

Copenhagen Airports A/S Environmental Report 2000

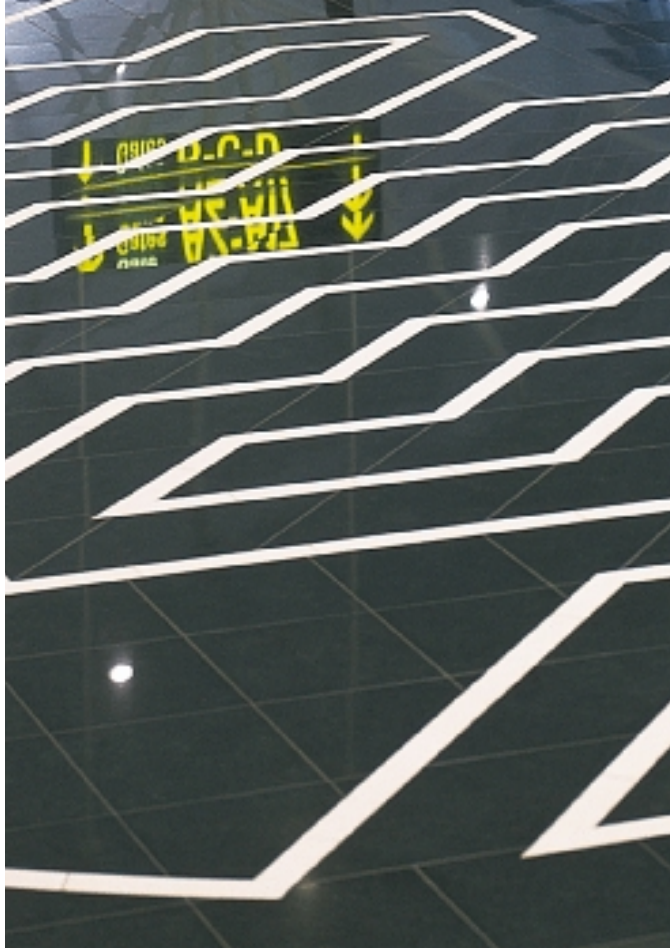




Photo: Icesten Graae

Jørn Larsen

1998

*Labyrinthine floor mosaic in
black polished Swedish granite
and white Italian marble.*

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Raimo Veranen
"Ready to fly"
2001
Artwork with 56
dancing children.

Management statement



Copenhagen Airports A/S (CPH) saw continued traffic growth to and from Copenhagen Airport in 2000. In order to facilitate operations, including maintaining Copenhagen Airport's position as a hub of Scandinavian and northern European air traffic, CPH intends to continue to expand the airport in an ongoing process to match traffic growth.

Environmental impact is closely related to activity levels both of CPH itself and of the companies which use our airport facilities. The overall goal is that environmental impact and the use of resources should not increase at the same level as traffic growth. This goal was fully met in 2000.

CPH's environmental policy comprises the overall framework for our environmental activities. The policy states that the operation and expansion of the airports at Copenhagen and Roskilde should always take place in an environmentally responsible manner. In order to adhere to this policy, the environmental impact of the airports is controlled in an ongoing process.

As part of this control, CPH commissioned a study in 2000 to determine noise impact in residential areas around Copenhagen Airport. The study showed that impact had declined in comparison

to a corresponding survey in 1996. The environmental authorities require a further decline in noise impact in the period until 2005. A prerequisite for compliance is that the airlines continue to phase out older types of aircraft. CPH will be carefully monitoring the mix of aircraft at Copenhagen Airport to ensure that this happens.

In 2000, CPH increased environmental impact monitoring activities to include air quality at Copenhagen Airport. The results collected so far indicate that the air quality is better than the existing threshold values. CPH intends to continue its monitoring activities in the years to come.

In accordance with our environmental policy, the account of the environmental impact of the airports has been audited. The auditors' report is included at the end of this report.

Copenhagen, 8 March 2001

Leif Rasmussen
Executive Vice President, COO

Environmental policy of Copenhagen Airports A/S

Being an environmentally responsible organisation, Copenhagen Airports must ensure that the operation and expansion of the airports at Copenhagen and Roskilde always take place in an environmentally responsible manner.

Within the financial and qualitative framework available, CPH aims to

- protect the environment through initiatives to prevent negative impact and improve conditions;
- safeguard the working environment of employees;
- use cleaner technology in the operation and expansion of CPH airports;
- increase environmental awareness among CPH's employees and other users of the airports; and
- provide information on CPH's environmental performance.

Specific environmental objectives

Environmental communication

As an environmentally responsible company, CPH will provide information on the environmental performance through dialogue with stakeholders.

Noise

CPH aims to limit noise impact by weighing operational performance against the impact on the surrounding community.

Air quality

CPH aims to limit air pollution, with due regard to traffic growth.

Water and soil contamination

CPH aims to protect groundwater quality and minimise the discharge of water containing environmentally harmful substances.

Waste

CPH aims to always handle waste in an environmentally responsible manner.

Resources

CPH aims to limit the consumption of energy and raw material, with due regard to traffic growth.

Procurement

While taking price and quality into consideration, CPH aims to purchase products and services which have a minimum environmental impact during their life cycle.

Working environment

CPH aims to provide a satisfactory working environment for the employees.

Environmental reporting

CPH will publish an annual audited statement of environmental impact and the initiatives taken to reduce it.

Architecture and preservation of buildings

CPH aims to ensure high-quality architecture in buildings and to

preserve architecturally unique buildings.

Environmental organisation

Environmental activities form an integral part of all CPH activities. Each department is responsible for awareness of current legislation and compliance with conditions for environmental approvals. The employees are involved in environmental activities in order to ensure that environmental considerations are included in the organisation of work. Working environmental activities are coordinated by CPH's safety committee and planned locally in safety groups. There are currently 26 safety groups.

Environmental Affairs develops the corporate environmental policy, offers consultation to departments and handles all contacts with environmental authorities. Environmental Affairs coordinates the airport's internal control measures to ensure compliance with environmental approvals.



