of which involve an impact on the environment. It is stipulated in the environmental approvals issued to the two airports that CPH monitors and tests the environmental impact of many of these activities, whilst the individual operator is often responsible for them. The figure on page 7 illustrates the distribution of various environmental responsibilities among CPH and the users and lessees at the airports.

At the same time, the airports' activities create jobs and thus contribute a great deal to the economic development of the region. Copenhagen Airport provides the framework for some 22,000 jobs, of which about 1,650 are within CPH.

The services in the terminal areas result in a consumption of resources such as energy and water for heating and cleaning. In addition, waste is produced in the terminals and must be removed. It is CPH's responsibility to supply water and energy to the terminal areas, whilst the concessionaires and other operators in the terminals are responsible for removing waste and waste water.

Aircraft arriving at the airport emit noise and affect air quality. Once an aeroplane is parked at a stand, it needs to be emptied of passengers and cargo and then cleaned. The airlines are responsible for these activities, including the removal of food and toilet waste. Before the next take-off, the aircraft must be fuelled and, in winter, de-icing is often required, for which a de-icing fluid is used. The de-icing process is the responsibility of the airlines, whilst CPH is responsible for the subsequent collection of the fluid.

In addition, the aircraft may need a service check, including an engine test. A number of maintenance and engine testing facilities are used for these activities. Even though the engines are tested at specially designed locations, the activity may have a noise impact on the local area.

The day-to-day operation and maintenance of the three runways, aprons and other airport areas requires a series of activities that have an impact on the environment. The airports' runway systems must be maintained and cleared of ice and snow in the winter. Grass-covered areas must be nursed and pavements must be cleaned. The airports also have numerous technical plants that may affect the environment. These plants include plant for aircraft fuel, maintenance facilities for aircraft and vehicles, energy supply for runway lighting and a location for fire drills. The responsibility for these activities, which can all affect the air, soil and water quality, is primarily held by CPH.

Performance within each type of environmental impact is described on the following pages. At the end of this report is a table containing five-year environmental data.



Environmental work involves collaboration

Environmental work at Copenhagen Airport is characterised by close collaboration between CPH and the other companies at the airport. This collaboration, combined with an on-going dialogue with the authorities, ensures that operation of the airport can be run in a sound manner in terms of environmental impact.



The interface of passengers and aircraft

The interface between passengers and aircraft triggers a number of activities, all of which involve an impact on the environment. This environmental impact comes from activities in the terminals, on the runways and around the aircraft. CPH monitors some of this impact, but the responsibility lies with the individual companies. CPH's monitoring results are reported to the environmental and civil aviation authorities, and these authorities then take up the matter with the individual companies. The table below illustrates the distribution of the various environmental responsibilities.



Interaction between CPH and the other companies at Copenhagen Airport

Terminal activities

Passenger activities in the terminal area, including restaurants, shops, toilets and offices.

Input

- Water for passenger areas
- Electricity and heating for passenger areas
- Water for restaurants, shops, etc.
- Electricity and heating for restaurants, shops, etc.

Output

- Waste water
- Waste
- Air quality

Runway activities

Maintenance of runways, aprons and other areas, including snow clearing.

Input

- Runway de-icers
- Electricity for lighting
- Herbicides
- Fuel for CPH vehicles
- Fuel for other vehicles

Output

- Surface water
- Waste
- Air quality

Flight activities

Take-off and landing, aircraft taxiing to terminals. De-icing, washing and aircraft maintenance.

Input

- Glycol for de-icing
- Aircraft fuel
- Water
- Electricity and heating

Output

- Waste water
- Collected glycol
- Noise
- Air quality
- Oil and fuel spills
- Waste

CPH responsibility
 CPH monitors and controls
 Lessee and operator responsibility

More passengers, same noise exposure

Noise from aircraft activities is one of the most noticeable forms of environmental impact from an airport. To limit the noise exposure in the surrounding residential areas as much as possible, a number of noise-limiting measures have been implemented. This includes certain operating restrictions on use of the runways, night-time noise limits for individual flight operations and requirements to the operation of aircraft on the ground.

Noise levels are monitored constantly, and CPH has an ongoing collaboration with air traffic control and the airlines to comply with the above-mentioned noise restrictions and to implement continuous measures to limit the noise exposure.

In the environmental approval of noise and air pollution from air traffic at Copenhagen Airport, the environmental authorities have set a limit that the noise exposure may not exceed the projected noise exposure for 2005, subject to a tolerance of 1 dB. To determine whether this requirement has been met, a so-called TDENL value (Total Day-Evening-Night Level) is calculated every year to describe the total noise exposure from air traffic at the airport. The reference value which the airport must observe is 147.4 dB with a tolerance of 1 dB.

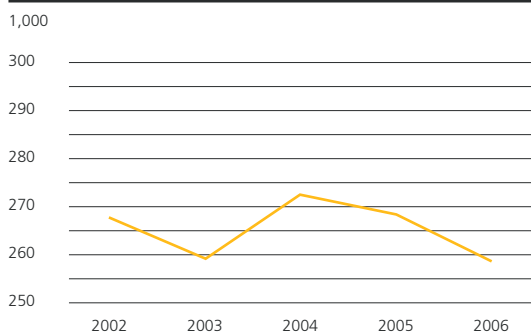
In 2006, the noise exposure from Copenhagen Airport was at the same level as in 2005, with the TDENL value calculated as 146.0 dB. The volume of traffic at Copenhagen Airport fell by 3.8% from 268,655 operations in 2005 to 258,356 operations in 2006. At the same time,

the number of passengers in 2006 was the highest ever in the history of Copenhagen Airport, rising by 4.5% from 19,981,872 in 2005 to 20,877,496 in 2006. That passenger numbers were up despite a lower number of flights was due to higher airline load factors and a larger number of flights using large aircraft. Flight operations with aircraft exceeding 300 tonnes rose by 18% from 2005 to 2006. Seen over a two-year period, the rate of increase was 48%. Overall, there were more passengers and fewer flight operations, albeit the latter with more large aircraft. In combination with the composition of aircraft types the result is an unchanged noise impact on the airport's surroundings.

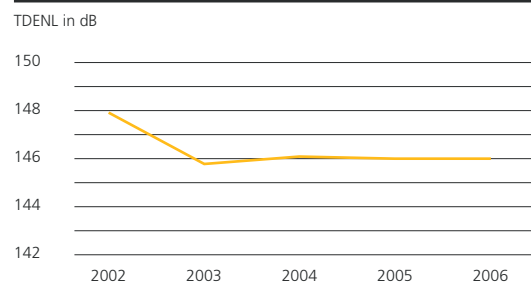
The choice of runway for departures and arrivals has a major influence on the noise impact on the surroundings. Both departures and arrivals are performed upwind for safety reasons. Thus, the current wind determines which runway is used. The runway system at Copenhagen Airport consists of two parallel main runways (04L-22R and 04R-22L) and a cross runway (12-30). The regulations for runway use specify that, whenever possible, aircraft should avoid passing over residential areas.

Most of all departures (total 67%) are on Runway 22R, bringing the aircraft over the southern part of Amager, and most arrivals (total 68%) are on Runway 22L, with aircraft approaching from the Øresund. This has been typical of the airport's traffic patterns for many years now. The cross runway (12-30) is only used when special wind or weather conditions make it necessary.

