CPH

Environmental Report 2007

Copenhagen Airports CPH

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Production and print:
Clausen Offset A/S

ISSN 1901-3876

The Environmental Report is printed on Arctic Volume

NORDISK MILJØMÆRKNING
541 Tryksag 513

Contents

Terms used

Copenhagen Airports, CPH, the Group, the Company
Used synonymously about Copenhagen Airport A/S consolidated with its subsidiaries and associates

Copenhagen Airport
The airport at Copenhagen, Kastrup, owned by Copenhagen Airports A/S

Roskilde Airport
The airport at Roskilde owned by Copenhagen Airports A/S

Towards new aspirations

CPH connects passengers and airlines – and brings Scandinavia together with the rest of the world. In 2007, passenger numbers at Copenhagen Airport rose to 21.4 million, whereas the number of aircraft operations dropped to 257,591. This represents a 2.5% year-on-year increase in the number of passengers and fall by 0.3% in the number of aircraft operations. This growth in passenger numbers means that Copenhagen Airport continues to be the primary traffic hub of Scandinavia, a position the Company intends to retain.

Noise in residential areas is one of the most noticeable environmental impacts from Copenhagen Airport, and aircraft noise is thus subject to regulation through a comprehensive set of rules. In 2007, the airport's noise impact remained below the threshold value set in the environmental approval for noise and air pollution from air traffic.

At CPH, we are proud to operate a high-quality airport. Our quality is reflected in many different respects, and environmental responsibility is within this context. In 2007, CPH adopted a target for reduction of the CO_2 emissions from the company's activities in Copenhagen Airport. CPH will ensure that CO_2 emissions have been reduced by 21% or more in 2012 relative to the level in 1990. As a crucial part of the national infrastructure, CPH wishes to assume its share of the responsibility. Thus, the target coincides with Denmark's national obligations under the Kyoto Protocol and the European agreement on the allocation of burdens. To support the CO_2 policy, CPH adopted a new energy policy in 2007. The energy policy includes a target for reduction in electricity consumption of at least 10% over the next five years.

Within working environment, one area of focus in 2007 was air quality in the apron areas. Under the management of CPH, a forum has been established, made up of representatives from the companies that have staff working in the apron areas. The forum's work has included a number of technical and behavioural initiatives designed to help improve workplace health and safety; implementation of these initiatives will begin in 2008.

In late 2006, Roskilde Airport received permission to increase operations and to extend one of its runways on the basis of an Environmental Assessment (EIA) and an environmental approval. Both decisions were appealed to the Danish Nature Protection Board of Appeal and the Danish Environmental Protection Agency. As a consequence of the municipal reform in Denmark, the Environmental Appeals Board has since then taken over as appeals authority in the matter of the environmental approval. CPH maintains a regular dialogue with the authorities; no final decision has yet been made in either case.

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

Copenhagen, February 2008

Peter Rasmussen
Senior Vice President



Results achieved through collaboration

The location of Copenhagen Airport was laid down in the Copenhagen Airport Expansion Act adopted by the Danish parliament in 1980 and amended in 1992. The Act incorporates a balancing of the benefits to society of environmental considerations on the one side and the status of the airport as an international traffic hub on the other. With 21.4 million passengers in 2007, Copenhagen Airport still fully lives up to this status. In addition, Copenhagen Airport retains its position as the largest airport in Scandinavia.

Collaboration with the 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 airports' impact on the external environment, and compliance with them thus helps ensure that activities at the airports do not cause significant nuisance to their surroundings.

In the course of 2007, CPH began working with the new Danish environmental authorities. As a result of the municipal reform in Denmark, Environmental Centre Roskilde took over from the Danish Environmental Protection Agency (DEPA) on 1 January 2007 as regulatory authority with respect to noise and air pollution from air traffic at Copenhagen Airport, and the Municipality of Taarnby took over for the former County of Copenhagen with respect to other types of pollution. The Municipality of Roskilde is the environmental authority regulating Roskilde Airport as from 1 January 2007. CPH maintains an ongoing dialogue with the authorities who grant approvals and regulate environmental matters.

In 2006, the DEPA began a review of the framework approval covering noise and air pollution from air traffic at Copenhagen Airport as this approval must be reviewed not later than eight years after final approval is granted. The DEPA made its decision on the current approval in April 1997, and it was upheld by the Danish Environmental Appeals Board in 1999. CPH began preparing for the review in the autumn of 2006, and the process really took form in 2007. Environmental Centre Roskilde is the authority in charge of the review, which is being carried out in close collaboration between the environmental centre, the Danish Civil Aviation Administration and CPH.

In 2007, CPH also worked together with the Municipality of Taarnby, which, as the environmental authority, intensified supervision of both CPH and the collaborative partners at the airport who also have activities subject to environmental approval. In its supervisory activity, the Municipality of Taarnby has a special focus on waste and waste water.

Collaborative partners at the airport

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 aircraft operations can be run in a sound manner in terms of safety, security and environmental impact.

Many of CPH's collaborative partners at the airport have activities for which they have obtained environmental approval on their own. Although each company is responsible for observing the environmental rules and regulations, CPH keeps up on the environmental work done by the various companies, e.g. by participating in the environmental inspections by the regulatory authorities of the companies based at the airport. The reasons CPH does this are that it holds the overall responsibility for coordinating environmental activities at the airport as a whole and that the Company, as the owner of the airport, owns the land and thus has an independent interest in ensuring that everything is handled properly. The figure on page 6 illustrates the distribution of responsibility between CPH and its collaborative partners.

Environmental policy with new objectives

Environmental activities at CPH take place within the framework of CPH's overall environmental policy. Consequently, as an environmentally responsible organi-

With its good infrastructure, CPH ensures that passengers and airlines are connected. More than 21 million passengers travel through Copenhagen Airport each year. In addition, the airport is the largest workplace in Denmark with 22,000 employees working for about 550 companies.

sation, CPH is operated and developed in such a way as to achieve continually improved environmental results. Improvements are made through constant attention to environmental aspects in all decisions, preventive action, cleaner technologies, increased environmental awareness among employees and partners, and an open dialogue about the environmental impact of the Company.

As part of the Company's environmental policy, CPH's Supervisory Board adopted a target in 2007: that the Company will ensure a reduction of its CO_2 emissions from the activities in Copenhagen by 21% in 2012 compared with 1990. CPH has set a target for cuts in its CO_2 emissions that is in line with Denmark's national obligations under the Kyoto Protocol and the European agreement on allocation of burdens, since, as an international traffic hub and a crucial part of the national infrastructure, CPH wishes to assume its share of the responsibility.

In order to ensure that CPH follows its CO_2 policy, consumption of non-renewable energy will be reduced as much as possible, always taking into account developments in traffic. This minimisation will be achieved and maintained through a reduction in power consumption in Copenhagen Airport of at least 10% over the next five years, continuous monitoring of energy consumption, evaluation of new technologies with a view to potential implementation and evaluation of the effect of the energy policy.

Environmental impact from Copenhagen Airport

When a flight takes passengers to their destination, 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 airport that CPH must monitor and test the environmental impact of many of these activities, whilst the individual operator is often responsible for them.

At the same time, the airports' activities create jobs and thus contribute a great deal to the economic development of the region. With its 22 thousand employees, Copenhagen Airport is the largest workplace in Denmark. Approximately 1,850 of these employees are employed by CPH.

One of the most characteristic environmental impacts of the airport is noise. Aircraft produce noise both when they fly into and out of the airport and when they operate on the ground in the airport area. On the ground, noise comes from taxiing aircraft, from the use of auxiliary power units (APUs), and from engine testing. A number of maintenance and engine testing facilities are used for these activities. Even though the engines are tested at specially shielded locations, the activity can still have a noise impact on the local area. CPH monitors and checks noise levels to ensure that the airport is in compliance with the environmental approval governing factors such as noise impact, maximum night-time noise and terminal noise.

Activities at the airport involve emissions of various substances into the air. Some of these substances affect air quality and thus the environment. This type of impact may be seen relative to the global climate, the state of public health, or the working environment at the airport. Air pollution is not 'just' air pollution. It is important to keep these concepts separate. For example, CO_2 is generally neither a direct problem to the public health nor to the working environment, although it affects the global climate. Conversely, fine and ultra-fine particulates affect both the public health and the working environment, but not the global climate.