Key figures 2000 for Copenhagen Airports A/S

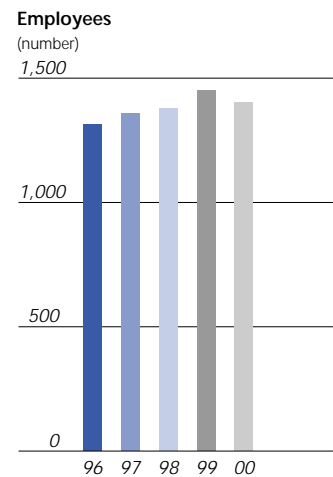
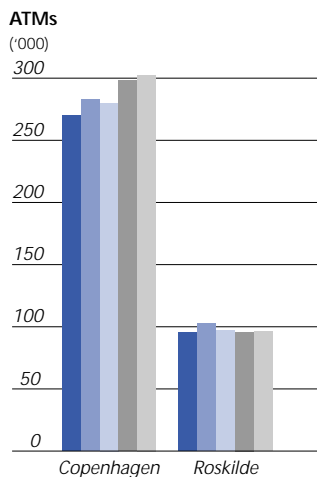
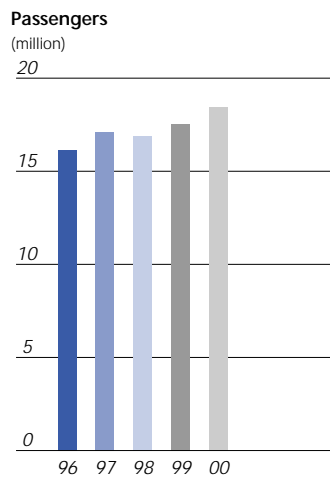
CPH posted a pre-tax profit of DKK 590.1 million in 2000. This was an increase of 10.3% or DKK 55.0 million over the 1999 figure of DKK 535.1 million.

As expected, 2000 saw continued growth in international traffic and a drop in domestic traffic. The total number of passengers at Copenhagen Airport was up 5.1% from 17.5 million in 1999 to 18.4 million in 2000. The number of take-offs and landings at Copenhagen Airport increased by 1.7% to 303,713 air transport movements compared with 298,533 in 1999. The take-off weight for the airport's cargo operations increased by 2.8% although the number of cargo operations was down by 7.4% on

the same period last year. This is due to the use of larger aircraft.

CPH had an average of 1,399 employees in 2000 (full-time equivalents), or 50 less than in 1999, representing a 3.5% decline.

The company's capital investments are carried out on the basis of a regularly adjusted ten-year rolling investment plan. Capital investments during the year amounted to DKK 559.4 million compared with DKK 729.7 million in 1999. The lower investment level was attributable to the ongoing adjustment of the investment plan.



96 97 98 99 00

Construction projects in 2000

An important event in 2000 was the renovation of the old Copenhagen Airport terminal designed by Danish architect Vilhelm Lauritzen in 1939. In 1999, the terminal was moved from the north-eastern part of the airport to Maglebylille in the western part of the airport. CPH now uses the terminal for offices and training courses.

In addition, the following construction activities took place at Copenhagen Airport during the year:

- The construction of the Hilton Copenhagen Airport hotel immediately north of Terminal 3 continued in 2000. The hotel opened on February 1, 2001.
- Construction work began on a multi-storey car park to the west of the Hilton Copenhagen Airport.
- In the north-eastern area of the airport, the construction of "The Circle" was completed. The Circle comprises a grocery shop, a petrol station and a fast-food restaurant.
- As part of the preparations for Denmark's new status as a Schengen country, a new building was erected in the area where the terminal area and Pier C

connect. The building contains passport control facilities for passengers arriving from non-Schengen countries.

- Three new aircraft stands were established in the northern area of Copenhagen Airport, and one stand was converted to allow the servicing of large aircraft.
- The de-icing platform near Maglebylille was expanded so that large aircraft can be de-iced on the platform.

Lessees at the airport completed the following construction projects during the year:

- LSG Sky Chefs finished a new flight kitchen. The flight kitchen opened in the summer of 2000.
- The Danish Civil Aviation Administration began the construction of a large office complex connected to the airport control tower.

No major construction work took place at Roskilde Airport in 2000.

Environmental activities in 2000 in brief

- The overall noise impact from Copenhagen Airport declined by 2.6 dB compared to 1996, although the number of air transport movements increased by 12% during the period.

- CPH's system for monitoring air quality at Copenhagen Airport began operation in 2000. The system includes three measuring stations located in various areas of the airport. The stations measure NO, NO₂, SO₂, formaldehyde, toluene, ozone and particulates (PM10 and PM2.5). Data compiled over one year will enable the air quality at the airport to be determined. CPH will report on air quality in future environmental reports.
- In order to minimise the discharge of pollutants into Øresund (The Sound), CPH is collaborating with airlines and authorities to find alternative ways to collect water from aircraft washing, which contains heavy metals and detergents. CPH expects water from aircraft washing to be collected and treated by 2002 at the latest.
- CPH has initiated an investigation to localise sources of nitrogen and oil discharge into the wastewater. The results of this investigation will be used to evaluate how the discharge of these substances can be reduced.







Photo: Torsten Grabe

Inger Hanmann

1988

Inger Hanmann created four large enamel reliefs in black and red for Copenhagen Airport. The reliefs hide installation shafts in the building.

The environmental impact of the airport

CPH operates and develops the airports at Copenhagen and Roskilde.

CPH provides the framework for a multitude of activities and makes a large number of buildings, installations and services available to users of the airports. These include airlines, handling companies, caterers, fuel suppliers, forwarders and many others.

These activities are at the root of the airports' environmental impact.

Scope of the environmental report

The environmental report covers the environmental impact of CPH's operation of the airports at

Copenhagen and Roskilde. The report deals with the environmental impact of noise, wastewater and surface water in the entire airport area. The 1996 environmental impact assessment (EIA) and the environmental approval of Copenhagen Airport issued in 1997 have been used as a basis for assessing which data is significant in determining environmental impact.

Collection of data

CPH has compiled environmental impact data for several years. The data in this report is based on continuous collection from each of the departments at the airports and has been obtained in one of the following manners:

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

The data is collated in a central database where it is processed. CPH makes every effort to ensure that the data in the report is complete and exact. However, certain figures are subject to uncertainty.

The accounting policies are described at the end of this report.