Aircraft operations



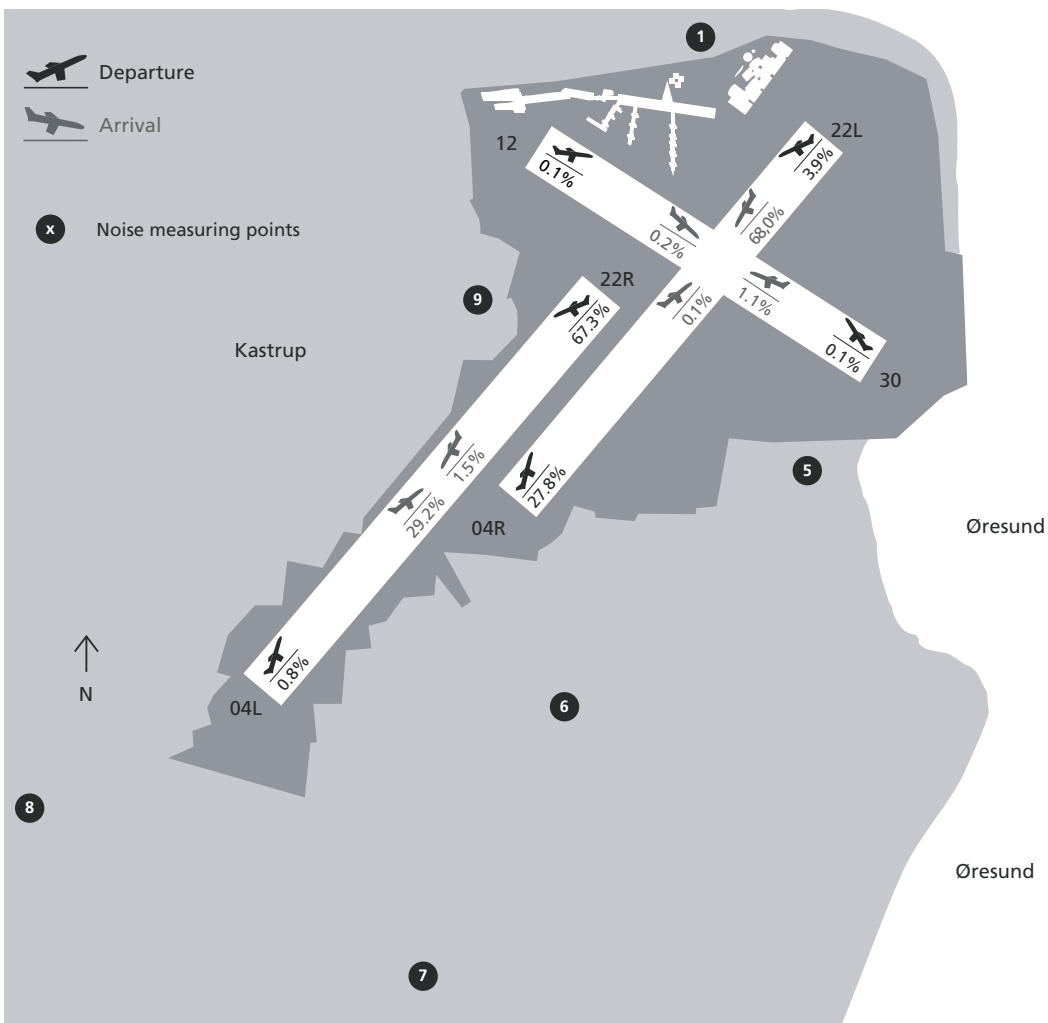
Noise exposure



Departures and arrivals between 11 pm and 6 am are not permitted to exceed a maximum A-weighted noise level of 80 dB at six measuring points located in the residential areas adjacent to the airport as shown on the map below. The airport noise monitoring system logs all events exceeding 80 dB. In 2006, 59 noise events exceeding 80 dB were recorded. The noise events thus logged are evaluated by the Danish Civil Aviation Administration, which determined that five of the noise events logged exceeded the maximum noise level specified in Danish aviation legislation. CAA reactions to two noise events have not yet been received.

Aircraft engines are tested in connection with general aircraft repair and maintenance procedures. To minimise the noise nuisance from such testing, regulations permit engine run-ups only when necessary for planned departures to be on time, but it must be done with the greatest possible consideration for the environment. Engine run-ups may only take place in four designated areas, and cannot take place between 11 pm and 5 am. In 2006, engine testing occurred 1,263 times, covering 816 run-ups and 447 idle-runs. The number of engine tests has decreased over the past five years. In 2006, 20 regulation deviations were reported to the environmental authorities.

Use of runways and location of noise measuring points



Air quality still below the threshold value

Copenhagen Airport has monitored the air quality around the airport since 2000 from three monitoring stations east and west of the terminal area and near the airport south gate respectively. The purpose of the two northern measuring stations is to enable CPH to assess emissions added to the air when it passes over the terminal area, as previous studies have shown that the highest pollution levels are in that area. The third monitoring station is located where the impact from the airport is lowest.

Each monitoring station measures levels of nitrogen oxide (NO), nitrogen dioxide (NO₂), sulphur dioxide (SO₂), ozone (O₃), particulate matter (PM_{2.5}) in the northern section and PM₁₀ in the southern section), toluene and benzene. In this Environmental Report, CPH focuses on the parameters which have the greatest local impact and are comparable with other measurements of air quality.

Carbon dioxide (CO₂) is a key parameter with respect to climate impact. As CO₂ emissions from aircraft activities in and around the airport only account for a minor part of total CO₂ emissions related to air travel, this report does not contain CO₂ emissions data.

The measurement results have previously been analysed in greater detail to determine the emissions the airport adds just outside the perimeter fence. The analysis showed that there is no direct correlation between the operation of individual flights and the air quality around the airport. As shown in the figure below containing data from 2006, the average NO₂ level does not vary with the number of aircraft operations over a 24-hour period. The 24-hour variation in NO₂ levels correlates more with the variation in car traffic in Copenhagen and the surrounding road system. However, the analysis also showed that the airport can be considered a source of emissions in the airport's immediate

vicinity with respect to NO₂. When the wind has an easterly direction, the airport contributes about half the NO₂ concentration immediately west of the terminal area. However, it should also be noted that NO₂ levels west of the terminal area are higher in westerly winds than in easterly winds, which indicates that there are more substantial sources of NO₂ in the area to the west of the airport than in the airport area itself. There are no indications that this has changed since 2001.

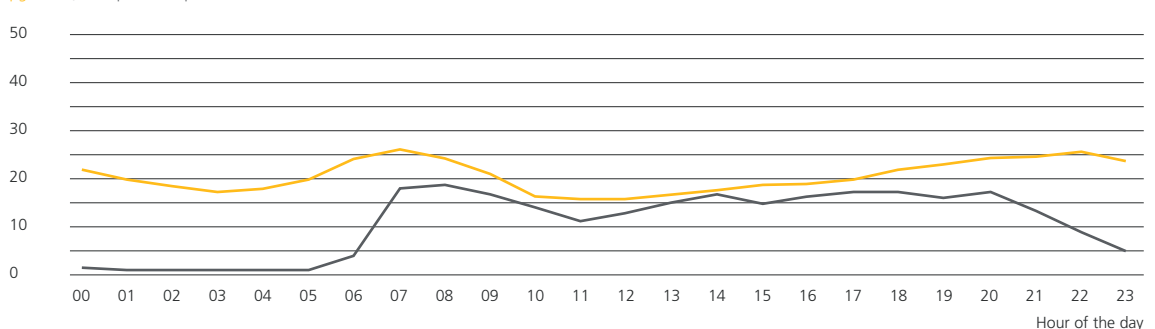
NO₂ levels measured in 2006 showed that NO₂ in the north-western area of the airport is about half the threshold value. There have been no major variations in the annual mean level of NO₂ over the past five years. NO levels have generally shown a downward trend since 2001. The concentration in 2006 was at the same level as in 2005. This correlates well with levels measured in other urban areas in Denmark, which have also seen reductions in NO since the early 1990s. The main reason for the drop is the general phasing out of cars without catalytic converters.

The concentration of PM₁₀ measured in 2006 was higher than the levels measured in preceding years. It is deemed that a major reason for this increase is long-distance transport from Eastern Europe. The increase recorded in 2006 can also be seen in other measurements in Denmark. The levels measured are believed to be close to the background level in Denmark.

The generally good air quality around the airport is partly due to its location in an open, flat area which provides a quick mixing/dispersion of pollution; on the other hand, aircraft – by far the largest source of pollution – produce emissions at an altitude where the impact on air quality at the ground level is reduced substantially by dispersion.

NO₂ relative to aircraft operations of the year

µg/m³ / 1,000 operations per hour



Snow and ice affect consumption of resources

Several months before a blanket of ice and snow falls across Denmark, courses are held for the more than 200 people who make up the crew who implement the airport's snow contingency plan. Collaboration is the key word: a convoy of 14 vehicles can clear a runway more than three kilometres long and 60 metres wide in just ten minutes. This ensures that aircraft can take off and land safely in spite of severe weather conditions.

The weather situation is monitored by an ice-warning system, which allows CPH to keep on top of developments by applying anti-icers before freezing rain forms a glaze on runways and taxiways.

Liquid and solid formiate is used for runway and taxiway de-icing. CPH believes that this technology complies with the principle in environmental legislation that the best technology available in terms of environmental impact must be used, which is also the principle applied by the environmental authorities in their work.