If we look at air quality in terms of health hazards, there is a distinction between the impact on the population in a larger area and at the individual workplace. Air quality relative to the public health is generally measured far away from the sources of pollution and over longer periods (typically an average hour over a whole calendar year) than is the case for working environment measurements, which are made close to the sources and at a higher time resolution.

Even if the air quality is good in one area relative to the public health, there may be locations in that area where the air quality is not as good relative to the working environment. CPH measures air quality at the airport's perimeter fence in order to check it against the threshold values for protection of the public health. In that connection, the air quality corresponds to that in a suburb containing a mix of residential areas and light industry. Moreover, there is a certain focus on reduction of emissions near the aircraft stands, where many diesel engines are running at

the same time. In the immediate vicinity of the employees working there, there may be situations in which the air quality is less good in a working environment sense.

The impact on the global climate through CO_2 emissions is calculated based on consumption of power, district heating, natural gas, heating oil, diesel and petrol. At CPH, power and energy consumption for heating are the greatest sources of CO_2 emissions. Energy is used for many different purposes at the airport, and the highest levels of consumption are in the passenger areas of the terminals. In addition, power is used to light the runways, taxiways and aprons; energy is also consumed in the maintenance facilities and office buildings. These activities also involve the consumption of water and the production of waste water and waste. A substantial amount of waste is produced at the airport, both from aircraft, passenger areas and maintenance activities. There are two local container sites at the airport – one operated by an airline and one by CPH. It is CPH's responsibility to supply water and power to the terminal areas, whilst the concessionaires and other operators in the terminals are responsible for removing waste and waste water.

Surface water from the airport area is discharged into the Øresund via a number of outlets. CPH also monitors the quality of this water to avoid polluting the Øresund waters. There are a number of activities at the airport that could affect surface water quality, e.g. maintenance activities and de-icing of aircraft and runways in the winter. Aircraft are de-iced with a liquid containing glycol, primarily in order to keep ice from forming on the wings. The de-icing process is the responsibility of the airlines, whilst CPH is responsible for the subsequent collection of excess fluid. CPH is responsible for de-icing the runways and taxiways, for which formiate is used, which is the most environmentally friendly of the possible de-icing agents.

The airport has numerous technical systems that may affect the environment. These systems include aircraft fuel facilities, maintenance facilities for aircraft and vehicles, and a location for fire drills. These activities can all affect the air, soil and water quality.

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.

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
CO_2 from electricity and heating in passenger areas
Air quality
CO_2 from electricity and heating in restaurants, shops, etc.

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
CO_2 from electricity for lighting
CO_2 from fuel for CPH vehichles
Air quality
CO_2 from fuel for other vehicles

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
CO_2 from electricity and heating
CO_2 from aircraft fuel

CPH responsibility | CPH monitors and controls | Lessee and operator responsibility

Noise from air traffic

Noise from aircraft activities is one of the most noticeable forms of environmental impact an airport causes. The noise impact primarily comes from aircraft take-offs and landings, but noise from aircraft on the ground is also part of the noise impact on the residential areas around Copenhagen Airport. To curb noise loads as much as possible, a number of noise-limiting measures have been implemented. They include certain operating restrictions on use of the runways, night-time noise limits for individual aircraft 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 continually to implement measures to limit noise exposure.

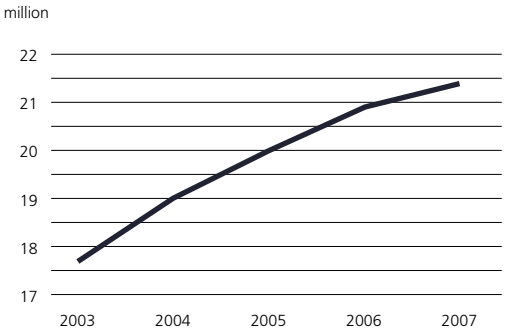
Noise at Copenhagen Airport is regulated through an environmental approval issued by the Danish Environmental Protection Agency in 1997 and upheld by the Danish Environmental Appeals Board in 1999. As a result of the municipal reform in Denmark, Environmental Centre Roskilde took over for the Danish Environmental Protection Agency on 1 January 2007 as regulatory authority with powers to change and supervise compliance with the environmental approval.

A number of noise restrictions relating to aircraft operations have also been incorporated into aviation legislation. The Danish Civil Aviation Administration is the regulatory authority for civil aviation in Denmark and monitors whether these restrictions are complied with. The restrictions are published in an Aeronautical Information Paper (AIP) which contains all relevant information about airports, air space, radio frequencies and the like. Thus CPH collaborates with both the environmental authorities and the Danish Civil Aviation Administration to ensure compliance with the restrictions that apply to Copenhagen Airport.

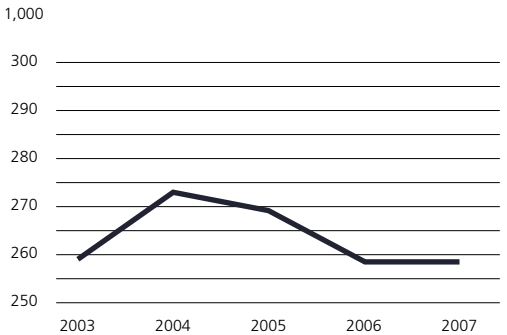
In their environmental approval of Copenhagen Airport, the environmental authorities set a limit for noise impact, which may not exceed the projected noise impact for 2005, subject to a tolerance of 1 dB. To determine whether this requirement has been met, a so-called TDENL value (Total Day-Evening-Night 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 2007, the noise exposure from Copenhagen Airport rose slightly compared to 2006, with the TDENL value calculated as 146.1 dB. In 2006, the level was 146.0 dB.