Photo: Torsten Graae

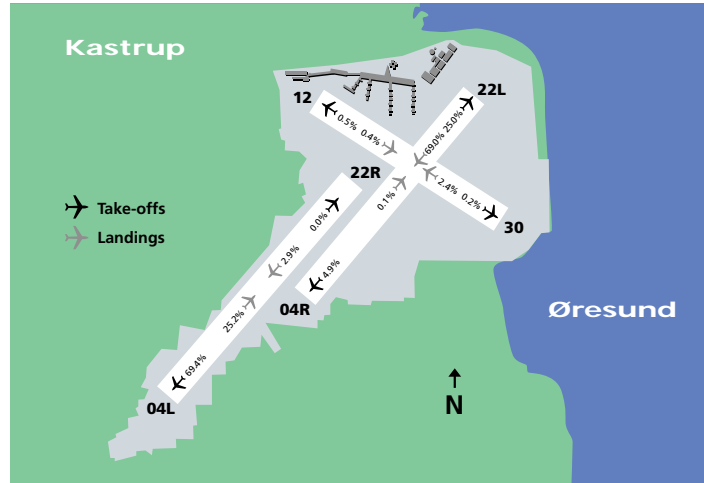
Copenhagen Airport

Noise

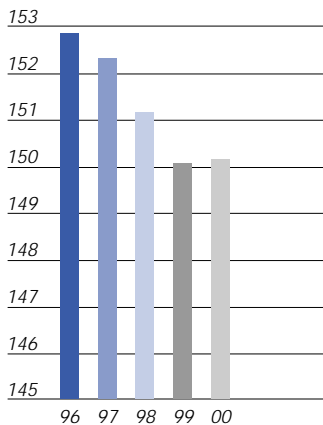
In 2000, CPH commissioned a detailed study to determine its noise impact on residential areas surrounding the airport. The study showed that noise impact was down from 1996 levels. The greatest drop was recorded in the areas to the northwest of the airport. Noise impact had fallen by approximately 5 dB in the areas to the southeast of the airport. Noise impact declined despite growing traffic at Copenhagen Airport because new, quieter types of aircraft have replaced older aircraft.

The regulations for the use of the runways at Copenhagen Airport specify that, whenever possible,

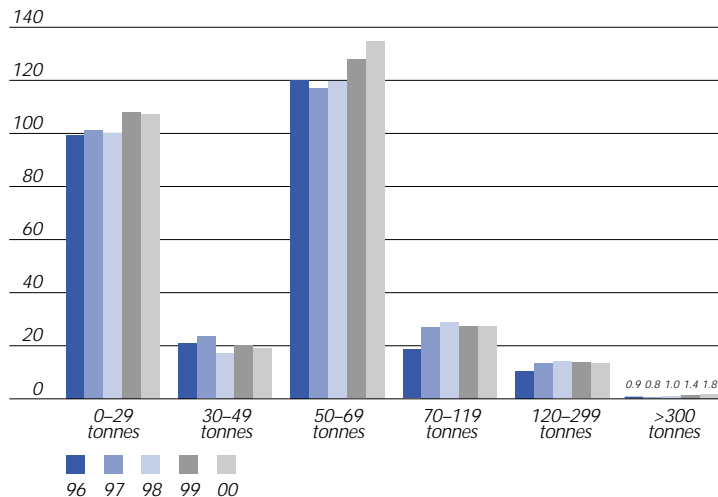
aircraft should avoid passing over residential areas unless required to do so for safety reasons during special weather and wind conditions. The distribution of traffic on runways did not change significantly in 2000 compared with previous years. In 2000, 98% of all take-offs and landings took place on the two main runways in the direction 04–22. Runway 12–30 in the north-westerly direction was used for only 0.2% of departing aircraft and 0.4% of landing aircraft. The environmental authorities require a general reduction in noise impact by 5 dB in the 1996–2005 period when measured according to the TDENL index method (total-day-evening-night-level).



Noise impact
(TDENL)



Maximum take-off mass
('000)



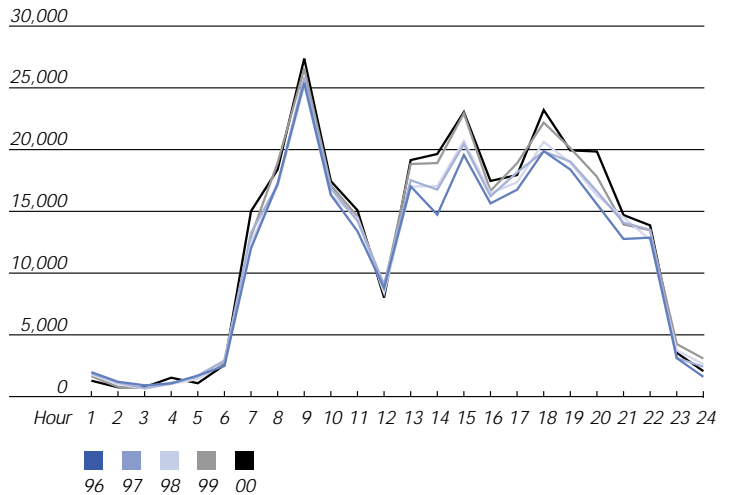
Copenhagen Airport

In the calculation of noise impact using the TDENL method, data on aircraft type and time of day of each ATM is included. TDENL calculations show that noise impact was down 2.6 dB compared to the 1996 level. It appears from the calculations that the decline in the TDENL value in previous years was not repeated in 2000. A prerequisite for complying with the requirement for lower noise impact is that the airlines continue to phase out older types of aircraft. CPH will be monitoring the mix of aircraft at Copenhagen Airport carefully to ensure that this happens.

Noise monitoring

CPH's noise monitoring system logs all night-period noise events

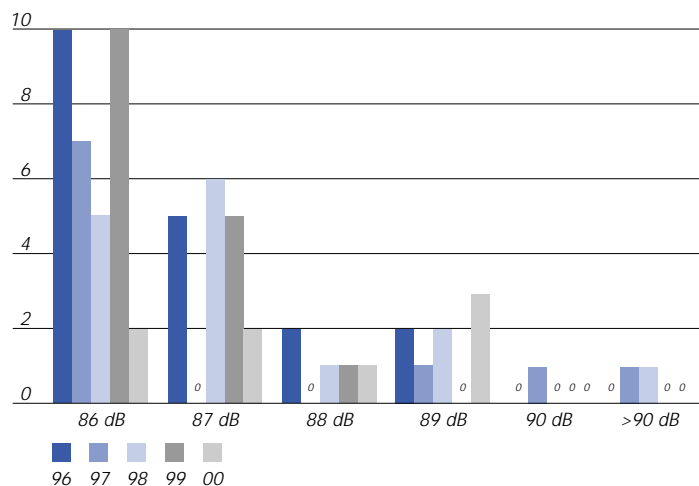
Air transport movements
(per 24-hour period)



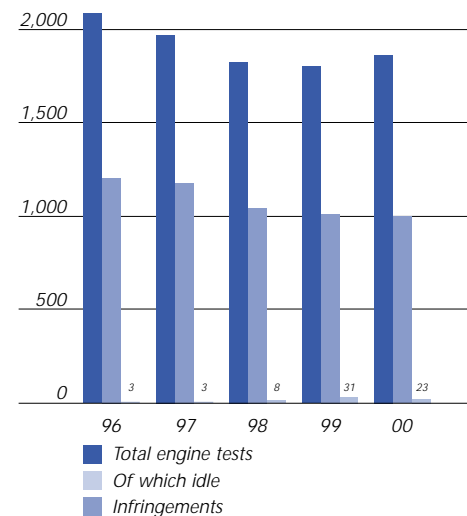
with a maximum noise level exceeding 85 dB(A). Eight noise events exceeding 85 dB(A) caused by aircraft were logged in 2000, a 50% reduction compared with

1999. The logging of night-period noise events is part of CPH's monitoring and control of airlines' compliance with regulations intended to limit aircraft noise.