Sand mixed with a maximum of 5% urea is used to prevent slip and fall accidents in the stand area where handling staff work. In 2006, 1,626 tonnes of formiate and 32 tonnes of sand/urea mix were used. Consumption in 2005 was 1,706 tonnes of formiate and six tonnes of sand/urea. The increase in consumption of de-icers was due to unusual weather conditions in February 2006 which resulted in icy aprons. CPH seeks to limit the consumption of de-icers as much as possible to protect the recipient: the Øresund.

Aircraft de-icing

During the winter, ice and snow on aircraft can affect manoeuvrability, so it must be removed as a vital safety precaution. Copenhagen Airport has established three de-icing platforms for this purpose. Approximately 200 litres of glycol mix is sprayed onto the aircraft. The fluid is heated to approximately 80 degrees Celcius, and the fluid is orange, which allows the handling company to check that it has been distributed correctly on the aircraft. After de-icing on the platforms, excess de-icer is collected in tanks via drains. In addition, the airlines can request preventive de-icing while the aircraft is parked on the stand. During such a procedure, about six litres of glycol mix is applied in order to prevent ice formation.

The annual consumption of glycol is dependent on weather conditions: consumption levels have been between 313 and 796 cubic metres for the past five years. The volume used in 2006 was 796 cubic metres of 100% glycol, and the volume collected corresponds to 500 cubic metres. Most of the glycol was used in January and February, when extreme weather conditions caused ice formation on aircraft. A total of 2.1 cubic metres of glycol was used for preventive de-icing in 2006.

Some of the fluid collected from the platforms is transported to treatment and biogas plants in the Zealand region, and some is sprayed over a specially approved area of the airport. Fluid sprayed in the airport area must have a glycol content of not more than 5%. Soil samples from the area where the glycol is sprayed show that the glycol degrades completely within a couple of months after spraying. The volume disposed of in this manner in 2006 corresponded to approximately 16 cubic metres of 100% glycol.

Fuel consumption

Consumption levels are affected by many different activities and very much depend on meteorological conditions and the need to use snow clearing equipment. Fuelling facilities in the northern and western sections of the airport supply diesel and petrol to the airport's vehicles. Most of the vehicles run on diesel fuel, and consumption over the past five years has ranged between 609 and 793 cubic metres. Diesel fuel consumption in 2006 totalled 793 cubic metres. Petrol consumption is significantly lower: it has ranged between 48 and 68 cubic metres over the past five years. Petrol consumption totalled 48 cubic metres in 2006.

Herbicides

For safety reasons, it is necessary to use herbicides along the perimeter fence and along the runways, where mechanical removal is impossible or insufficient. In 2006, CPH recorded growth of giant hogweed on the embankments that function as noise barriers and was forced to use herbicides to control it. This led to an increase in year-on-year consumption from 127 litres to 180 litres. CPH continues to limit the use of herbicides as much as possible by using mechanical weed management.

Surface water treatment

Copenhagen Airport covers an area of 11.8 square kilometres, from which surface water is discharged into the Øresund from 12 different outfalls. An efficient drainage system and large drainage ponds ensure efficient drainage of the runway areas.

Water quality is monitored by analysing 24-hour samples taken periodically from all outfalls. The airport can be divided into different sections, and the section subject to the greatest environmental load is the northern section, where the aircraft stands, hangar and maintenance areas, fuel storage facility and de-icing platforms are located. The other sections are subject to less of an environmental load and include the hangar and maintenance areas in the southern section and large areas with grass, taxiways and runways in the manoeuvring area.

The main activities contributing environmentally hazardous substances to the surface water are oil and fuel spills and de-icing of aircraft, runways and aircraft stands.

To minimise the discharge of oil components, 150 oil separators have been set up in the airport area: e.g. in the stand area, near the maintenance facilities and fuelling plant, and near the fire drill area.

Oil collected from the oil separators and material swept up by sweepers is driven to the airport's oil treatment plant, where the oil is removed. The oil goes to an off-site recycling plant, whilst the water is treated and discharged through filters and an aeration tank into the surface water system.

There is also a water treatment system in the fire drill area, where surface water and water used in drills runs through an oil separator and two coal filter systems.

Oil and fuel spills

Brændstoflageret Københavns Lufthavn, the fuel provider at Copenhagen Airport, receives jet fuel via an underground pipeline from its own pumping station at Prøvestenen. From the storage tanks, jet fuel is distributed to aircraft stands primarily via pipelines to pit wells from which aircraft can be fuelled using a dispenser vehicle. In 2006, just under 121,000 fuelling operations took place at Copenhagen Airport involving a total of 985 million litres of fuel.

Even though great care is taken, spills are unavoidable. CPH cleans all oil and fuel spills from the refuelling of aircraft and vehicles. Due to fire safety, fuel spills are washed away to the drainage system, and the fuel is collected in the nearest fuel separator. Oil spills are typically cleaned using an absorbing material combined with subsequent washing with soap water applied and collected again.

During this cleaning process, the spills are logged in order to establish the total volume and number of fuel spills. A total of 225 spills were logged in 2006, and the spills involved an aggregate volume of 7,305 litres, compared with 264 spills and an aggregate volume of 3,001 litres in 2005. This large increase in the volume spilled is attributable to three major spills. The number of spills of less than 50 litres dropped from 258 in 2005 to 209 in 2006.

Out of the total number of spills, 112 were fuel spills involving a total of 5,349 litres, whilst there were 113 oil spills (hydraulic and engine oil) involving 1,956 litres. The total volume and number of spills should be seen relative to the total consumption of about 985 million litres of fuel, which corresponds to approximately one litre spilled for every 180,000 litres of fuel used.

Many activities affect waste water

The volume of waste water is registered by continuous flow monitoring. The volume of waste water discharged rose by 3.4% from 242,009 cubic metres in 2005 to 250,353 cubic metres in 2006. The increase was due to the growth in passenger numbers: a comparison of the volume of waste water to the number of passengers results in a volume of 12.0 cubic metres per 1,000 passengers, which was slightly lower than in 2005. Water conservation measures have resulted in a reduction by 2.4 cubic metres per 1,000 passengers since 2002.

The airport's waste water is discharged into aggregate outlets run by the Taarnby and Dragør municipalities respectively. Most of the more than 244,000 cubic metres of waste water is piped to the Taarnby plant from the activities in the northern, eastern and western sections of the airport, but almost 6,000 cubic metres of waste water from activities in the southern section of the airport goes to the Dragør treatment plant.

The many activities carried out by CPH and its lessees at the airport affect the quality of the airport's waste water. Much of the waste water comes from the terminal area, and its composition corresponds to that of waste water from an ordinary household. Its quality is also affected by maintenance activities and the production of food for in-flight meals, restaurants and cafeterias. A smaller portion of the waste water comes from aircraft toilets. The contents of aircraft toilet tanks are pumped into toilet trucks and taken to a disintegrator building, where the waste is processed and pumped into the main waste water system. A special feature of waste water from aircraft is that it contains anti-freeze agents and disinfectant.

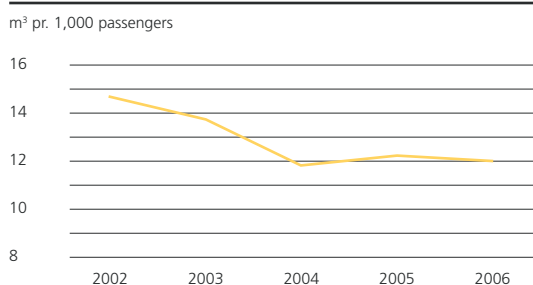
The airport has implemented a ten-year action plan for a renovation of the sewer system that will run until 2013. In 2006, renovation work in the southern section was completed, and video inspections began in the northern section. These inspections will form the basis for the renovation work to be carried out in 2007: pipe replacement and relining and the replacement of oil separators.

Waste water quality is monitored by taking 24-hour samples from the discharges to the Taarnby and Dragør waste water treatment plants every month. These samples showed a general decline in the volume of discharged chemicals. The largest decrease was seen in the oil/grease discharge, which fell from 10.6 tonnes to 4.8 tonnes. In addition, significant reductions were seen in heavy metal content: e.g. chromium levels fell from 4.5 to 1.4 kg/year. The heavy metal content in waste water stems primarily from maintenance activities, and discharge levels may fluctuate from year to year depending on the work carried out in the maintenance workshops.