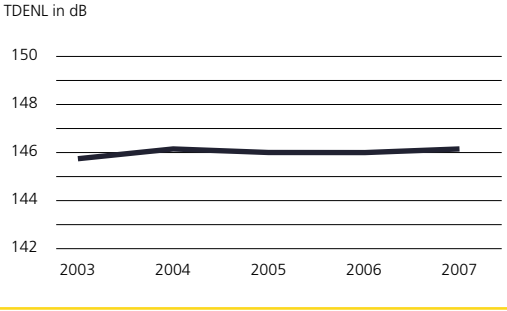
Passenger numbers



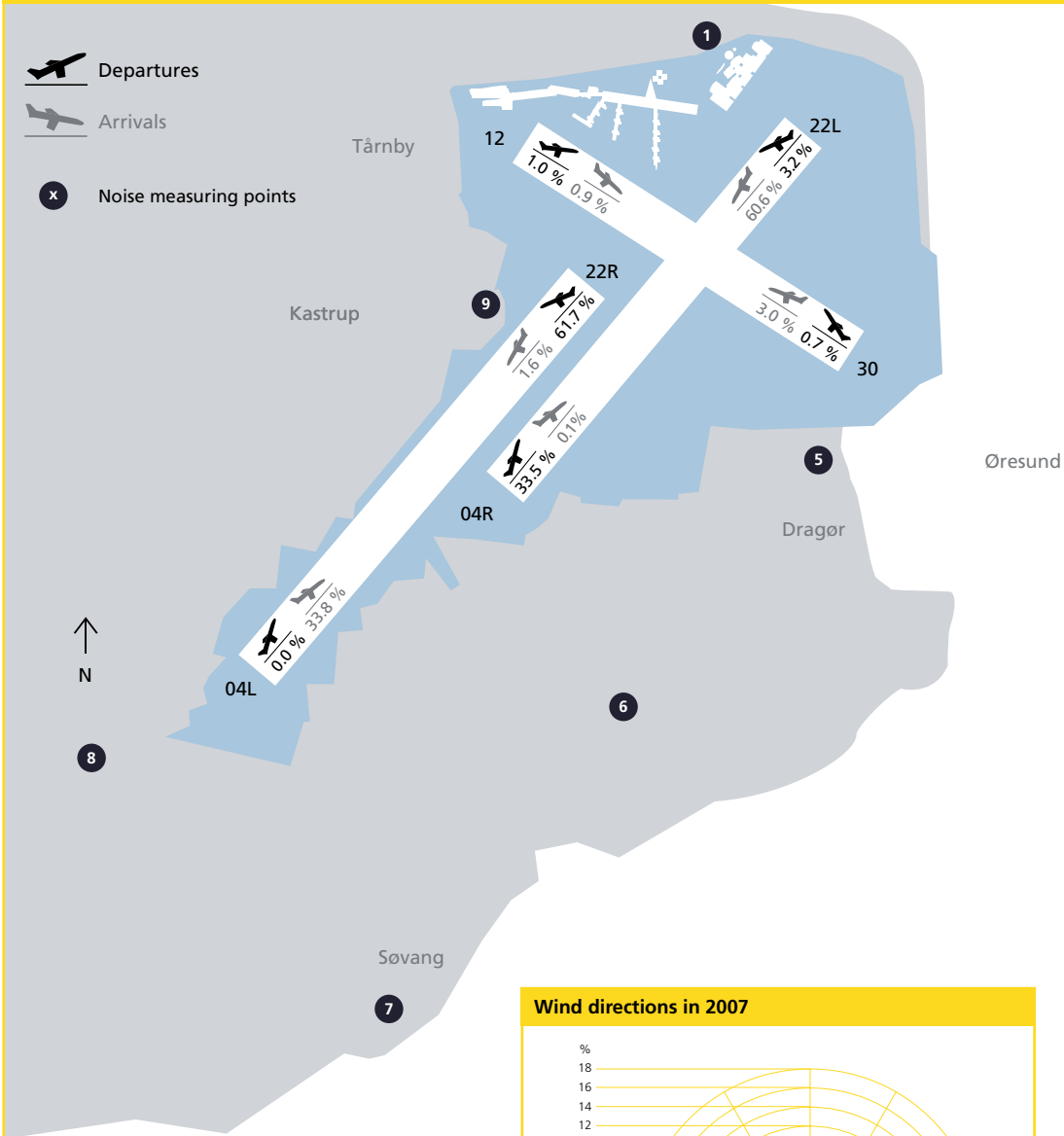
Aircraft operations



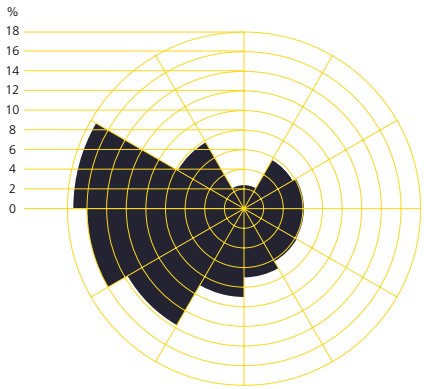
Noise exposure



Use of runways and location of noise measuring points



Wind directions in 2007



The aggregate volume of traffic in 2007 was largely at the same level as the year before. The number of aircraft operations was 257,591, which was 0.3% lower than in 2006. Conversely, the number of passengers in 2007 was the highest in the history of Copenhagen Airport. A total of 21,409,526 passengers used the airport, which was 2.5% more than in 2006.

As in 2006, passenger numbers increased, although the number of aircraft operations declined. This was also in 2007 due to higher load factors on the aircraft and an increase in the number of operations with large aircraft. The number of operations with aircraft weighing less than 30 tonnes was down by 7,164, whilst operations using aircraft in the 50-120-tonne range increased correspondingly. After a constant increase in the number of operations with aircraft above 300 tonnes over the past five years, the number stagnated in 2007 at 2,122 operations, which was almost the same level as in 2006.

With a location only eight kilometres from the Copenhagen city centre, Copenhagen Airport is situated much closer to a city than many other major airports in Europe. The airport's main runways run parallel with the Copenhagen Harbour fairway. 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.

A number of approach and departure corridors have been fixed around the airport to ensure that the lowest possible number of homes is affected by noise. When taking off on Runways 12, 30 and 22 L/R or landing on Runway 04 L/R, a number of aircraft types are required to carry out their operations within a number of defined corridors so that the aircraft do not, for instance, turn and fly over a residential area outside a corridor. CPH monitors that all aircraft operations observe these rules. Any failure to remain within the approach and departure corridors is reported to the Danish Civil Aviation Authority.

Weather conditions determine air traffic planning and execution, and wind conditions in particular are a decisive factor in the selection of which runway is used for taking off or landing. Both departures and arrivals are performed upwind for safety reasons. Thus the wind determines which runway is used at any one time. The choice of runway for departures and arrivals has a great deal of influence on the noise impact.

In 2007, most departures (total: 62%) took off using Runway 22R, bringing the aircraft over the southern part of the island of Amager, and most arrivals (total: 61%) came in on Runway 22L, with aircraft approaching from the Øresund. This has been typical for the airport's traffic patterns for many years now. The figure with wind directions on page 8 shows that 2007 was dominated by wind from the west and south west. Consequently the main part of operations were carried out on Runway 22R and 22L. For environmental reasons the cross runway (12-30) is only used when special wind or weather conditions make it necessary. Between 21 and 25 February 2007, the weather situation was marked by strong winds from an east-south-easterly direction (110-130°) with wind speeds of 15-25 knots and gusts of up to 40 knots, as well as snow. This meant that largely all air traffic was directed to Runway 12 during that period. Normally, Runway 12 is used for about 0.1% of all take-offs and roughly 0.2% of all landings per year, but as a result of the unusual weather situation during this time, the statistics for use of Runway 12 for take-offs and landings in 2007 rose to 1.0% and 0.9% respectively.

Aircraft noise at night and during the early hours of the morning can result in sleep disturbances and can be perceived as a particular nuisance. Arrivals and departures during the night-time (11 pm to 6 am) are therefore subject to restrictions to the effect that a maximum A-weighted noise level of 80 dB may not be exceeded at six measuring points located in the residential areas adjacent to the airport (see the map on page 8). All events exceeding 80 dB are logged using the airport's noise monitoring system.

Noise events of 82 dB and above are reported to the Danish Civil Aviation Authority (DK-CAA). In 2007, 90 noise events were reported to the DK-CAA, but none of the events were deemed to have exceeded the maximum noise level specified. The DK-CAA has yet to finish processing reports of two events. Compared to 2006 there has been a significant rise in the number of noise events. The reason is a rise in the number of operations after 11 pm with the aircraft type MD 80.



In connection with the repair and maintenance of aircraft, the engines are often fired up to test them. Testing of aircraft engines on the ground may produce noise that can be a nuisance to the airport's neighbours. For this reason, the airport has set up four particularly shielded and remote areas where engine tests ("run-ups") are permitted subject to observance of a number of rules. Most engine run-ups take place in Area 2, which is located near SAS's large hangars in the north area and is the best-shielded engine run-up area at Copenhagen Airport.

Most engine run-ups are by airlines based at Copenhagen Airport, but other airlines occasionally need to test engines as well. To improve awareness of the rules applicable to engine run-ups, CPH published an "Engine run-up" folder in 2007 which describes the rules in a clear and simple way. The folder has been handed out to all persons who may be involved in engine run-ups, for example marshallers, aircraft towing staff and Naviair air traffic controllers.

In 2007, a total of 1,054 engine tests were performed, of which 664 were engine run-ups and 390 were idle runs. This was a continuation of the past ten years' decline in the number of engine run-ups. In 2007, seven deviations from the engine run-up rules were reported to the regulatory authorities.

The noise impact from aircraft on the ground primarily comes from these engine run-ups, but the use of APUs also contributes to the noise level. Most jet aircraft have an APU, a small jet engine which produces power and pressurised air for the aircraft when it is on the ground and the main engines are turned off. To reduce 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 and ventilation facilities the airport has set up at most stands. At 103 out of the 121 numbered stands at Copenhagen Airport, we have installed stationary power supply facilities for aircraft. Of these stands, 47 also have a stationary ventilation system. At stands that do not have these facilities, the aircraft can use a GPU (ground power unit), which is a diesel or electrically powered generator which emits considerably less noise than an APU. CPH made regular inspections during the year to monitor the use of APUs at the aircraft stands.

In 2007, 112 inspections were made to check the use of APUs by aircraft; a representative selection of the airport's stands used for jet aircraft were inspected. In 76 cases, the rules were complied with, whilst the conditions for use of APUs were not complied with in 36 cases. By far the majority of violations were made by small aircraft at stands without power and ventilation facilities.