Infringements of maximum night-period noise levels
(number)



Engine tests
(number)



A number of rules must be observed when aircraft engines are tested at Copenhagen Airport. These rules are intended to limit noise from engine testing. Some of the rules relate to procedures for the reporting of engine testing to CPH. In 2000, CPH commissioned a review of the reporting procedures. On the basis of this review, CPH plans to co-operate with the airlines in 2001 to determine which changes must be made to ensure optimum procedures and control measures for reporting engine testing to CPH. In 2000, 23 violations of the engine testing rules were reported to the Danish Environmental Protection Agency. This figure was lower than in 1999.

Wastewater

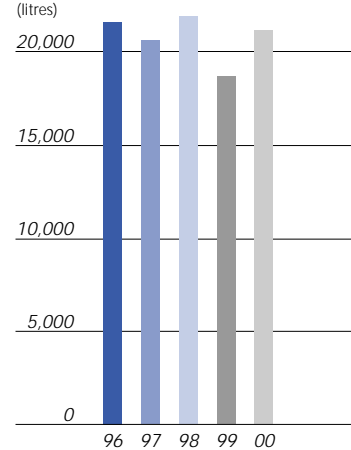
Wastewater from Copenhagen Airport terminal and workshop areas is discharged to purification plants in the municipalities of Tårnby and Dragør.

The volume of wastewater per 1,000 passengers increased from 18,700 litres in 1999 to 21,100 litres in 2000. One of the factors contributing to this increase was the opening of a new flight kitchen, which meant that two flight kitchens were in operation instead of one during a transitional period. The volume of heavy metals discharged in wastewater declined in 2000, and there was a substantial drop in the detergent content of wastewater. On the other hand, the content of

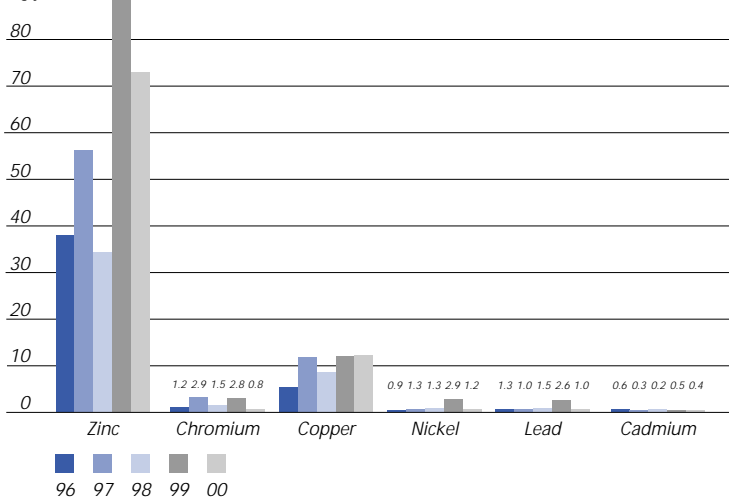
oil/grease and nitrogen has increased in recent years. CPH has initiated a study to find an explanation for the rising amounts of these substances in wastewater. The study also includes samples of wastewater from companies in the airport area. CPH will co-operate with companies discharging oil/grease or nitrogen in order to reduce the levels of these substances in wastewater.

CPH intends to continue to focus on water conservation activities in the years to come and expects to reduce the volume of wastewater per passenger.

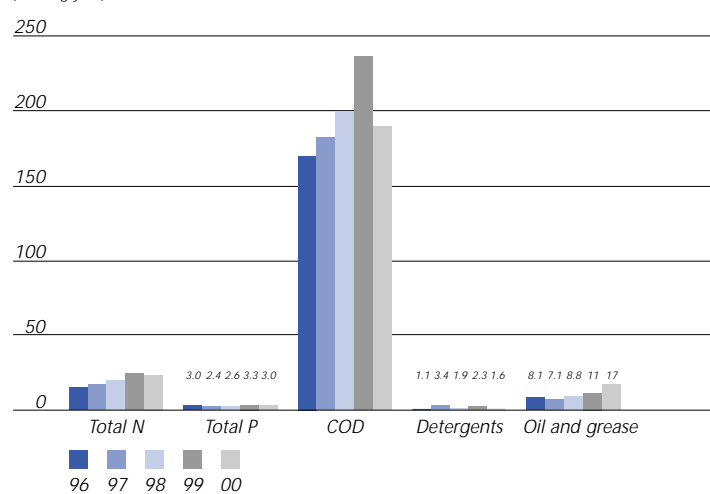
Wastewater discharged per '000 passengers (litres)



Wastewater quality – heavy metals discharged (kg/year)



Wastewater quality – substances discharged ('000 kg/year)



Copenhagen Airport

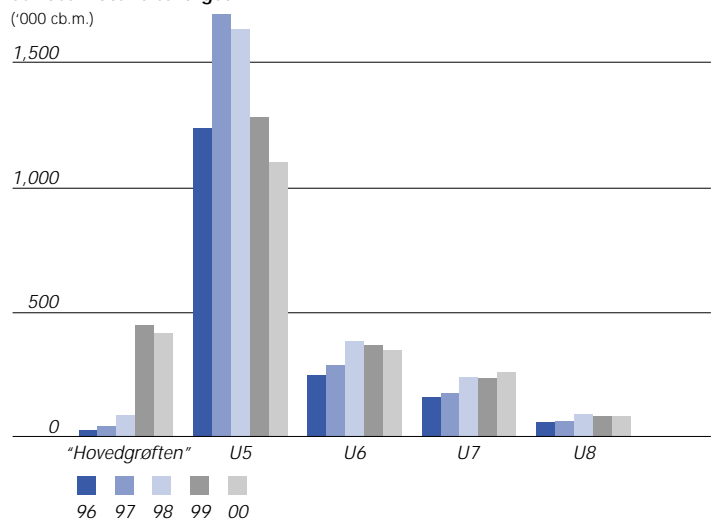
Surface water

In 1999, CPH established a monitoring system for surface water discharges into Øresund. The system comprises 12 measuring stations at which samples are taken every month. The results from the monitoring activities show that the volume of nitrogen discharged into the Øresund is falling, while the volume of BOD (biological oxygen demand) is increasing. The reason is that CPH has replaced urea, a previously used de-icer, with a more environmentally friendly product based on formate, which is easily transformed into oxygen and carbon dioxide in the sea. The new de-icer carries the Nordic Swan eco-label. A general increase was seen in the