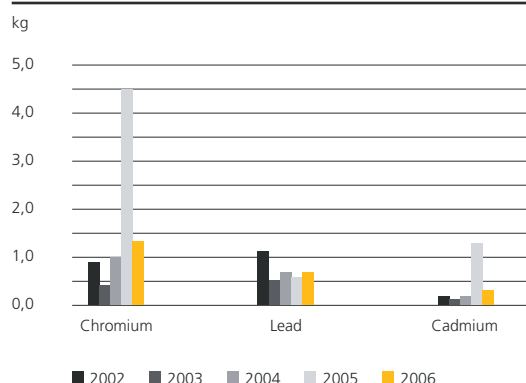
A growing content of detergents was measured during the year. The increase was mainly due to two atypical levels in early 2006, when 24-hour values equivalent to 10.8 and 11.2 kg/24-hour period were measured. The 24-hour value is normally below 3 kg.

In recent years, nitrogen levels have been increasing, with a rise from a total volume of 22.8 tonnes in 2005 to 24.4 tonnes in 2006. The rate of increase was 15.8%, and it was caused by a growing number of passengers and an increase in use of a nitrogen compound to control hydrogen sulphide formation in the pipe system.

Waste water discharged



Waste water: Discharge of heavy metals



Before the next take-off

The time the aircraft spends at the airport between arrival and the next departure is called the turn-around time. The turnaround time is often just an hour, and during that time a large number of activities take place around the aircraft. Baggage trucks drive to and from the aircraft, cleaning staff prepare the aircraft for the next departure, toilet trucks empty the aircraft toilets, catering trucks deliver new supplies and the aircraft is fuelled.



20,000 litres of jet fuel, please

The handling companies provide service to the aircraft whilst it is parked on the stand by the terminal. The fuel provider at Copenhagen Airport, Brændstoflageret Københavns Lufthavn, receives jet fuel via an underground pipeline from its own pumping station at Prøvestenen. From the storage tanks, jet fuel is distributed to aircraft stands via pipelines to pit wells from which aircraft can be fuelled using a dispenser vehicle. Fuel consumption varies a lot from one type of aircraft to another. Aircraft used for medium-range flights, for instance intra-European flights, typically have a fuel capacity of between 20,000 and 30,000 litres, whilst aircraft used for overseas flights have a tank capacity of up to several hundred thousand litres. In 2006, about 121,000 fuelling operations took place at Copenhagen Airport involving approximately 985 million litres of fuel.



The aircraft is serviced

When the aircraft is parked on the stand, a jet bridge is attached to the aircraft from the pier, allowing passengers to walk to and from the aircraft. Moreover, the aircraft is connected to the ramp air condition and power supply. It is often necessary to transport aircraft around in the airport, for instance in connection with maintenance in a hangar. In order to limit noise from taxiing aircraft as much as possible, restrictions apply with respect to which aircraft are allowed to taxi on their own. Aircraft that are not allowed to taxi must be towed, which is done by a specially designed vehicle.



The elephants of the airport

When winter bares its teeth and brings freezing temperatures, ice, sleet and snow, it is important for safety reasons to keep the weather from affecting the functionality, stability and control of the aircraft. Therefore, it is vital to ensure that pieces of ice are not sucked into the aircraft engines and that ice, frost, sleet or snow does not form on the wings. All of this can be avoided by de-icing the aircraft before departure. De-icing at Copenhagen Airport is performed by two handling companies. The aircraft is parked on one of the specially designed de-icing platforms. Here an "elephant" sprays some 200 litres of glycol mix onto the aircraft. The "elephants" are vehicles specially designed for de-icing of aircraft. They have an extra operator's cabin which is lifted up on an arm. From there, the operator can spray the de-icer liquid onto the aircraft at a suitable height and distance. The "elephant" can also be steered from this cabin. After de-icing on the platforms, excess de-icer is collected in tanks via drains.



On high alert every day

Security at the airport is a high-priority area. Inspection cars check the perimeter fence and traffic in the airport area round the clock. During the winter, a crew of 200 people is designated to be on alert for clearing snow and ice from the runways and taxiways. The people at the airport's two fire stations are on high alert round the clock and regularly participate in fire drills in the airport fire drill area which includes an aircraft mock-up, a model of an aircraft designed for fire and rescue drills, as well as containers for smoke-helmet drills. Vacuum cleaners and pump trucks are used every day to clean aircraft stands and runway areas as well as to clean and empty oil separators and wells. The material collected is treated at the airport's own treatment plant.

Energy and water consumption

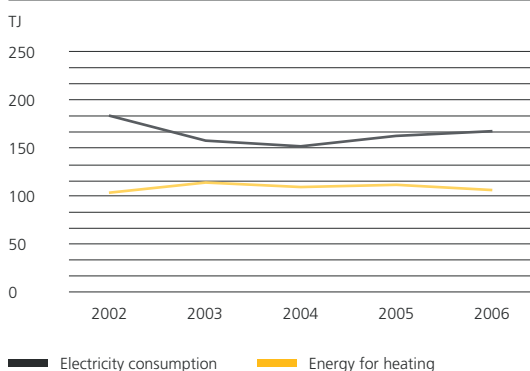
Energy consumption at Copenhagen Airport is highest in the terminal areas. The energy is used for lighting and installations in buildings, on aprons, at aircraft stands, on runways and on taxiways, as well as for ventilation, space heating and air condition in the terminal buildings.

CPH distributes electricity, water and heat to the lessees at the airport and owns, operates and maintains all the supply networks for this purpose. Careful documentation of energy consumption and continual assessment of consumption trends contribute to an optimal exploitation of the energy resources by both CPH and the lessees at the airport to whom CPH supplies energy.

Electricity and water costs during construction periods are transferred to the projects, which helps make these costs visible and thus aids in reducing consumption. Premises and hot water are mainly heated by district heating and, to a lesser extent, natural gas. Oil heating is only used in a single hangar, which is being closed down. Electric heating is primarily used in small printer huts and remote transformer substations where other heat sources are not feasible.

CPH is in charge of the joint purchase of electricity and heating for all users of the airport's buildings, equipment and areas. In addition, the airport generates a limited volume of electricity from a small natural gas heating and power plant and from the diesel generators used as back-ups for the terminal areas and the runway and taxiway installations in the event of a power failure.

Energy consumption



Electricity consumption in 2006 was 6.4% higher than in 2005. This was partly a result of the growth in passenger numbers and partly of extraordinarily large consumption of electricity for cooling and ventilation of the baggage system during the summer period.

Energy consumption for heating fell by 7.0%. Measured in terms of energy consumption per 1,000 square metres, energy consumption was down by 8.2%. Degree-day adjusted consumption per 1,000 square metres showed a slight increase.

Recycling saves water

Water consumption at the airport is related to many different activities. The primary water consumption is for the three passenger terminals, which about 50,000 people use every day. The airlines, catering companies and other lessees at the airport are responsible for their own water consumption.

The water used at Copenhagen Airport comes from the municipalities of Taarnby and Dragør. Moreover, second-quality water from a local remedial drilling is used for engineering room cooling and car washing, as well as in innovative toilet facilities in certain selected areas.

Total drinking water consumption in 2006 was up 8.5% year on year. The growth was above the 4.5% growth in passenger numbers, which means consumption per 1,000 passengers also increased. The increased water consumption was partly due to water damage and partly due to the rinsing of a pressuriser.

Water consumption



Changing waste flows

There are two main sources of waste at Copenhagen Airport: aircraft and ground activities. Airlines are responsible for disposing of the waste from their aircraft, whilst removing waste from the three passenger terminals and from CPH's maintenance facilities and administration buildings is CPH's responsibility. CPH has established a container area where waste is sorted into fractions. In 2006, CPH agreed it would accept a small share of the waste from aircraft.

A previous statement has shown that CPH is only responsible for about 20% of the waste collected within the area surrounded by its perimeter fence. The separation between the various waste systems at the airport is not very strict, so it is easy for shifts to occur in the kinds of waste collected in the different systems. This is one of the reasons why it is difficult to determine whether a change in CPH waste volumes is due to a change in activity level or shifts in waste flows at the airport.

The total amount of waste generated was 26% higher than in 2005, which was a greater increase than that in passenger numbers. Waste per 1,000 passengers rose from 144 kilos to 172 kilos.