In connection with the violations, CPH impressed upon the airlines involved that the rules on the use of APUs must be complied with. In order to bring more focus to bear on the rules applicable to the use of APUs, CPH has issued an information paper that has been distributed to people involved in aircraft handling, for instance employees of the handling companies and Airport Security staff.

In 2007, CPH published two folders to improve awareness of the rules on engine run-ups and the use of APUs.

Noise and air pollution from aircraft is monitored constantly in and around Copenhagen Airport. The Copenhagen Airport Environmental Department continuously supervises and maintains technical installations.

Air quality still below threshold value

If we look at air quality in terms of health hazards, there is a distinction between the impact on the population in a larger area and at the individual workplace. CPH measures air quality in order to check it against the threshold values for protection of the public health. This is a requirement under the environmental approval granted to the airport with respect to air pollution from air traffic. The requirements were fixed on the basis of the general threshold values intended to ensure that air quality remains at a level involving the least possible harm to public health.

The air quality around the airport is affected by several different sources of pollution: traffic on the roads in and around the airport, aircraft, local residential areas and industry, and the city of Copenhagen (homes, traffic and industry).

In collaboration with the Danish Environmental Protection Agency, CPH has set up a programme for measuring air quality at the airport's perimeter fence. There are three measuring points: to the east and the west of the terminal area and at the south gate of the airport. 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 (NO_2), sulphur dioxide (SO_2), ozone (O_3), particular matter ($PM_{2.5}$ in the northern section and PM_{10} in the southern section), toluene and benzene. In this Environmental Report, we focus on the parameters which have the greatest local impact and are comparable with other measurements of air quality. NO, NO_2 and PM_{10}.
NO levels have generally shown a downward trend since 2001. 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. No threshold value has been set for NO.

If we look at the average concentration of NO_2, it does not vary with the number of aircraft operations during a 24-hour period. The 24-hour variation in NO_2 levels correlates more with the variation in car traffic in Copenhagen and the surrounding road system. The measurements in 2007 showed that the concentration of NO_2 continued to be about half the threshold value, which continues the falling trend recorded since 2001.

The concentration of PM_{10} measured in 2007 was below the levels measured in preceding years. One of the reasons is believed to be less long-distance transport from Eastern Europe due to meteorological conditions.

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. In addition, 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.

The airport's environmental approval in this respect is under revision. The Danish Environmental Protection Agency began this process in 2006, and with the Danish municipal reform, Environmental Centre Roskilde took over as regulatory authority from 2007. The revision is a collaboration between Environmental Centre Roskilde and CPH.

Health and safety

Air quality

In 2007, CPH asked an external laboratory for an independent test of the air quality around the aircraft stands at Copenhagen Airport. The survey showed that the airport is substantially below the threshold values set by the Danish Working Environment Authority, but also that staff working on the aprons are exposed to air pollution in the form of ultra-fine particulate.

Based on the results of this testing, CPH set up a steering committee with members from a range of the companies operating at the airport. The committee has identified a number of action plans intended to improve air quality in the apron areas, including both technical and behavioural activities. These activities will be started in early 2008, and developments will be monitored continuously: comparative air quality measurements will be made in the area to evaluate the effect of the action plans.

Industrial injuries

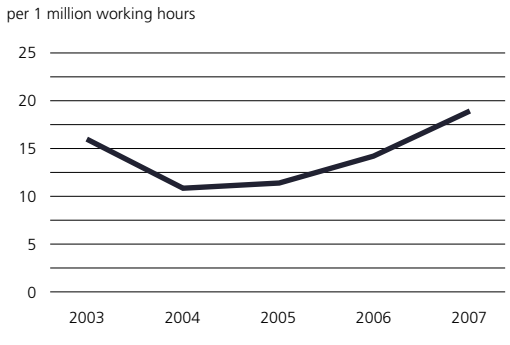
In 2007, 60 industrial injuries were recorded, equivalent to an accident rate of 18.7, which was a significant increase on the 2006 rate of 14.6.

In 2007, the dominant cause of accidents was manual handling (lifting, pulling and pushing), which was the same as last year. The second-most frequent type in 2007 was accidents where staff fell to the ground or floor or to a lower level. One explanation is that there has been more focus on this type of accidents, especially accidents involving falling when grounds are slippery in the wintertime.

The third-most frequent type in 2007 was industrial injuries related to the psychological working environment. There have been no registrations in this respect until 2007. The rise in accidents in this area can be seen as a result of the fact that there has been extra focus on the psychological working environment in 2007. Also, other reasons for the rise will be examined, in collaboration with the affected departments.

In 2008, injury and accident prevention will be part of the safety organisation's action plan, which will include courses on accident evaluation and upgrading of internal audits (inspections by the safety organisation). Also, there will be focus on the development of action plans in the departments which have seen a rise in the number of injuries.

Industrial injuries



Breakdown of industrial injuries in 2007

Falling to the same or a lower level	26,7 %
Hit by or hitting objects	3,3 %
Manual handling	28,3 %
Contact with sharp objects	6,7 %
Accidents involving internal means of transport	8,3 %
Jamming, crushing	8,3 %
Acute, mental stress	5,0 %
Hitting, kicking and similar	5,0 %
Other causes	8,3 %

Climate impact

The year 2007 was marked by the debate on climate change, and this also affected the aviation industry. There is no doubt that the aviation industry shares responsibility for the environmental impact that is changing our climate, although there is not necessarily agreement on how much.

Airports are an integral part of the aviation industry, also in a climate context. If we look at Copenhagen Airport as a whole, air traffic is the greatest source of CO_2 emissions. CPH naturally intends to collaborate with its partners at the airport to reduce overall emissions from the airport, but CPH can not accept sole responsibility for emissions from aircraft operations and related activities.

The new Metro station "Copenhagen Airport" opened in September 2007, and it is already very popular. Metro surveys show that the station is used by close to 5,000 people a day. Among the passengers who often travelled to the airport before the new station opened, 20% used to take the bus, 15% used to go by taxi and 10% formerly travelled there by car. CPH has invested a substantial amount in this new Metro station, thereby providing even better and more environmentally friendly access to the airport.

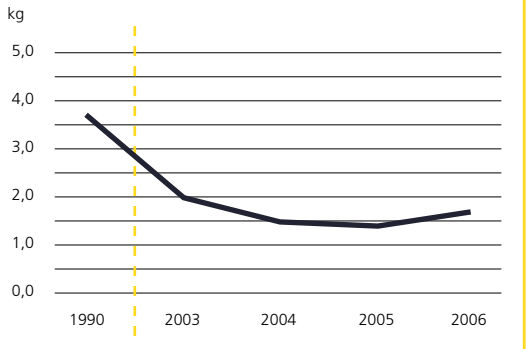
With respect to the CO_2 emissions over which CPH has direct control, the Supervisory Board adopted a target in 2007 for emissions from CPH's activities in Copenhagen to be 21% lower in 2012 than in 1990. CPH has set a target that is in line with Denmark's national obligations under the Kyoto Protocol and the European agreement on allocation of burdens, since, as an international traffic hub and a crucial part of the national infrastructure, CPH wishes to assume its share of the responsibility.

In terms of meeting the target, CPH has chosen to focus on the Company's emissions from activities in Copenhagen. Energy consumption at Roskilde Airport equals about two percent of the energy consumption at Copenhagen Airport. CPH calculated the CO_2 emissions for 1990 on the basis of its energy consumption during that year, and the calculations show that emissions that year totalled 45,973 tonnes. In 2006, CPH's CO_2 emissions amounted to 35,054 tonnes, equivalent to a 24% improvement over the 1990 level. If we compare changes in our CO_2 emission level with the increase in passenger numbers, CO_2 emissions were 1.7 kg per passenger in 2006, compared with 3.6 kg per passenger in 1990.

Emissions data for 2007 will be published at www.cph.dk sometime in the first half of 2008, as data for the conversion from energy consumption to CO_2 emissions in 2007 will not be published until after publication of this Environmental Report.

The largest source of CO_2 emissions at CPH is electricity. The improvement in CO_2 emissions is both explained by energy savings and the fact that Danish combined heating and power plants have become more efficient at producing energy and thus emit less CO_2 for the same quantity of energy generated. CO_2 emission levels from power generation fluctuate substantially from year to year; to ensure a real environmental improvement, CPH has adopted its own individual target for a reduction in power consumption: 10% over the next five years.