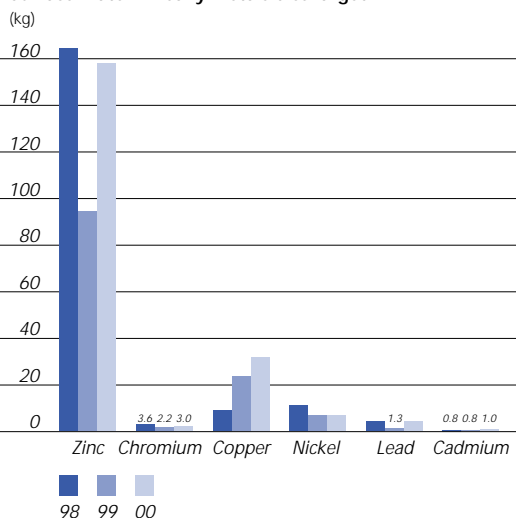
content of heavy metals in surface water. In order to minimise the discharge of pollutants into the Øresund, CPH is collaborating with airlines and authorities to find alternative ways to collect

water from aircraft washing containing heavy metals and detergents. CPH expects that water from aircraft washing will be collected and treated by 2002 at the latest.

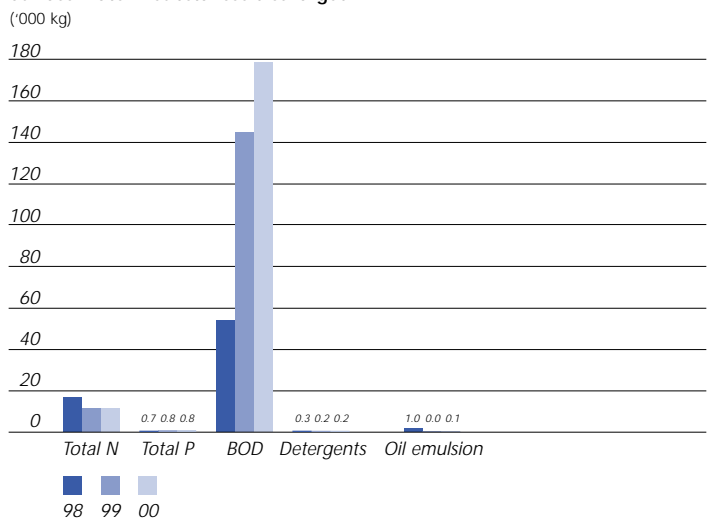
Surface water discharged



Surface water – heavy metals discharged



Surface water – substances discharged





Oil spills

CPH registers oil and fuel spills when aircraft and vehicles are refuelled. In 2000, CPH carried out a study of how oil-spill logging can be improved. The study shows that the description of the size of the spill can be improved if additional information is recorded when an oil spill is registered. CPH has changed the procedures for logging oil spills in line with the study recommendations. The improved logging of oil spills forms part of the planning of preventive measures to avoid oil spills.

A total of 274 spills were logged in 2000, and the total volume of the spills was 4,691 litres, compared with 15,652 litres in 1999. There was a general decline in the total volume of spills, even taking into account that more than half the volume of spills in 1999 was the result of two accidents with large spills totalling 9,000 litres. In 2000, 140,000 fuelling operations involving a total of 915 million litres of fuel took place at Copenhagen Airport. This means that the volume of spills was one litre per 195,000 of fuel filled.

CPH expects that focus on preventive activities, including an

improved securing of equipment, will reduce the volume of oil and fuel spills in future.

De-icing of runways and taxiways

As urea, a nitrogenous de-icer, was phased out for use on runways, taxiways and aircraft stands in 1999, only sand and formate-based de-icers were used in 2000. Less than 5% urea is added to the sand to increase its effect.

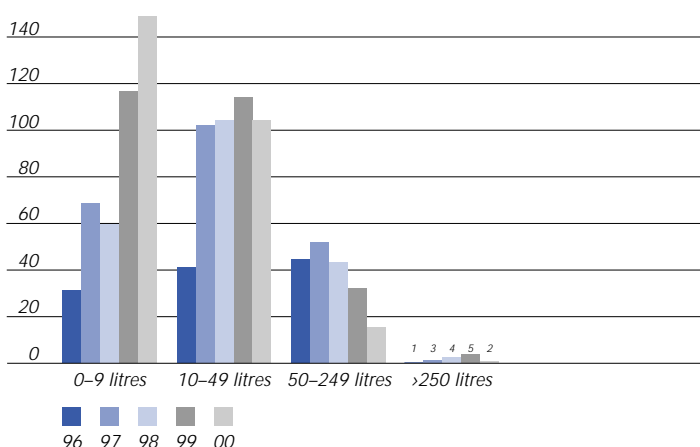
The mild winter in 2000 was reflected in lower consumption of de-icers for runways: only 270 tonnes of formate and 101 tonnes of sand in 2000, compared to 785 and 238 tonnes, respectively, in 1999. CPH expects that the consumption of de-icers can be reduced with a new warning system predicting when preventive spreading of de-icers is needed.

De-icing of aircraft

Aircraft about to take off in cold weather must have ice and snow removed from their wings first, and the formation of new ice on take-off must be prevented. CPH has built special platforms for this purpose. The de-icers used include hot water and glycol. Excess liquid from de-icing is collected in tanks and transported to municipal

purification plants, where it is re-used to improve biodegradation in the plant. Studies from 1999 showed that the wind sometimes blows some of the glycol outside the platform area. CPH implemented a plan aimed at improving the collection of glycol on the platforms. The first platform was expanded in 1999. The other platform near Maglebylille in the western part of the airport was enlarged in 2000 in connection with an upgrading of the platform to be used by larger aircraft. These initiatives have resulted in an increase in the collection rate at the platforms compared with earlier years.

Oil spills
(number by size)



Copenhagen Airport



Concurrently with increasing the size of the platforms, CPH began to monitor the quality of groundwater around the platforms. Analyses of samples from drillings around the platforms showed that glycol, spilled outside the platform, degrades in the upper soil layers and poses no risk to groundwater. The consumption of de-icers dropped sharply from 1999 levels because of the mild winter. A total of 294 cubic metres of pure glycol were used in 2000, compared with 586 cubic metres in 1999. CPH expects that the collection rate for glycol on the platforms will continue to be more than 50% of the volume used.

Resources and energy

CPH has focused on reducing resource and energy consumption in connection with the recent expansions of Copenhagen Airport. Potential methods of conserving resources are considered early on in the planning of new buildings. New buildings are based on CPH's manual on environmentally sound design, which sets strict targets for the environmental impact of new buildings, from the construction phase and until the buildings are in operation.