The amount of waste sent to recycling fell by 0.9% to 12.2% of the total volume of waste. In actual quantity, this represented an increase of 17%. The volume of cardboard in particular rose sharply. Recyclable waste is

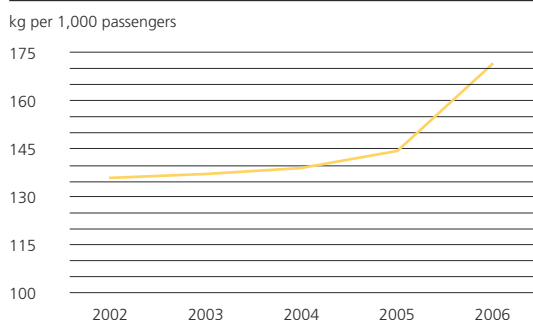
primarily cardboard, paper, iron and metal. Most of the recyclable waste is generated continuously from airport operations, whilst a smaller and highly variable proportion is generated in various cleaning-up processes.

The handling of larger volumes of aircraft waste is deemed to be a significant cause of the 30% year-on-year increase in waste for incineration. In 2006, waste for incineration accounted for 73.6% of the total amount of waste. Waste for incineration primarily consists of mixed combustible waste from offices, shops, kiosks and passenger areas in general.

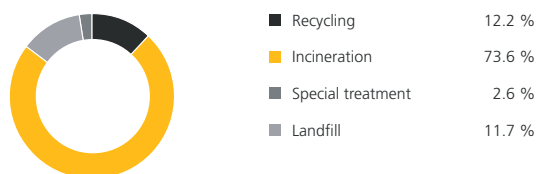
The volume of waste for special treatment was down by 21% year on year. Waste for special treatment primarily consists of water with a small content of oil and/or soap from the washing of stands etc., for instance after oil spills. One of the factors affecting the volume of this waste is the amount of precipitation and the time of year the collection tanks are emptied. As a result, there are major fluctuations in the volume of waste for special treatment.

The amount of waste for disposal to landfills was 25% higher than in 2005. This type of waste primarily comes from infrastructure maintenance and is not affected by changes in passenger numbers. The largest fraction for disposal to landfills is waste swept from streets and similar areas and waste vacuumed from stands and similar areas.

Waste



Disposal method as a percentage of total volume of waste



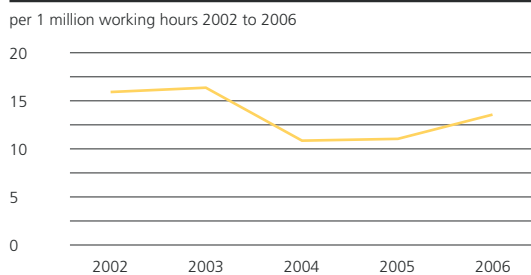
Working environment at level 1

The Danish Working Environment Authority sorts companies into three levels, of which Level 1 is the top level. In 2006, CPH met its target of becoming a Level 1 company.

In the course of 2006, CPH continued to work with its vision of anchoring responsibility for safety activities with the line management. One of the tools used for this purpose was the working environment screenings CPH instituted in 2005 as the first phase of an occupational health and safety management system. The real litmus test for the success of this vision came in June 2006, when the Danish Working Environment Authority selected CPH for the adjusted inspection that resulted in the Level 1 rating. The shared IT platform for registration of WPA problems and the working environment screenings proved to be highly valuable in this connection, enabling the organisation to present all the registered WPA problems in a clear and simple manner.

Forty industrial accidents were recorded in 2006, equivalent to an industrial accident frequency rate of 13.9. This result revealed that recent years' downward trend in the number of industrial accidents had turned into an increase in 2006.

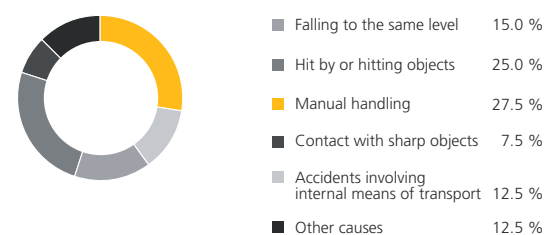
Industrial accidents



A breakdown of the industrial accidents shows that the primary cause of injury was manual handling (lifting, pulling and pushing), which accounted for 27.5% (16% in 2005), whilst 25% of accidents were due to employees banging into, colliding with or being hit by objects (13% in 2005). Staff falling to the ground/floor or a lower level accounted for 15% of injuries (45% in 2005), whilst 12.5% of injuries were due to accidents involving internal means of transport (6% in 2005). Contact with sharp objects accounted for 7.5% of the injuries (10% in 2005), and 12.5% of the injuries had other causes (10% in 2005).

Thus, a shift was seen compared with earlier years in the type of events causing the injuries, as the dominant factor used to be injuries from falling. In 2006, the dominant areas were injuries caused by manual handling (lifting, pulling and pushing) and injuries from employees being hit by, colliding with or banging into an object. In the last six months of 2006, there was a greater focus on reducing the number of industrial accidents. One of the factors that has had a favourable effect is the subject being included in the daily briefings. Similar initiatives will be instituted in 2007 to reduce the number of industrial accidents at CPH.

Breakdown of industrial accidents (%) in 2006



Environmental impact of Roskilde Airport

Air traffic

Roskilde Airport is today used as a regional airport for the Copenhagen metropolitan area and Zealand. The airport is mainly used for training, taxi and business flights, and almost 80% of traffic is small aircraft in the weight class between one and two tonnes.

The number of aircraft operations at Roskilde Airport in 2006 was 68,217, a continuation of the falling trend seen over the past six years. The number of operations with aircraft exceeding two tonnes also showed a year-on-year decline. Helicopter operations were up due to an increased volume of corporate flights and the fact that the air force emergency helicopter is now based at Roskilde. The total number of passengers at the airport rose by 1.8% to reach 32,792.

The runway system at Roskilde Airport consists of runways 03-21 and 11-29. Runway 21 continued to be used the most, both for departure and arrival. In 2006, 41% of all departures and 35% of all arrivals took place on that runway.

Aircraft engines are tested in connection with general aircraft repair and maintenance procedures. Aircraft engine testing adds to the noise exposure in the areas around the airport, and a number of measures have been introduced to minimise the noise nuisance as much as possible. Engine run-ups have been referred to special areas and are basically only allowed in the period between 7.00 am and 6.00 pm on weekdays. In 2006, engine testing occurred 416 times. Of these, 302 were engine run-ups and 114 were idle-runs. The number of engine run-ups thus more than tripled compared with 2005. This major increase was due to the fact that CPH focused on this activity in 2006 and therefore achieved a better reporting routine for the companies that make engine run-ups. Two regulation deviations were detected and subsequently reported to the environmental authority.

Energy and water consumption

Energy consumption for heating in 2006 was on a level with consumption in 2005. An increase can be seen when variations in outdoor temperatures are taken into

account, with energy consumption up by 4,4 % from 2005. Total electricity consumption continued to follow the slightly rising trend seen in recent years.

Water consumption at Roskilde Airport dropped by 29 % from 6,144 cubic metres in 2005 to 4,341 cubic metres in 2006, but consumption in 2005 was extraordinarily high due to a leak in the water supply system.

Waste

Waste from Roskilde Airport primarily consists of ordinary household-like waste generated from the passenger terminal, administration building and maintenance facilities. The estimated volume was below 50 tonnes in 2006.

EIA and environmental approval

In 2006, the authorities approved an expansion of operations at Roskilde Airport and an extension of Runway 11/29. On 27 October 2006, the Greater Copenhagen Council (HUR) adopted an amendment to the regional plan with an EIA (Environmental Impact Assessment) concerning the expansion of Roskilde Airport, and Roskilde County authorities approved CPH's application for environmental approval of the planned expansion on 14 November 2006. The expansion attracted a great deal of attention in 2006 in the general public and the media. The EIA was subject to a public consultation period from 1 August to 2 October 2006, during which HUR held a citizens' meeting and received some 650 consultation responses. As a result of the high level of public awareness of the matter, some 2,000 members of the general public turned up for the citizens' meeting.

Both the regional plan amendment with the EIA and the environmental approval have been appealed. The Nature Protection Board is the appeals body on matters to do with the regional plan amendment, and the DEPA is the appeals body in environmental approval cases. However, the regulatory structure changed on 1 January 2007, and the Environmental Appeal Board is now the only appeals body and has taken over the cases not concluded by the DEPA. The processing time for the complaints cannot be estimated at present.



Noise monitoring 24 hours a day

As part of the environmental approval of noise and air pollution from air traffic, CPH monitors noise from all aircraft operating at the airport. This is based on 11 noise measuring stations, six of which are located in the residential areas around the airport. Data logged by the system are used partly to monitor that the conditions set in the environmental approval are observed and partly to assess noise events in connection with any complaints that may be received. The noise monitoring system is checked regularly and the microphones are calibrated twice a day.