CO_2 per passenger



Power consumption must be reduced

To support its CO_2 policy, CPH adopted a new energy policy in 2007. Under this policy, CPH will minimise its consumption of non-renewable energy as much as possible, allowing for traffic growth. This minimisation is to be achieved and maintained through: A reduction in power consumption by 10% or more over the next five years; continual monitoring of energy consumption; evaluation of new technologies with a view to potential implementation and evaluation of the effect of the energy policy.

CPH has already identified a number of projects which will result in substantial cuts in its consumption of power. One example is the trial installation of LED (Light Emitting Diode) lighting on a taxiway. Additional power-cutting projects will be implemented in 2008.

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.

Premises and hot water are mainly heated by district heating and, to a lesser extent, by natural gas. Electric heating is primarily used in small printer huts and remote transformer substations where other heat sources are not feasible.

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.

Power consumption in 2007 fell slightly compared with consumption in 2006 in spite of the increase in passenger numbers.

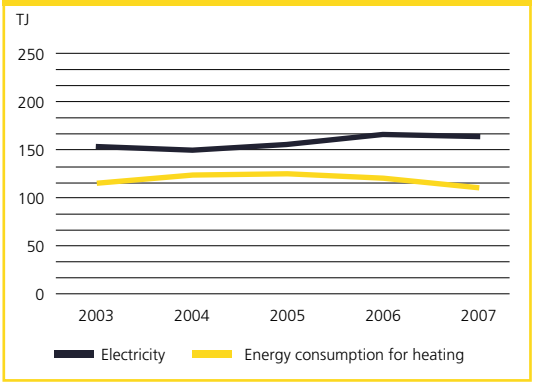
Energy consumption for heating fell by 7.6%. Degree-day adjusted energy consumption for heating fell less than 2%. Measured in terms of energy consumption per 1,000 square metres, energy consumption was down by 16%. Degree-day adjusted consumption per 1,000 square metres fell 11%. This fall was mainly caused by a changed mix of areas.

Water consumption

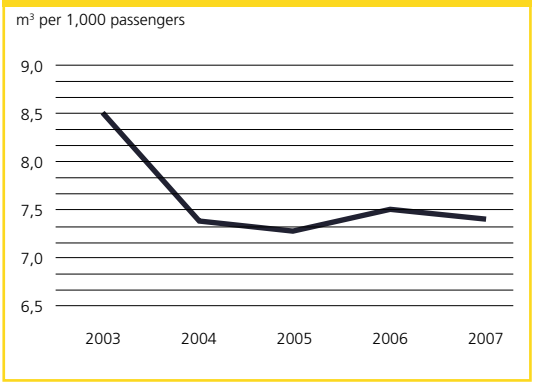
The water used at Copenhagen Airport comes from the municipalities of Taarnby and Dragør. Water consumption at the airport is related to many different activities. The primary water consumption is in the three passenger terminals, which about 50,000 people use every day. The airlines, catering companies and other lessees at the airport are responsible for their own water consumption.

Total drinking water consumption in 2007 was up 2% from the year before. Consumption per 1,000 passengers fell 1%.

Total energy consumption



Water consumption



Many activities affect waste water

Waste water from Copenhagen Airport is discharged to waste water treatment plants in the municipalities of Taarnby and Dragør. Most of the waste water by far is discharged to the Taarnby treatment plant. The quality of waste water is affected by many different activities performed by CPH and its partners at the airport. Waste water from the north, east and west areas is discharged to the Taarnby treatment plant, and waste water from the south area goes to the Dragør treatment plant. Terminal activities are affecting waste water in the north area, and its composition corresponds to ordinary domestic waste water. One of the activities affecting the quality of waste water in the east area is discharge from a flight kitchen. The water contributed by the west and south areas comes from activities such as a staff canteen and maintenance facilities for aircraft and other equipment.

The production of flight meals, restaurants and staff contribute grease and detergents to the waste water. Due to the flat topography along the coastal road, conventional waste water pipes have been replaced by a pressure pipe system. In such a system, hydrogen sulphide is often found, formed when organic material such as grease degrades. The formation of hydrogen sulphide is under control with the use of calcium nitrate, which, however, can cause higher nitrogen levels in the waste water.

One of the main maintenance activities contributing to waste water is the washing of aircraft. To protect the airport's surface water system and the Øresund from pollution with heavy metals, the airlines established plants for collection of aircraft wash water in mid-2002. Part of this wash water is purified in the airport area, and part of it is transported to an external recipient.

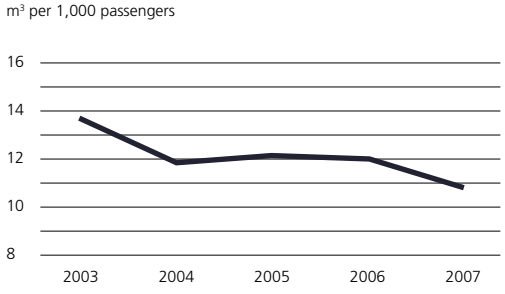
CPH takes flow-proportional 24-hour samples each month which are analysed by external laboratories to determine levels of a number of parameters, including phosphate, nitrogen, detergents and COD (Chemical Oxygen Demand). COD shows the quantity of oxygen used for degradation of organic matter. In 2007, the airport's discharge was equal to a COD of 161,074 kg.

The volume of waste water is measured and recorded continually in the airport's centralised monitoring system. In 2007, the combined volume of waste water discharged from CPH and partner activities was 232,278 cubic metres. By comparison, the volume discharged in 2006 was 250,353 cubic metres.

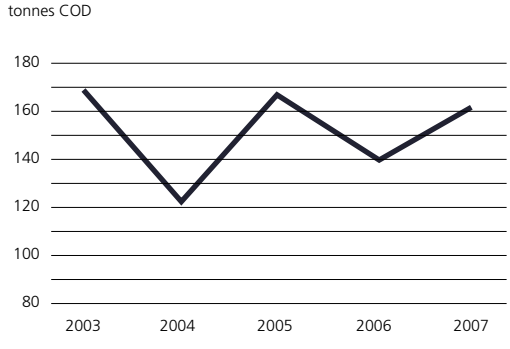
As a result of a greater awareness of water consumption levels, the volume of waste water remains at a constant level in spite of recent years' growth in passenger numbers. An example of a water-saving initiative is that CPH receives second-quality water from a remedial drilling on a neighbouring company's property. The water is used for purposes such as flushing of toilets, cooling of engineering rooms and washing of busses.

To ensure that contaminating substances do not leak into the surface water system and waste water does not leak out of the waste water system, the airport has implemented a ten-year action plan to renovate these systems up to 2013. The renovation began in 2003 in the airport's west and south area. In 2007, renovation of the surface and waste water pipes in the north-west area was completed and video inspection of the north area began.

Waste water discharged



Waste water – COD



Copenhagen Airport with the new ATC tower and the Øresund Bridge visible in the background. The SAS aeroplane is an Airbus 340. Naviair's new ATC system and tower were brought into use on the night between 28 and 29 December 2007. The system includes both the new ATC tower at Copenhagen Airport and a new ATC system for the Copenhagen and Roskilde ATC towers.

The Copenhagen Fire and Rescue Department is responsible for stand-by emergency service, rescue and fire services and recovery operations in connection with aircraft accidents and other events in the airport area. In 2007, the first out of three new fire engines was delivered to the Fire and Rescue Department. The new fire engine is a Rosenbauer Panther C5 6x6 specially designed for airport use. The fire vehicle can accelerate from zero to 80 km/h in 26 seconds, it has a top speed of 115 km/h and weighs 34 tonnes. It has tank capacity for 12,000 litres of water and 1,200 litres of foam liquid. The other two fire vehicles will be delivered in 2008.

During the winter, aircraft are de-iced and the runway and taxiway system is cleared of snow. Assessment of data is key to efficient runway de-icing and minimisation of de-icer use. CPH implemented new software in 2007 to process weather data, and it also established a closer collaboration with DMI, the Danish Meteorological Institute. Small sensors in the runways transmit data to CPH's monitoring system and to DMI; DMI processes the data received and then sends its assessment direct to CPH's monitoring system. In this way, CPH is always at the forefront of developments in the winter weather.