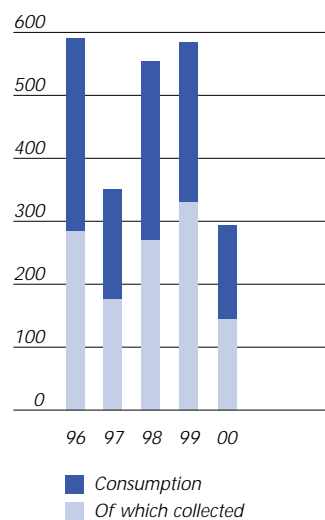
Alongside efforts to conserve energy in new buildings, CPH has installed electricity, heat and water meters in all airport buildings. The

meters are connected to a central monitoring system, which monitors each meter continuously. If certain buildings are found to have a higher consumption than normal, CPH may impose energy-saving measures. Most recently, CPH renovated the heating system at one of the airports fire stations. It is expected that the renovation of the heating system will result in a significant reduction of energy consumption at the fire station.

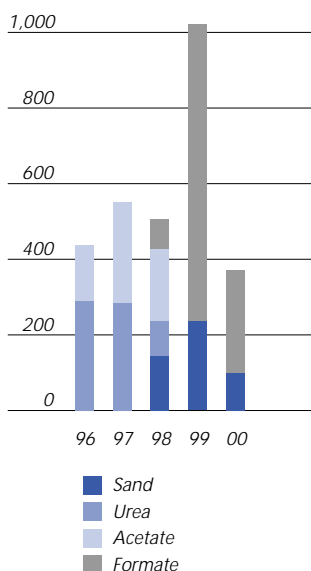
Electricity consumption

Electricity at the airport is primarily used in buildings, on the aprons and aircraft stands, and on the runways. Electricity consumption in 2000 was up 6% from the 1999 level.

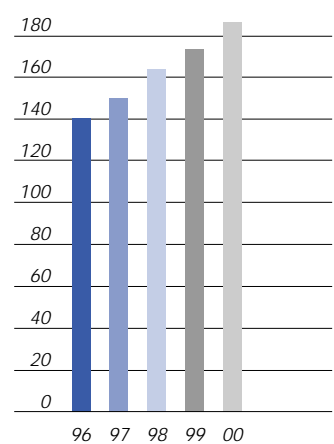
Glycol consumption
(cb.m.)



Consumption of de-icers for runways and taxiways (tonnes)



Electricity consumption
(TJ)



The electricity consumption is expected to rise in the years to come as a result of the continuing expansion of the airport.

Heating

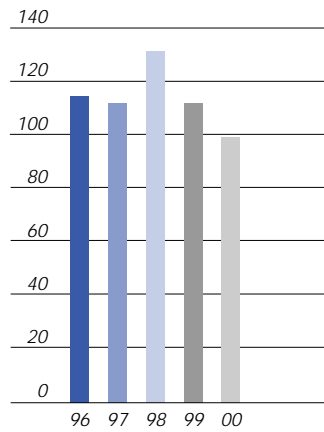
The buildings at Copenhagen Airport are primarily heated by district heating and natural gas. Energy consumption for heating declined 12% from 1999 to 2000. Consumption fell by 17% relative to the building area. Energy consumption even dropped in terms of degree-day figures, which take into account the mild winter. One of the contributing reasons was CPH's careful monitoring and management of its energy consumption.

Environmental planning is an important priority in the airport's expansion activities. This is expected to result in reduced energy consumption for heating per heated cubic metre.

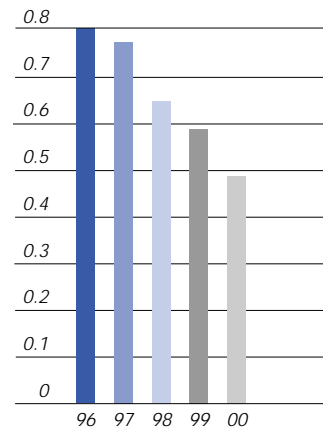
Water consumption

CPH's focus on water-saving measures, including the installation of meters, has resulted in a significant reduction in water consumption over the past five years. Consumption fell from 252,155 cubic metres in 1996 to 152,641

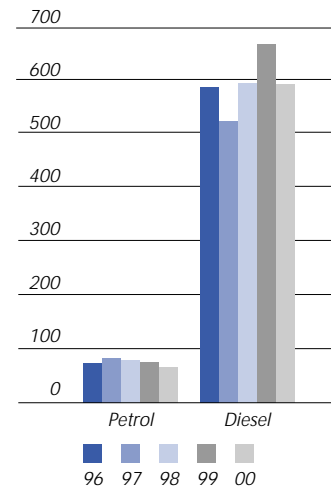
Energy consumption for heating (TJ)



Energy consumption for heating (TJ) – per '000 sq.m.



Fuel consumption ('000 litres)



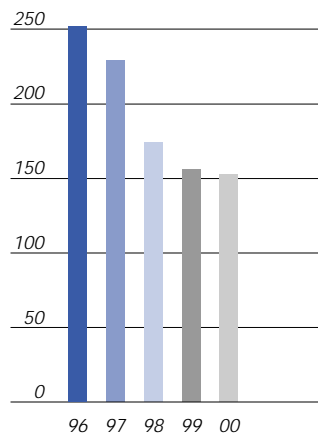
cubic metres in 2000. Water consumption relative to the number of passengers has been reduced by 47% over a five-year period.

CPH expects that water consumption will continue to decline as a result of the replacement of older installations by new water-saving installations.

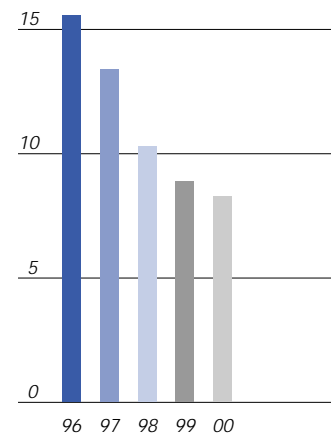
Fuel consumption

Fuel consumption for CPH's vehicles was down 11% from the 1999 level. This decrease was primarily attributable to lower consumption of diesel fuel in connection with de-icing of runways and taxiways.

Water consumption ('000 cb. m.)

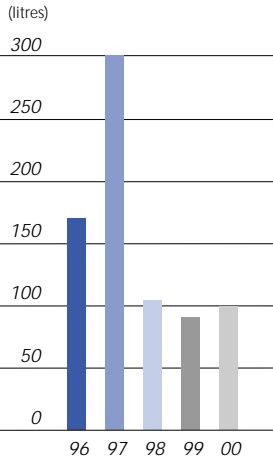


Water consumption per '000 passengers (cb.m.)