Night-time noise limits

When an aircraft takes off or lands, it emits noise. Other activities on the ground, for instance taxiing on the runways and engine tests are also sources of noise.

The noise requirements for flight operations are stricter during the night period. The noise limit from aircraft taking off or landing is 80 dB(A) in the residential areas. Noise data are linked to radar data from air traffic control so that each aircraft can be identified. Any violations of the limit are reported to the Danish Civil Aviation Administration, which is the regulatory authority. CPH continuously collaborates with the airlines and the authorities to limit aircraft noise during the night period.

Aircraft taxiing during the night period must observe a number of noise restrictions at five measuring positions in the residential areas around the airport. The airport measures noise during the night period several times each year to check whether the noise limits are observed.



APU noise

Most jet aircraft have an APU (auxiliary power unit), a small jet engine which produces power for the aircraft when it is on the ground and the main engines are turned off. The APU is often located in the tail of the aircraft and, like other jet engines, it emits some noise when in use. In order to reduce this noise, the APU may only be used for five minutes before the aircraft leaves the stand and five minutes after it arrives at the stand. For the rest of the time, the aircraft must use the power installations and ventilation facilities available at most stands. At stands that do not have these facilities, the aircraft can use a GPU (ground power unit), a diesel generator which emits considerably less noise than an APU. CPH regularly checks that the rules on APU use are observed. Moreover, various informative noise measurements are made.

Accounting policies

The CPH Environmental Report describes environmental impact trends and changes due to the operation, maintenance and expansion of the airports at Copenhagen and Roskilde.

An Environmental Impact Assessment (EIA) of the extension to Copenhagen Airport from 1996 and Copenhagen Airport's environmental approvals from 1997, which were upheld by the Danish Environmental Appeal Board in May 1999, form the basis for the selection of environmental factors deemed to be of significance to CPH's activities, which are outlined on page 7. The Environmental Report describes developments in these environmental factors, since they have an environmental impact in ways that CPH is responsible for, monitors and controls.

The data in the report are based on regular compilation from the individual areas at the airports, after which they are collected in a central database for further processing. Data are provided in one of the following ways:

- Externally documented loggings
- Internal loggings
- Calculated data
- Estimated data

Traffic and noise

Traffic growth is calculated on the basis of data in CPH's traffic statistics system and includes all aircraft operations by aircraft type, take-off weight, use of runway and time. Total noise impact from departures and arrivals at the airport is calculated using the TDENL method, and calculations are based on each aircraft operation, including aircraft type and time of day. Calculations are based on the three months of 2006 with the most traffic.

TDENL is an acronym for Total Day Evening Night Level and is a method of calculation used for ongoing monitoring of noise exposure in and around airports and airfields.

The method, which expresses the noise exposure in a single number, the TDENL value, is recommended by the Danish Environmental Protection Agency and is based on DENL, which is used for noise mapping around airports. In the airport's environmental approval, the Danish Environmental Protection Agency has set a threshold value of 147.4 dB in TDENL for the noise impact.

DENL is the constant, equivalent A-weighted noise pressure level during an average 24-hour period with the addition of 5 dB for noise events during the evening (7.00 – 10.00 pm) and 10 dB for noise events during the night (10.00 pm – 7.00 am).

The number of noise events resulting from night flights to and from Copenhagen Airport is monitored and logged by CPH's noise monitoring system. The number of engine testing incidents, including the number of engine idle-run incidents and deviations from rules on engine testing, are stated in this environmental report based on reports received from the airlines.

Air quality

The air quality at Copenhagen Airport is monitored and logged by CPH's air quality monitoring system. The system also collects meteorological data.

Surface water

CPH has previously calculated the total volume discharged for selected compounds. In view of the highly varying measuring results, CPH initiated a study in 2006 to evaluate the data material, calculation methods and the impact of metrological conditions on the results. The survey demonstrated substantial uncertainties, and CPH has therefore decided not to calculate the total volumes discharged.

Oil and fuel spills

The number of oil and fuel spills is calculated as the number of reports filed by Security, Fire and Rescue or other in-house and third-party sources. The calculation of the volume of spills is subject to some uncertainty, as it is rarely possible to measure the exact volume of a spill.

Resources

The volume of glycol used for aircraft de-icing is calculated by the companies that handle de-icing. The annual volume of glycol recovered is determined on the basis of the registered volume of each truckload removed, adjusted for tank contents at the beginning and end of the year. The consumption of runway and taxiway de-icers, fuel and herbicides under restriction is calculated on the basis of the volumes purchased, adjusted for inventory change. Diesel consumption includes fuel for emergency back-up power generators.

Energy and water consumption

Each type of consumption is calculated on the basis of volumes purchased/registered less quantities distributed to other companies at the airport. CPH building register information, BBR register information and measurements are used to estimate the area heated.

Waste water

The volume of waste water discharged is measured by online meters connected to CPH's central tracking system (CTS). Water quality is determined from analysis of periodical water samples carried out by a third party laboratory.

Waste

Most data on waste is gathered from weighing slips or monthly statements from recipients of the waste. In some cases, it is impossible to calculate the quantity of the waste, since the weight or volume was not logged. In those cases, an estimate of weight is made.

Industrial accidents

The number of industrial accidents is the annual reported number of accidents causing one or more days of sick leave. The industrial accident frequency rate is calculated as the number of industrial accidents per one million working hours. Working hours are calculated as a standard year with correction of 5 weeks of holidays. The number of employees at CPH is determined as the annual average number of employees.

Auditors' statement

to the Shareholders of Copenhagen Airports A/S

We have assessed the Environmental Report of Copenhagen Airports A/S for 2006 with a view to issuing a statement on the Report.

Criteria for the preparation of the Environmental Report

The Environmental Report comprises environmental impacts of the Company's airports in Copenhagen and Roskilde.

The criteria for the preparation of the Environmental Report appear from the accounting policies described on page 22 and in the sections on pages 5-19. The accounting policies state the basis for the choice of environmental impacts for reporting, the reason for the activities chosen and the recognition and measurement methods used for presenting environmental data in the Environmental Report.

Responsibilities

The Environmental Report is the responsibility of Company Management, including the establishment of registration and internal control systems to ensure a reliable reporting basis, the fixing of acceptable reporting criteria and the choice of data to be collected.

Our responsibility is to express an opinion on the Environmental Report based on our assessment.

Basis of Opinion

We have planned and performed our work in accordance with the International Standard on Assurance Engagements (ISAE) 3000 with a view to obtaining limited assurance that:

- the Environmental Report correlates with the Company's activities for the financial period;
- the data stated in the Environmental Report for 2006 for the activities comprised have been documented and stated in accordance with the methods described for recognition and measurement in the accounting policies.

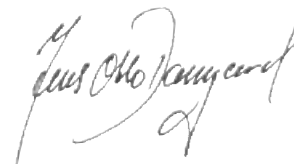
The assurance obtained is limited as our work has been limited compared with an audit assignment. Our work has primarily comprised inquiries, accounting technical analyses of accounting figures and other information. Moreover, we have tested data and underlying documentation and checked whether the accounting policies have been observed.

Opinion

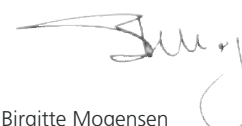
Nothing has come to our attention that causes us to believe that the data disclosed in the Environmental Report for 2006 have not been stated in accordance with the criteria described.