CPH adopted a new energy policy in 2007 which includes, among other things, a target of a 10% reduction of power consumption at Copenhagen Airport over the next five years. Power consumption is by far the largest source of CO_2 emissions at CPH. Consumption is highest in the passenger areas of the terminal buildings. CPH has identified a number of energy-saving projects, which will be implemented in 2008, and which also focus of identifying additional opportunities for saving energy.

In connection with the Danish parliamentary election in 2007, Sterling invited people for an election meeting in the air for the first time in the history of Denmark. Eight kilometres in the air, the Danish Minister for Transport, a number of transport policy spokespersons, industry people and other voters discussed subjects such as the important role of the airport in the globalisation process and more environmentally correct ways of conducting airline operations. The photo shows Jacob Axel Nielsen (right), Danish Minister for Transport at the time, together with Brian Petersen (left), President and CEO of CPH.

In the autumn of 2007, a Metro service to Copenhagen Airport opened, giving passengers one more of several options for easy and quick transport to and from the airport. The travel time from Copenhagen Airport to the city centre by Metro is 14 minutes. Metro surveys show that the line is already used by close to 5,000 passengers a day.

Waste management

CPH disposes 11 tonnes of waste per day from the three passenger terminals and from CPH's maintenance facilities and administration buildings. Other companies are responsible for disposing of the waste from aircraft and other activities on the ground, such as maintenance and catering. The amount of waste generated was 11% higher than in 2006, which was a greater increase than the rise in passenger numbers. Waste per 1,000 passengers rose from 172 kilos to 186 kilos, compared with 2006.

The separation between the various waste systems at the airport is not very strict, so it is easy for shifts to occur in the amounts 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. Some of the increase in waste can be explained by the larger shopping area/the change in the mix of shop types.

Waste collected is disposed of by four different methods: recycling, incineration, special treatment and landfill deposit.

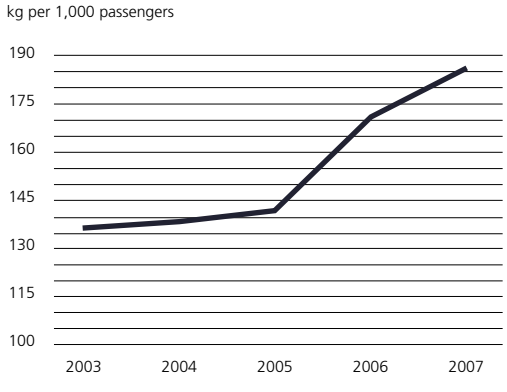
Recycling of waste turns it into new raw materials. The amount of waste sent to recycling accounted for 12% of the total volume of waste, the same level as in 2006. In actual quantity, this represented an increase of 13%. The volume of iron and metal in particular rose sharply. Recyclable waste is primarily cardboard, paper and iron and other metals. Most of the recyclable waste is generated continually by airport operations, whereas a smaller and highly variable proportion is generated by various cleaning-up processes.

Waste that cannot be recycled is utilised by way of incineration for district heating and power. The amount of waste for incineration was 11% higher than in 2006. In 2007, waste for incineration accounted for 74% of the total amount of waste: waste for incineration primarily consists of mixed combustible waste from offices, shops, kiosks and passenger areas in general.

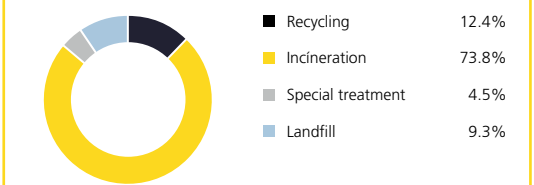
Some waste contains environmentally hazardous compounds and is not suitable for recycling or ordinary incineration. This type of waste must be treated at special facilities, i.e. by incineration at extra high temperatures. The volume of waste for special treatment almost doubled from 2006 to 2007. Waste for special treatment primarily consists of water with a small content of oil and/or soap, e.g. from washing stands after oil spills. Two factors that affect the volume of this waste are the amount of precipitation and the time of year the collection tanks are emptied. As a result, there are large fluctuations in the volume of waste for special treatment.

Waste that is neither suited for recycling nor for incineration must be deposited to a landfill. The volume of waste for disposal in landfills was down 12% from 2006. 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 in 2007



Monitoring of surface water

The airport has an efficient drainage system to ensure that paved areas at Copenhagen Airport are kept free of rain water. The drainage system and rainwater storage basins collect run-off from the runways, taxiways, aircraft stands and handling roads. This separate drainage system for surface water significantly reduces the volume of water to be treated at external treatment plants. Surface water is discharged into the Øresund from five outlets.

The airport has an area of 11.8 square kilometres, of which the paved area accounts for approximately 3.8 square kilometres. The largest contribution to surface water comes from the terminals in the north area, where most of the areas are paved. Water quality is monitored at each of the outlets by periodical analysis of 24-hour samples, because the discharge of environmentally hazardous substances can affect the immediate environment around the outlets in the Øresund.

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

Fuel spills and oil separators

Even though great care is taken, spills cannot be avoided completely. A total of 209 spills were logged in 2007: the spills involved an aggregate volume of 11,893 litres, compared with 225 spills and an aggregate volume of 7,305 litres in 2006. This increase in volume was due to a single spill with a volume of 8,000 litres. Large spills like this are vacuumed up immediately, and the area is cleaned using a soap treatment which is later vacuumed up by a specially designed vehicle. After that, any residue is rinsed off into the nearest oil separator, which is subsequently emptied and cleaned. Minor fuel spills are collected using an absorbent material. During this cleaning process, data on the spill are logged to keep track of the total volume and number of fuel spills.

The number of spills below 50 litres dropped from 209 in 2006 to 186 in 2007. 100 fuel spills accounted for a total of 10,226 litres; there were 109 oil spills totalling 1,667 litres. The total volume of fuel spills should be seen relative to the total consumption of 960 million litres of fuel and the total number of fuelling operations, which was 119,539.

The oil that is removed from the airport's oil separators and the material swept up by sweepers is taken to the airport's oil treatment plant, where the oil is removed. The oil then goes to an off-site recycling plant, and the water is treated and discharged through filters and an aeration tank into the surface water system. The mixture of oil and soap that is collected from large oil spills is transferred to pallet containers and also sent to recycling.

To minimise the discharge of oil components via the surface water system, 144 oil separators have been set up in the airport area. A fixed procedure of monthly sounding and emptying the separators ensures an optimal removal of oil from the surface water. In the fire drill area in the south area of the airport, surface water and water used in drill runs is collected. This water is discharged through a system of oil separators and coal filter plants into the surface water system.

Easily degradable de-icing agents

The de-icing agents used at the airport are formiate and propylene glycol, chemicals that are easily degradable and not hazardous to the environment in small quantities. A large part of the propylene glycol is collected and taken to treatment plants. The small quantity of de-icing agents that finds its way into the surface water system depends on the volume of de-icing agents consumed and on the weather situation in the year in question.

Most of the formiate used for de-icing runways and taxiways will, sooner or later, end up in the airport's surface water system, and a small part will end up in the surrounding grassy areas. This same happens with the glycol mix used for aircraft de-icing that is not collected on the de-icer platforms. In addition, a little bit of the propylene glycol falls off aircraft when they move on the taxiways from the de-icer platform onto the runway; when the aircraft take off, the rest of the propylene glycol mix comes off as well.



Winter weather and use of resources

Several months before the winter season begins, a course is held for the more than 200 people who make up CPH's snow preparedness crew. In early December, they mark runways and taxiways, using marking poles along the edges to help the snow clearance vehicles. This is done to help ensure that the airport is fully prepared when bad weather sets in and hampers air traffic. Preparation and collaboration are the key words when snow has to be cleared from a runway. A three-kilometre runway can be cleared of snow in just ten minutes by a convoy of 14 snow-clearing machines. CPH's snow supervisor on duty is in charge and, in case of extreme weather conditions, makes decisions in consultation with the airport manager on duty about any changes to be made to the snow-clearing operation.

The weather situation is monitored by a sophisticated ice-warning system that allows CPH to keep on top of developments by applying anti-icers to the runways and taxiways before freezing rain forms a glaze on the ground. The system is continuously supplemented with friction measurements that help optimise anti-icing measures and reduce consumption of de-icing agents.