Copenhagen Airport

Herbicide consumption



Weed control

CPH uses herbicides only in areas where machines cannot be used and where it is necessary to remove weeds for safety reasons. One of the areas is along the security fence, where the grass cannot be mowed without damaging the fence.

CPH intends to continue to examine alternative methods of weed control, but does not expect that consumption of herbicides can be reduced significantly during the coming year.

Waste

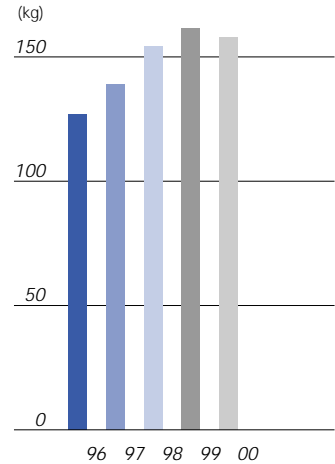
The waste from the three passenger terminals, CPH's maintenance facilities and the administration area totalled 2,907 tonnes in 2000, which was 3% more than in 1999. The volume of waste relative to the number of passengers fell by 2% from 1999.

The proportion of waste to be disposed of in landfills dropped from 20% in 1999 to 16% in 2000. This was due to less building and construction activity in 2000, resulting in a significant decrease in the volume of soil, dirt and the suchlike swept up from roads.

The proportion of recyclable waste was increased. 17% of all waste was recycled in 2000. In 2000, CPH started to sort paper and cardboard from the other types of waste in the terminals. The waste is sorted by the cleaning staff when they empty refuse bins and clean the terminals. CPH will determine during 2001 whether the collection of reusable paper and cardboard can be improved by involving passengers in the separation of paper from other waste. The increase in the proportion of waste delivered for recycling is expected to increase.

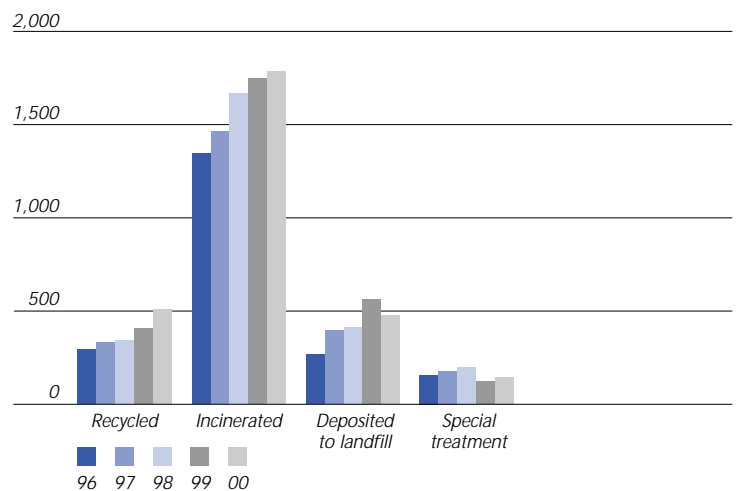
CPH expects that in future the volume of waste will decrease relative to the number of passengers.

Waste per '000 passengers



Total volume of waste

(tonnes)

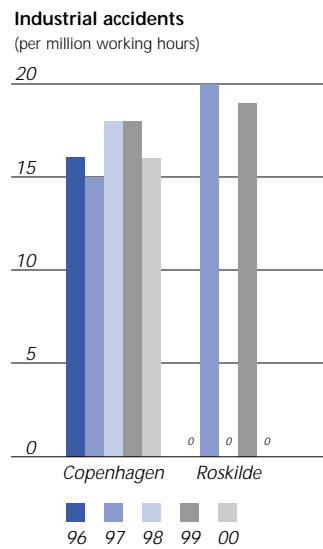


Working environment

CPH's safety organisation consists of local safety groups and area committees, whose work is co-ordinated by a safety committee. Focus on safety and health in the working environment resulted in a decline in the frequency of industrial accidents to 16 per one million working hours from 18 in 1999.

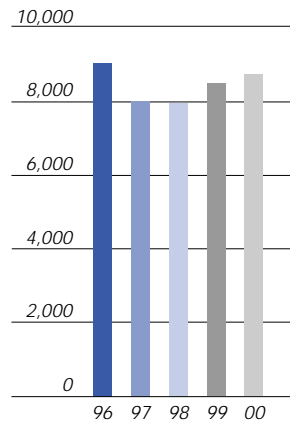
In 2000, 27% of industrial accidents were caused by collisions with objects, and 29% were caused by strain, while falling or crushing caused 17%. Contact with sharp objects or chemicals caused 15% of accidents and, finally, 12% resulted in burns or other injuries.

CPH expects that a continuing focus on safety activities will contribute to minimising the number of industrial accidents.

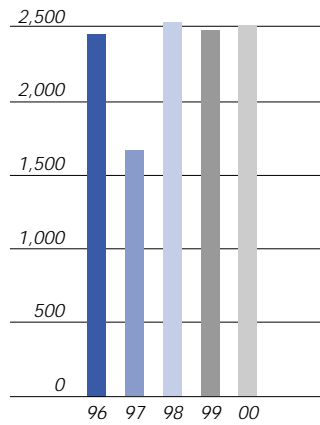


Roskilde Airport

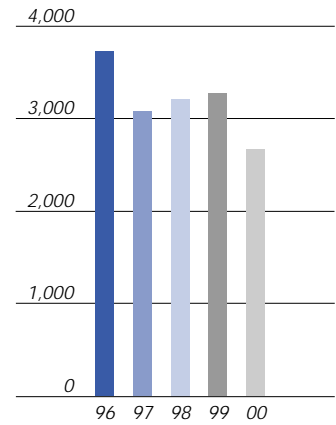
Water consumption
(cb.m.)



Electricity consumption
(GJ)



Energy consumption for heating
(GJ)



Noise

Most of the air traffic at Roskilde Airport uses light aircraft for training flights and other flights.

In 2000, there were 97,165 ATMs at Roskilde Airport. The number of ATMs was lower than the 200,000 ATMs projected when the airport was opened. In 1999, CPH and the County of Roskilde

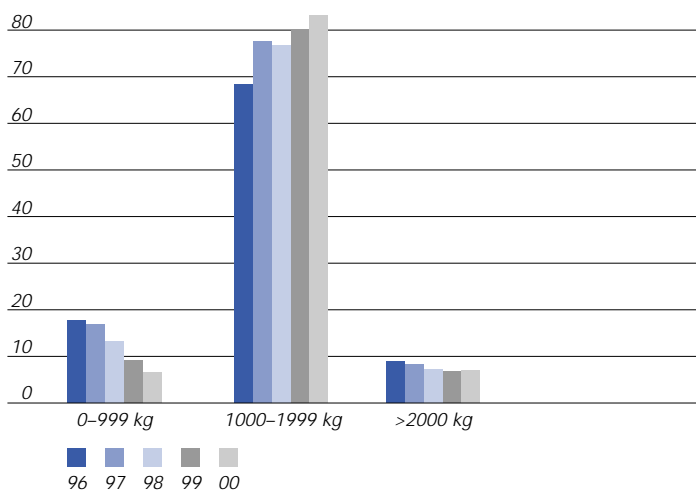
carried out a study of the noise impact from 200,000 ATMs corresponding to full utilisation of the airport.