Copenhagen, 12 February 2007

PricewaterhouseCoopers
Statsautoriseret Revisionsaktieselskab

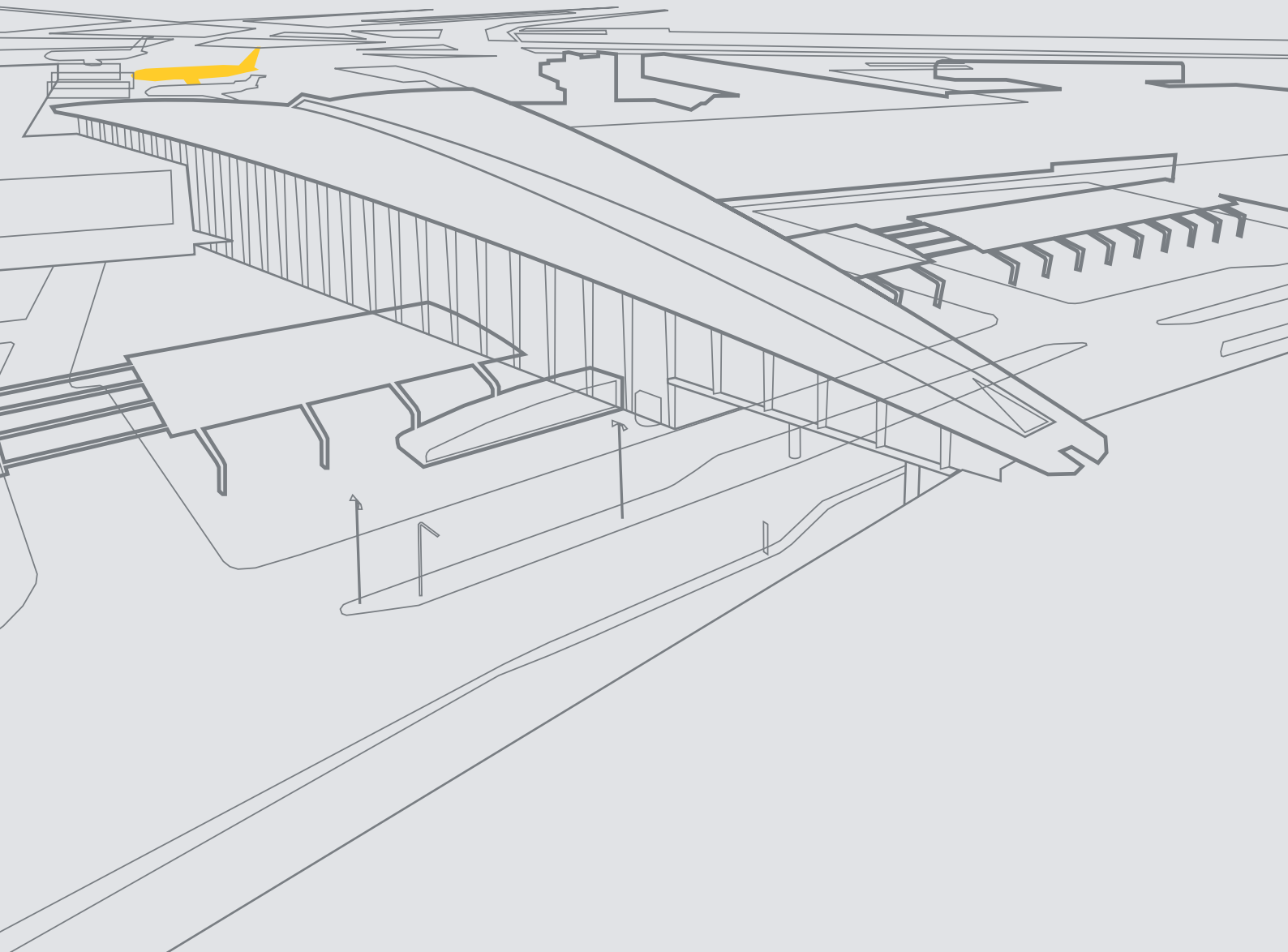


Jens Otto Damgaard
State Authorised Public Accountant



Birgitte Mogensen
State Authorised Public Accountant

Environmental data



| Environmental data | Unit | 2002 | 2003 | 2004 | 2005 | 2006 |
|---|-------------|------------|------------|------------|------------|------------|
| COPENHAGEN AIRPORT | | | | | | |
| Passengers | total | 18,272,173 | 17,714,007 | 19,034,585 | 19,981,872 | 20,877,496 |
| Aircraft operations | total | 266,894 | 259,002 | 272,518 | 268,655 | 258,356 |
| Employees (CPH) | total | 1,347 | 1,352 | 1,480 | 1,649 | 1,687 |
| Noise exposure | TDENL in dB | 147.9 | 145.8 | 146.1 | 146.0 | 146.0 |
| Night period maximum noise levels from departures and arrivals | | | | | | |
| 81 dB(A) | total | | | | 16 | 18 |
| 82 dB(A) | total | | | | 16 | 18 |
| 83 dB(A) | total | | | | 11 | 10 |
| 84 dB(A) | total | | | | 6 | 6 |
| 85 dB(A) | total | | | | 4 | 2 |
| 86 dB(A) | total | 5 | 2 | 3 | 1 | 1 |
| 87 dB(A) | total | 0 | 2 | 0 | 0 | 3 |
| 88 dB(A) | total | 1 | 0 | 1 | 2 | 0 |
| 89 dB(A) | total | 0 | 2 | 0 | 0 | 1 |
| 90 dB(A) | total | 0 | 1 | 0 | 0 | 0 |
| > 90 dB(A) | total | 2 | 0 | 0 | 0 | 0 |
| Use of runways | | | | | | |
| 04L Departures/arrivals | % breakdown | 0.0 / 41.3 | 0.0 / 33.4 | 0.0 / 30.3 | 0.1 / 30.1 | 0.8 / 29.2 |
| 04R Departures/arrivals | % breakdown | 41.1 / 0.2 | 32.8 / 0.1 | 30.0 / 0.1 | 29.3 / 0.1 | 27.8 / 0.1 |
| 22L Departures/arrivals | % breakdown | 3.9 / 52.1 | 5.3 / 62.2 | 4.8 / 65.8 | 4.4 / 67.0 | 3.9 / 68.0 |
| 22R Departures/arrivals | % breakdown | 52.6 / 1.6 | 61.6 / 1.9 | 65.0 / 1.6 | 65.9 / 1.7 | 67.3 / 1.5 |
| 12 Departures/arrivals | % breakdown | 2.1 / 0.4 | 0.1 / 0.2 | 0.0 / 0.2 | 0.2 / 0.4 | 0.2 / 0.2 |
| 30 Departures/arrivals | % breakdown | 0.2 / 4.3 | 0.2 / 2.2 | 0.2 / 2.0 | 0.1 / 0.7 | 0.1 / 1.1 |

| Environmental data | Unit | 2002 | 2003 | 2004 | 2005 | 2006 |
|---------------------------------------|-------------------|---------|--------|---------|--------|--------|
| Weight distribution – aircraft | | | | | | |
| 0-29 tonnes | total | 89,827 | 94,831 | 101,359 | 95,367 | 90,242 |
| 30-49 tonnes | total | 15,629 | 14,163 | 11,916 | 14,950 | 15,981 |
| 50-69 tonnes | total | 114,235 | 93,514 | 92,777 | 96,509 | 94,314 |
| 70-119 tonnes | total | 34,349 | 45,124 | 55,799 | 50,706 | 45,828 |
| 120-299 tonnes | total | 11,734 | 10,140 | 9,213 | 9,310 | 9,846 |
| > 300 tonnes | total | 1,120 | 1,230 | 1,454 | 1,813 | 2,145 |
| Engine testing | | | | | | |
| Engine testing | total | 1,579 | 1,593 | 1,465 | 1,371 | 1,263 |
| – of which idling | total | 1,006 | 848 | 695 | 677 | 447 |
| Deviations | total | 6 | 6 | 10 | 3 | 20 |
| Air quality | | | | | | |
| NO ₂ | µg/m ³ | 19.4 | 21.5 | 22.1 | 20.8 | 20.7 |
| PM ₁₀ | µg/m ³ | 20.9 | 23.2 | 19.6 | 24.1 | 25.3 |
| NO | µg/m ³ | 7.8 | 7.2 | 6.3 | 4.9 | 5.2 |

| Environmental data | Unit | 2002 | 2003 | 2004 | 2005 | 2006 |
|----------------------------|----------------|-------------|-------------|-------------|-------------|-------------|
| Oil and fuel spills | | | | | | |
| 0-9 litres | total | 172 | 184 | 131 | 143 | 128 |
| 10-49 litres | total | 71 | 95 | 66 | 115 | 81 |
| 50-249 litres | total | 12 | 10 | 17 | 6 | 12 |
| > 250 litres | total | 1 | 0 | 3 | 0 | 4 |
| Fuel | | | | | | |
| Petrol | m ³ | 68 | 63 | 58 | 59 | 48 |
| Diesel | m ³ | 609 | 711 | 718 | 765 | 793 |
| Runway de-icing | | | | | | |
| Formiate | kg | 830,358 | 923,565 | 1,093,241 | 1,706,255 | 1,626,467 |
| Sand (5 % urea) | kg | 12,000 | 28,000 | 55,000 | 6,000 | 32,000 |
| Aircraft de-icing | | | | | | |
| Glycol used | m ³ | 313 | 490 | 530 | 721 | 796 |
| Glycol collected | m ³ | 215 | 302 | 373 | 370 | 500 |
| Herbicides | litres | 110 | 120 | 133 | 127 | 180 |