Assessment of data is key to efficient runway de-icing and minimisation of de-icer use. CPH implemented new software in 2007 to process weather data, and it also established a closer collaboration with DMI, the Danish Meteorological Institute. Small sensors in the runways transmit data to CPH's monitoring system and to DMI; DMI processes the data received and then sends an assessment of the weather conditions direct to CPH's monitoring system.

Liquid and solid formiate is used to de-ice runways and taxiways. In the aircraft stand area where handling staff operate, sand mixed with a maximum of 5% urea is used in addition to formiate. In 2007, 784 tonnes of formiate and 17 tonnes of sand/urea were used in these areas. By comparison, 1,691 tonnes of formiate and 32 tonnes of sand/urea were used in 2006.

CPH believes that the described method complies with the principle in environmental legislation that mandates the use of the best technology available in terms of environmental impact.

Aircraft de-icing

In the winter, aircraft are de-iced on three specially designed platforms. The de-icing procedure starts with spraying 200 litres of 80°C glycol mix onto the aircraft. Used de-icer liquid is collected on the platforms and collected in tanks via drains. In addition, an airline can request preventive de-icing while an aircraft is parked at the stand.

The annual consumption of glycol has been between 355 and 796 cubic metres for the past five years. In 2007, 355 cubic metres of 100% glycol were used. Out of the volume used, 211 cubic metres of 100% glycol were collected. This low consumption of glycol was due to the mildness of the winter months of 2007.

Liquid collected from the platforms is primarily transported to treatment and biogas plants on the island of Zealand, where glycol is used as a source of carbon for bacteria. If the content of glycol in the liquid collected is below 5%, the airport is permitted to spray the liquid over a grass area of the airport approved by authorities. CPH takes soil samples from the area where glycol is sprayed: the samples show that the glycol is completely degraded approximately two months after the most recent spraying. In 2007, 1,620 litres of glycol mix was sprayed on this area.

Fuel consumption

Consumption of diesel fuel for CPH vehicles in 2007 was 757 cubic metres; diesel consumption has been between 711 and 793 cubic metres for the past five years. Consumption of petrol in 2007 was 38 cubic metres; for the past five years it has been between 38 and 63 cubic metres. Fuel consumption depends to a great extent on how much it is necessary to operate the snow clearing equipment. The mild winter of 2007 caused a slight fall in diesel consumption compared to 2006.

Herbicides

CPH only uses herbicides in areas where mechanical clearing is not possible, i.e. along runways and security fences. Consumption of herbicides in 2007 was 179 litres; in 2006, 180 litres was used.

On 18-19 August 2007, Roskilde Airport hosted Denmark's largest civil air show "Days of Flight 2007". The event is a recurring one; it is held at Roskilde Airport every second year. Approximately 11,500 people visited the show over the weekend.

Roskilde Airport

Roskilde Airport is used today as a regional airport for the Copenhagen metropolitan area and Zealand. The airport is mainly used for training, taxi and business flights: 79% of traffic in 2007 was light aircraft in the weight class one to two tonnes.

The number of aircraft operations increased by 11% from 2006 to reach 75,975 operations in 2007. This represented a discontinuation of the decline seen over the past six years. Operations with light aircraft between one and two tonnes accounted for the largest increase, as operations in this weight class increased by 14%. The weight class above two tonnes also showed an increase, albeit only by 4%.

The number of helicopter operations has increased over the past couple of years, rising by 20% from 2006 to 2007. The increase in helicopter operations was seen in business flights, flights for TV media, private flights, military flights and operations using the air force rescue helicopter.

The number of passengers using Roskilde Airport was 32,675 in 2007, which was largely the same number as in 2006.

The runway system at Roskilde Airport consists of two runways: 03-21 and 11-29. There was a change from previous years in the use of the runways in 2007. Runway 21 continued to be the one used the most, accounting for 37% of all take-offs and 33% of all landings. In 2007, use of this runway declined: Runway 29 was increasingly used for both take-offs and landings, as it is the runway, which is more envionmental friendly. Use of Runway 29 has been growing steadily over the past six years.

Aircraft engines are tested in connection with general aircraft repair and maintenance procedures. Engine testing adds to the level of noise the areas around the airport are exposed to, 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 between 7.00 am and 6.00 pm on weekdays. In 2007, engine testing occurred 413 times. Of these, 335 were engine run-ups and 78 were idle runs. This means that the number of engine tests was on a level with 2006. However, the proportion of engine run-ups increased in 2007, with 81% engine run-ups and 19% idle runs. In 2006, the engine run-ups accounted for 73%. No deviations from the engine run-up provisions were seen in 2007.

Energy and water consumption

Energy consumption for heating showed a small decline from 2006 to 2007. A slight increase is apparent when variations in outdoor temperatures are taken into account, with energy consumption up by 1.5% from 2006. Power consumption was on a level with 2006.

Water consumption decreased by 44% from 4,341 cubic metres in 2006 to 2,436 cubic metres in 2007. Historically, there are wide variations in water consumption levels.

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 2007.

Authorities

In 2007, the Municipality of Roskilde assumed the mantle of environmental authority for Roskilde Airport as a result of the Danish municipal reform. The County of Roskilde had previously held the power to grant approvals and regulate environmental matters after the airport received environmental approval.

In late 2006, in an amendment to the regional plan that included an EIA (Environmental Impact Assessment) and a new environmental approval, the authorities approved additional operations at Roskilde Airport and an extension of Runway 11/29. Both decisions were appealed by third parties. Also in 2007, CPH had regular dialogue with the appeals authorities, i.e. the Nature Protection Board of Appeal, about the regional plan amendment with the EIA, and with the Environmental Appeals Board about the environmental approval. However, no final decision has been made in either case.

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 as illustrated on page 6. 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. The calculations are based on the busiest three months of the year.

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.

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).

In the airport's environmental approval, the Danish Environmental Protection Agency has set a threshold value of 147.4 dB in TDENL, with a tolerance of 1 dB, for the noise impact.

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.

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, herbicides and fuel for vehicles and diesel generators is calculated on the basis of the volumes purchased, adjusted for inventory change.

Energy and water consumption

Each type of consumption, including power, natural gas and district heating, is calculated on the basis of volumes purchased/registered less quantities distributed on to other companies at the airport. Energy accounting will be final later than this report, why this year's figures are based on a preliminary calculation. BBR Register information, CPH building register information and measurements are used to estimate the area heated. Second quality water is not included in the calculation of water consumption.

CO_2

The volume of CO_2 emitted is calculated on the consumption of power, natural gas, district heating, heating oil, the consumption of fuel for vehicles, power units and diesel generators and emissions factors for each CO_2 source. Information about emission factors for district heating comes from "VEKS" (The service provider of district heating) and "www.energinet.dk" for electricity. For electricity the emission factor for Eastern Denmark is used, although in the calculation of emissions in 1990, the emission factor for Denmark as a whole is used, since there is no factor available for Eastern Denmark for this year. Information about emission factors for other CO_2-sources is given by the Danish Energy Authority.

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 injuries

The number of industrial injuries is the annual reported number of injuries causing one or more days of sick leave. The industrial injury frequency rate is calculated as the number of industrial injuries per one million working hours. The number of working hours is calculated as a normal year less five weeks' holidays.

Auditors' Statement

to the Shareholders of Copenhagen Airports A/S

We have assessed the Environmental Report of Copenhagen Airports A/S for 2007 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 - 23 and in the sections on pages 4 - 21. 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 en-vironmental 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 2007 for the activities comprised have been documented and stated in accordance with the methods described for recognition and measurement in the accounting policies.

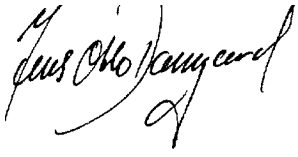
The assurance obtained is limited as our work has been limited compared with an audit assignment. Our work has primarily comprised inquiries, accounting technical analyses of accounting figures and other information. Moreover, we have tested data and underlying documentation and checked whether the accounting 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 2007 have not been stated in accordance with the criteria described.