The study showed that the phasing out of older aircraft types and their replacement by new, quieter aircraft has considerably reduced the noise impact in the area around the airport.

Consumption of energy and water

The consumption of electricity, water and energy for heating has been largely unchanged over the past five years. No significant changes have been made to the buildings at the airport, and variations in the consumption of energy for heating during the five years are primarily due to differences in outside temperatures.

Maximum take-off mass
('000)



Waste

The waste from Roskilde Airport primarily consists of ordinary household-like refuse. The estimated annual volume is below 50 tonnes.

Accounting policies

The environmental report for 2000 has been prepared in accordance with the accounting policies described below:

Traffic and noise

Traffic growth is calculated on the basis of data in CPH's traffic statistics system and includes all air transport movements by aircraft type, take-off weight, use of runway and time.

The total noise impact at the airport from take-offs and landings is calculated using the TDENL method and is calculated on the basis of each ATM including the aircraft type and the time of day.

Monitoring of noise

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 incidents of engines running idle and violations of rules on engine testing are stated in this environmental report on the basis of reports received from the airlines.

Wastewater

The volume of wastewater discharged is registered by means of online meters connected to CPH's central tracking system (CTS). The water quality is determined on the

basis of analyses of monthly water samples carried out by a third-party laboratory.

Surface water

The volume of surface water discharged is calculated on the basis of the effect of CPH's pumps for outlet U5 and from the volume of precipitation reported by the Danish Meteorological Institute (DMI) for other discharges. The water quality is determined on the basis of analyses of monthly water samples carried out by a third-party laboratory.

Oil spills

The number of oil and fuel spills is calculated as the number of reports filed by CPH's safety service, fire service and other in-house and third party sources. The calculation of the volume of spills is subject to uncertainty as it is rarely possible to measure the exact volume of a spill.

De-icing

The volume of glycol used for de-icing aircraft is calculated by the companies handling de-icing. The contents of collected glycol are registered for each removed truck-load. The consumption of de-icers for runways and taxiways is calculated based on the volumes consumed.

Resources and energy

Each type of consumption is calculated on the basis of volumes

purchased, less quantities sold to other companies at the airport. From 1999, electricity production from emergency power generating units is included in the consumption of electricity. The electricity production is calculated as the effect per fuel unit delivered by the generator as compared with fuel consumption. The heated area is estimated at the end of the calendar year.

Weed control

The consumption of herbicides is calculated on the basis of volumes purchased.

Waste

Most data on waste is collated from weighing slips or monthly statements from recipients of the waste. In some cases it is not possible to calculate the quantity of the waste since the weight or volume is not registered. In both cases, the weight is estimated.

Working environment

The number of industrial accidents is the number of accidents reported per year causing one or more days of sick leave. Up to and including 1998, the number of industrial accidents was calculated on the basis of the date of the accident. The change in practice does not change the number of industrial accidents materially, and the comparative figures have not been restated.



Auditors' report



Copenhagen Airports A/S has entered into an agreement with PricewaterhouseCoopers for a review of its Environmental Report for 2000.

Basis of opinion

We have planned and performed our work with a view to establishing whether the data presented correlates with the company's activities for the financial period, whether the data presented has been documented and stated in accordance with the accounting policies, and whether monitoring and reporting procedures have been organised in an adequate manner.

Our work has comprised accounting analyses, inquiries and testing of data for 2000 and underlying documentation, including verification of compliance with the selected accounting policies and

correlation between such policies and the company's activities. Furthermore, in the area "Waste from activities around passenger terminals, maintenance facilities and administration buildings at Copenhagen Airport" selected by us, we have reviewed the internal control and registration system with a view to establishing its supporting capability of ensuring reliable reporting.

The scope of the work performed is not as extensive as that of an audit and, accordingly, does not provide the same level of assurance to the user of the report that any material misstatements or omissions in the report are disclosed as would an audit. An audit would have to be based upon generally accepted guidelines for the compilation and presentation of an environmental report, which have not yet been established in the environmental area.

Opinion

In our opinion, the Environmental Report for 2000:

- correlates with the company's activities for the financial period as described in the Environmental Report;

- presents documented data stated in accordance with the guidelines described under significant accounting policies; and
- is in general based on satisfactory monitoring and registration procedures in relation to ensuring reliable reporting on regulated environmental issues.

Copenhagen, 8 March 2001
PricewaterhouseCoopers

Jørgen Torp
State Authorised Public
Accountant

Birgitte Mogensen
State Authorised Public
Accountant

Glossary

Acetate

Carbon-based chemical used for de-icing runways and taxiways.

ATM

Air transport movement, used in air traffic statistics for either a take-off or a landing.

BOD

Biological oxygen demand measured over five days.

COD

Chemical Oxygen Demand, a method of analysis to determine the content of organic matter in water.

CPH

Copenhagen Airports A/S.

dB

Decibel, logarithmic unit of sound measurement.

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 repairs.

Formate

Carbon-based chemical used for de-icing runways and taxiways.

GJ

Giga Joule, 10^9 Joule.

Glycol

Agent used for de-icing aircraft. Copenhagen Airport uses propylene glycol.

"Hovedgrøften"

Water course receiving surface water from part of the paved areas (asphalt) at Copenhagen Airport.

LDEN in dB

Average A-weighted sound pressure level (day-evening-night-level) calculated on a 24-hour basis with the addition of 5 dB for noise events between 7:00 p.m. and 10:00 p.m. and 10 dB for noise events between 10:00 p.m. and 7:00 a.m.

NO

Nitrogen oxide.

NO₂

Nitrogen dioxide.

Oil emulsion

Oil dissolved in water.

Particles

Carbon in emission gases from diesel engines.

PM10

Particles with a maximum diameter of 10 μm .

PM2.5

Particles with a maximum diameter of 2,5 μm .

Stands

Aircraft parking spaces during 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; the method used by the Danish Environmental Protection Agency to calculate noise. Based on calculation of the LDEN.

TJ

Tera Joule, 10^{12} Joule.

Total N

Total nitrogen content.

Total P

Total phosphate content.

Urea

Nitrogen-based de-icer.

U5, U6, U7, U8

Outlets into the Øresund. Used for surface water only.





Photo: Torsten Graue



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