| Environmental data | Unit | 2002 | 2003 | 2004 | 2005 | 2006 |
|--|----------------|---------|---------|---------|---------|---------|
| Waste water discharged | m ³ | 263,681 | 242,228 | 225,506 | 242,009 | 250,353 |
| Waste water discharged per 1,000 passengers | m ³ | 14.4 | 13.7 | 11.9 | 12.1 | 12.0 |
| Waste water – discharged agents | | | | | | |
| Total-N | kg | 21,003 | 21,930 | 21,631 | 22,791 | 26,474 |
| Total-P | kg | 3,376 | 2,864 | 2,533 | 2,149 | 2,579 |
| COD | kg | 194,698 | 168,736 | 122,493 | 167,225 | 139,746 |
| Detergents | kg | 2,064 | 1,470 | 1,515 | 1,982 | 2,338 |
| Oil and grease | kg | 10,200 | 9,452 | 3,220 | 10,621 | 4,791 |
| Zink | kg | 54 | 44 | 61 | 46 | 41 |
| Chromium | kg | 0.8 | 0.4 | 1.0 | 4.5 | 1.4 |
| Copper | kg | 12 | 10 | 12 | 31 | 13 |
| Nickel | kg | 1.5 | 1.1 | 3.2 | 1.7 | 1.4 |
| Lead | kg | 1.2 | 0.5 | 0.7 | 0.6 | 0.7 |
| Cadmium | kg | 0.2 | 0.1 | 0.2 | 1.3 | 0.3 |

| Environmental data | Unit | 2002 | 2003 | 2004 | 2005 | 2006 |
|---|--------------------------------|---------|---------|---------|---------|---------|
| Electricity consumption ⁽¹⁾ | TJ | 169 | 156 | 151 | 157 | 167 |
| Energy for heating ⁽¹⁾ | TJ | 104 | 116 | 111 | 114 | 106 |
| Energy consumption per 1,000 m ² ⁽¹⁾ | TJ | 0.56 | 0.62 | 0.60 | 0.61 | 0.56 |
| Water consumption ⁽¹⁾ | m ³ | 154,779 | 152,781 | 153,644 | 167,203 | 181,497 |
| Water consumption per 1,000 passengers ⁽¹⁾ | m ³ | 8.5 | 8.6 | 8.1 | 8.4 | 8.7 |
| Waste volume | tonnes | 2,491 | 2,432 | 2,643 | 2,868 | 3,601 |
| Removal method: | | | | | | |
| Recycling | tonnes | 345 | 358 | 402 | 376 | 438 |
| Incineration | tonnes | 1,617 | 1,604 | 1,781 | 2,039 | 2,649 |
| Special treatment | tonnes | 151 | 127 | 119 | 118 | 93 |
| Landfill | tonnes | 377 | 342 | 341 | 336 | 421 |
| Waste per 1,000 passengers | kg | 136 | 137 | 139 | 144 | 172 |
| Industrial accidents ⁽²⁾ | per 1 million working hours | 15.7 | 16.2 | 10.8 | 11.1 | 13.9 |

⁽¹⁾ Historical data have been adjusted according as CPH accepts the loss from distribution of electricity, water and heat through the supply network.

⁽²⁾ Historical data have been adjusted according as the standard year has been adjusted for five weeks of holidays.

| Environmental data | Unit | 2002 | 2003 | 2004 | 2005 | 2006 |
|---------------------------------------|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| ROSKILDE AIRPORT | | | | | | |
| Passengers | total | 49,278 | 43,220 | 33,511 | 32,228 | 32,792 |
| Aircraft operations | total | 98,416 | 90,658 | 73,231 | 69,204 | 68,217 |
| Weight distribution – aircraft | | | | | | |
| 0-999 kg | total | 6,934 | 9,659 | 11,084 | 9,648 | 8,723 |
| 1,000-1,999 kg | total | 83,445 | 74,485 | 56,615 | 52,170 | 52,579 |
| > 2,000 kg | total | 8,037 | 6,515 | 5,532 | 7,386 | 6,915 |
| Use of runways | | | | | | |
| 03 Departures/arrivals | % breakdown | 7.50 / 7.8 | 9.2 / 9.7 | 7.7 / 8.1 | 6.7 / 7.5 | 4.9 / 5.3 |
| 11 Departures/arrivals | % breakdown | 32.0 / 38.9 | 25.8 / 33.5 | 27.8 / 33.4 | 27.2 / 34.0 | 26.6 / 32.1 |
| 21 Departures/arrivals | % breakdown | 40.1 / 32.1 | 40.9 / 32.4 | 39.7 / 33.5 | 39.2 / 31.5 | 41.0 / 35.0 |
| 29 Departures/arrivals | % breakdown | 20.4 / 21.2 | 24.1 / 24.4 | 24.8 / 25.0 | 26.9 / 27.0 | 27.5 / 27.6 |
| Engine testing | total | - | 179 | 118 | 115 | 416 |
| Of which idling | total | - | 13 | 7 | 6 | 114 |
| Deviations | total | - | 2 | 1 | 0 | 2 |
| Electricity consumption | GJ | 2,687 | 2,977 | 3,121 | 3,134 | 3,344 |
| Energy consumption | | | | | | |
| for heating | GJ | 2,706 | 2,953 | 3,327 | 3,275 | 3,274 |
| Energy consumption per m ² | GJ | 0.92 | 1.00 | 1.13 | 1.07 | 1.11 |
| Water consumption | m ³ | 3,992 | 4,567 | 3,724 | 6,144 | 4,341 |
| Industrial accidents ⁽³⁾ | per 1 million working hours | 20.3 | 0.0 | 15.8 | 15.8 | 0.0 |

⁽³⁾ Historical data have been adjusted according as the standard year has been adjusted for five weeks of holidays.

Glossary

Aircraft operation

Term used in airport statistics to designate a departure or an arrival.

COD

Chemical oxygen demand, a method of analysis to determine the content of organic matter in water.

CPH

Copenhagen Airports AVS.

dB

Decibel: a logarithmic unit of sound measurement. The A-weighted sound pressure level, dB(A), is often used: it is a measurement of the ability of the human ear to perceive sound energy.

Degree days

The degree-day figure for the year is the sum of all degree days of the year. The degree-day figure for a day is calculated as 17 degrees centigrade less the mean temperature of the day if less than or equivalent to 17 degrees centigrade. Otherwise the degree-day figure is 0.

De-icing

Removal of ice and snow from paved areas at the airport or removal of ice from aircraft wings.

Detergents

Added to washing and cleaning agents to lower the surface tension of water.

Engine testing

Testing of aircraft engines during inspection and repair. Testing is either an engine run-up (start and running of the engine above idle power) or an idle-run (start and running of the engine at idle power).

Formiate

Chemical used for de-icing runways and taxiways.

GJ

Gigajoule, 10^9 joules.

Glycol

Agent used for de-icing aircraft. Propylene glycol is used at Copenhagen Airport.

Handling

The handling of passengers, baggage, cargo, etc.

Industrial accident frequency

Number of industrial accidents per million working hours.

NO, NO₂

Nitrogen oxide, Nitrogen dioxide.

Particles, PM₁₀

Tiny solid or liquid particles of soot, dust, smoke, fumes and aerosols.

PM₁₀: Particles with a maximum diameter of 10 μm .

Stands

Aircraft parking spaces for stays at the airport, with or without passenger loading bridges.

Taxiways

Paved stretches connecting runways and aircraft stands.

TDENL method

Total-Day-Evening-Night-Level, a method used for the continuous testing of noise exposure around airports and airfields. The method, which expresses the noise exposure in a single number, the TDENL value, is recommended by the Danish Environmental Protection Agency and is based on DENL, which is used for noise mapping of airports. DENL is the average A-weighted noise pressure level (Day Evening Night Level) during an average 24-hour period, with the addition of 5 dB for noise events between 7 pm and 10 pm and 10 dB for noise events between 10 pm and 7 am.

TJ

Terajoule, 10^{12} joules.

Total N

Total nitrogen content.

Total P

Total phosphate content.

Urea

Nitrogen-based de-icer.

WPA

Workplace assessment.