Copenhagen, 13 February 2008

PricewaterhouseCoopers
Statsautoriseret Revisionsaktieselskab



Jens Otto Damgaard
State Authorised Public Accountant

Birgitte Mogensen
State Authorised Public Accountant

Environmental data

Environmental data	Unit	2003	2004	2005	2006	2007
COPENHAGEN AIRPORT						
Passengers	total	17,714,007	19,034,585	19,981,872	20,877,496	21,409,526
Aircraft operations	total	259,002	272,518	268,655	258,356	257,591
Noise exposure	TDENL in dB	145.8	146.1	146.0	146.0	146.1
Night period maximum noise levels from departures and arrivals						
81 dB(A)	total			16	18	58
82 dB(A)	total			16	18	43
83 dB(A)	total			11	10	25
84 dB(A)	total			6	6	12
85 dB(A)	total			4	2	5
86 dB(A)	total	2	3	1	1	2
87 dB(A)	total	2	0	0	3	1
88 dB(A)	total	0	1	2	0	2
89 dB(A)	total	2	0	0	1	0
90 dB(A)	total	1	0	0	0	0
> 90 dB(A)	total	0	0	0	0	0
Use of runways						
04L Departures/arrivals	% breakdown	0.0 / 33.4	0.0 / 30.3	0.1 / 30.1	0.8 / 29.2	0.0 / 33.8
04R Departures/arrivals	% breakdown	32.8 / 0.1	30.0 / 0.1	29.3 / 0.1	27.8 / 0.1	33.5 / 0.1
22L Departures/arrivals	% breakdown	5.3 / 62.2	4.8 / 65.8	4.4 / 67.0	3.9 / 68.0	3.2 / 60.6
22R Departures/arrivals	% breakdown	61.6 / 1.9	65.0 / 1.6	65.9 / 1.7	67.3 / 1.5	61.7 / 1.6
12 Departures/arrivals	% breakdown	0.1 / 0.2	0.0 / 0.2	0.2 / 0.4	0.1 / 0.2	1.0 / 0.9
30 Departures/arrivals	% breakdown	0.2 / 2.2	0.2 / 2.0	0.1 / 0.7	0.1 / 1.1	0.7 / 3.0

Environmental data	Unit	2003	2004	2005	2006	2007
Weight distribution – aircraft						
0-29 tonnes	total	94,831	101,359	95,367	90,242	83,078
30-49 tonnes	total	14,163	11,916	14,950	15,981	15,232
50-69 tonnes	total	93,514	92,777	96,509	94,314	97,503
70-119 tonnes	total	45,124	55,799	50,706	45,828	50,030
120-299 tonnes	total	10,140	9,213	9,310	9,846	9,629
> 300 tonnes	total	1,230	1,454	1,813	2,145	2,122
Engine testing						
Engine testing	total	1,593	1,465	1,371	1,263	1,054
– of which idling	total	848	695	677	447	390
Deviations	total	6	10	3	20	7
Air quality						
NO	µg/m³	7.2	6.3	4.9	5.2	4.4
NO_2	µg/m³	21.5	22.1	20.8	20.7	20.2
PM_{10}	µg/m³	23.2	19.6	24.1	25.3	18.1

Environmental data	Unit	2003	2004	2005	2006	2007
Industrial injuries (1)	per 1 million working hours	16,2	10,8	11,1	14,6	18,7
CO_2						
CO_2 emission	tonnes	34,698	28,450	28,080	35,054	N/A
CO_2 emission per passenger	kg	2,0	1,5	1,4	1,7	N/A
Energy						
Electricity consumption (2)	TJ	156	151	157	166	161
Energy for heating (2)	TJ	116	124	127	122	113
Energy consumption per 1,000 m^2 (2)	TJ	0,62	0,60	0,68	0,65	0,55
Water consumption (3)	m^3	150,748	141,171	146,408	156,118	159,347
Water consumption per 1,000 passengers	m^3	8.5	7.4	7.3	7.5	7.4

(1) Data for 2006 is adjusted due to late registration of two accidents.

(2) Historical data are adjusted due to a previous error in the calculation method.

(3) Data for 2006 are adjusted for use of second quality water.

Environmental data	Unit	2003	2004	2005	2006	2007
Waste water discharged	m^3	242,228	225,506	242,009	250,353	232,278
Waste water discharged per 1,000 passengers	m^3	13.7	11.9	12.1	12.0	10.8
Waste water – discharged agents						
Total-N	kg	21,930	21,631	22,791	26,474	27,002
Total-P	kg	2,864	2,533	2,149	2,579	2,604
COD	kg	168,736	122,493	167,225	139,746	161,074
Detergents	kg	1,470	1,515	1,982	2,338	2,827
Oil and grease	kg	9,452	3,220	10,621	4,791	5,966
Zink	kg	44	61	46	41	60
Chromium	kg	0.4	1.0	4.5	1.4	1.2
Copper	kg	10	12	31	13	13
Nickel	kg	1.1	3.2	1.7	1.4	1.4
Lead	kg	0.5	0.7	0.6	0.7	0.8
Cadmium	kg	0.1	0.2	1.3	0.3	0.4
Waste volume	tonnes	2,432	2,643	2,868	3,601	3,991
Removal method:						
Recycling	tonnes	358	402	376	438	493
Incineration	tonnes	1,604	1,781	2,039	2,649	2,947
Special treatment	tonnes	127	119	118	93	179
Landfill	tonnes	342	341	336	421	372
Waste per 1,000 passengers	kg	137	139	144	172	186

Environmental data	Unit	2003	2004	2005	2006	2007
Oil and fuel spills						
0-9 litres	total	184	131	143	128	99
10-49 litres	total	95	66	115	81	88
50-249 litres	total	10	17	6	12	21
> 250 litres	total	0	3	0	4	1
Fuel						
Petrol	m^3	63	58	59	48	38
Diesel	m^3	711	718	765	793	757
Runway de-icing						
Formiate	kg	923,565	1,093,241	1,706,255	1,691,327	783,507
Sand (5 % urea)	kg	28,000	55,000	6,000	32,000	17,000
Aircraft de-icing						
Glycol used	m^3	490	530	721	796	355
Glycol collected	m^3	302	373	370	500	211
Herbicides	litres	120	133	127	180	179

Environmental data	Unit	2003	2004	2005	2006	2007
ROSKILDE AIRPORT						
Passengers	total	43,220	33,511	32,228	32,792	32,675
Aircraft operations	total	90,658	73,231	69,204	68,217	75,975
Weight distribution – aircraft						
0-999 kg	total	9,659	11,084	9,648	8,723	9,031
1,000-1,999 kg	total	74,485	56,615	52,170	52,579	59,765
> 2,000 kg	total	6,515	5,532	7,386	6,915	7,179
Use of runways						
03 Departures/arrivals	% breakdown	9.2 / 9.7	7.7 / 8.1	6.7 / 7.5	4.9 / 5.3	6.3 / 6.6
11 Departures/arrivals	% breakdown	25.8 / 33.5	27.8 / 33.4	27.2 / 34.0	26.6 / 32.1	24.1 / 28.3
21 Departures/arrivals	% breakdown	40.9 / 32.4	39.7 / 33.5	39.2 / 31.5	41.0 / 35.0	37.2 / 32.8
29 Departures/arrivals	% breakdown	24.1 / 24.4	24.8 / 25.0	26.9 / 27.0	27.5 / 27.6	32.3 / 32.4
Engine testing	total	179	118	115	416	413
Of which idling	total	13	7	6	114	78
Deviations	total	2	1	0	2	0
Electricity consumption	GJ	2,977	3,121	3,134	3,344	3,392
Energy consumption for heating	GJ	2,953	3,327	3,275	3,274	3,175
Energy consumption per m²	GJ	1,00	1,13	1,07	1,11	1,08
Water consumption	m³	4,567	3,724	6,144	4,341	2,436
Industrial injuries	per 1 million working hours	0.0	15.8	15.8	0.0	0.0

Glossary

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

CO_2
Carbon dioxide.

COD
Chemical Oxygen Demand. The quantity of oxygen used in the chemical degradation of organic matter.

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 injury frequency
Number of industrial injuries per million working hours.

NO, NO_2
Nitrogen oxide, Nitrogen dioxide.

Particles, PM_{10}
Tiny solid or liquid particles of soot, dust, smoke, fumes and aerosols. 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 between 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.