

The background of the entire page is a close-up photograph of several suitcases. The suitcases are in various colors: dark blue, light blue, and red. Two white luggage tags are prominently displayed, hanging from the handles. Each tag has the text 'AA 1554', 'DFW', 'AA 364', and 'AA 18 36 14' printed on it, along with a barcode. A small purple tag is also visible on one of the suitcases. The text 'ANNUAL SUSTAINABILITY REPORT 2015' is overlaid on the left side of the image in white, bold, sans-serif font.

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Message from our CEO

Welcome to ASUR's Annual Sustainability Report for the year 2015.

2015 has been an exciting year for ASUR, with record passenger figures. In particular our airport at Cancún reached almost 20 million passengers, up from around 13 million just five years ago. From a sustainability viewpoint, the most important developments in our operations have been the extension of Terminal 3, inaugurated in December 2015, and the start of construction of Terminal 4 at Cancún Airport, which are required to handle these additional passengers with the appropriate standards of security and service quality. Both of these projects, and the environmental-impact-mitigation measures taken, are discussed in more detail in the relevant sections of this report.

2015 was also the first normal year of operation of a new recycling plant constructed on site at Cancún Airport, which has reduced the amount of refuse we send to landfill sites by more than half, or around 2,500 tons. This project is a key piece of our company-wide focus on sustainability issues. What is good for the environment is good for local communities and our business as a whole.

The company's main strategic sustainability priorities for the short and medium term continue to be: mitigation of the effects of climate change, by increasing the energy efficiency of our facilities and monitoring and reducing our emissions of greenhouse gases; and support for initiatives that promote education, health and culture in the locations where we operate.

With regard to the challenges posed for our operations in relation to reducing our carbon footprint, in 2015 we inventoried our direct and indirect greenhouse-gas emissions and have been looking at ways in which we can reduce them further. Given the infrastructure expansion under way at Cancún Airport, we are envisaging a considerable increase in the amount of electricity consumed. Currently the company's indirect greenhouse-gas emissions from electricity consumption constitute 96% of all carbon emissions from all nine of the airports in our group.

The goal of this report is to increase transparency and to encourage dialogue with all our stakeholders. We welcome any comments or observations about additional matters that our readers would like to see included, or suggestions as to how we can improve our reporting process.

ADOLFO CASTRO RIVAS,
CHIEF EXECUTIVE OFFICER

SUSTAINABILITY
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02 COMPANY PROFILE

02 Company profile

Grupo Aeroportuario del Sureste, S.A.B. de C.V. operates a group of airports in the southeast region of Mexico under the brand name ASUR. These airports are located in the cities of Cancún, Cozumel, Huatulco, Mérida, Minatitlán, Oaxaca, Tapachula, Veracruz and Villahermosa. The company's headquarters are located in Mexico City. In February of 2013, the concession for the operation of Luis Muñoz Marín International Airport in San Juan, Puerto Rico, was granted to Aerostar Airport Holdings, LLC, a company in which Grupo Aeroportuario del Sureste, S.A.B. de C.V. holds a 50% stake. These are the only operations outside of Mexico in which ASUR currently has an interest.

2.1 Business Activities

The company's core activity is to administer and maintain the infrastructure of its airports to ensure sufficient capacity for safe, efficient operations and a high standard of service. Basic infrastructure includes that required for aircraft takeoff and landing operations and for arriving and departing passenger flows, as well as facilities for the authorities involved in airport operations (air-traffic controllers, customs, immigration, etc.).

In addition to the above, the company enters into agreements with external providers for a range of additional services, which may include complementary services for aircraft (such as baggage handling and ramp services) and commercial services for passengers (such as restaurants, shops and car rental, among other business lines). The company's aeronautical, complementary and commercial activities represent its three revenue streams.

Consequently, there are facilities and personnel that, while located at ASUR's airports, are not under the direct operational control of the company. These include all those corresponding to the government agencies, complementary service providers and commercial concession holders mentioned above, as well as the facilities and staff members of the various airlines that operate out of the company's airports.

CONTROLLED DIRECTLY BY ASUR

DIRECTLY EMPLOYED STAFF:

General administrative
Car park attendants
ARFF fire fighters
Hold-baggage-screening system
operators
CCTV operators

SUBCONTRACTED STAFF:

Security guards
Passenger-inspection personnel
Cleaning staff
Convenience-store staff

FACILITIES:

Public-access areas in terminal
buildings
Passenger-access areas in
terminal buildings
Airside and airfield facilities
Car parks and roadways

WHERE ASUR HAS LIMITED INFLUENCE

STAFF AND FACILITIES OF:

Airlines, including check-in and
boarding staff
Ground handlers and ramp-service
providers, including baggage
handlers, etc.
Commercial concession-holders,
including restaurants, shops, car
rental companies, taxis, etc.

NOT CONTROLLED BY ASUR

STAFF AND FACILITIES OF:

DGAC (Mexican civil aviation
authority)
INM (immigration authority)
Customs
Law enforcement agencies
(airport police)
SENEAM (air-traffic controllers)
ASA (fuel services for aircraft)

2.2 Company History

ASUR's nine airports are operated under 50-year concessions that were granted to the company in 1998, as part of the Mexican government's plan to open up the country's state-owned airport sector to private investment.

Under the privatisation scheme, an initial stake of 15% in the company's capital stock (the BB series shares) was sold to a strategic partner, Inversiones y Técnicas Aeroportuarias, S.A. de C.V. (ITA), with expertise in Mexican business operations and in the international airport industry. The remaining 85% of the company's shares (the B series) began trading on the stock exchanges of Mexico City and New York in two public offers in September 2000 and March 2005. ASUR is therefore a one-hundred-per-cent privately owned company, subject to a series of national and international regulatory frameworks.

2.3 Shareholder Structure

In June 2007, the strategic partner ITA reduced its shareholding in the company from 15% to 7.65%. As of the 31st of December 2015, ITA is owned by Fernando Chico Pardo, a Mexican investor, who has a 50% stake in the company; and by Remer Soluciones a la Inversión, S.A. de C.V., a subsidiary of the Mexican bus transport company Grupo ADO, S.A. de C.V., which also has a stake of 50%.

The 92.35% of ASUR's shares that are not held by ITA are traded on the New York Stock Exchange (NYSE: ASR) and the Mexico City Bolsa (BMV: ASUR). As of the 31st of December 2015, Fernando Chico Pardo directly or indirectly owns a stake of 16.48% in ASUR (including the stake held via ITA); and Grupo ADO, S.A. de C.V. directly or indirectly owns a stake of 16.05% in ASUR (including the stake held via ITA).



F2: Structure, Holding Company and Subsidiaries

2.4 Organisational Structure

As of the 31st of December 2015, ASUR employs a total of 939 people. Our organisational structure may be summarised as follows: each of the nine airports of ASUR is a subsidiary of the holding company, Grupo Aeroportuario del Sureste, S.A.B. de C.V. In addition, there are two subsidiary service companies, one that directly employs the Group's unionised staff (RH ASUR, S.A. de C.V.) and another that directly employs all the Group's non-unionised staff (Servicios Aeroportuarios del Sureste, S.A. de C.V.).

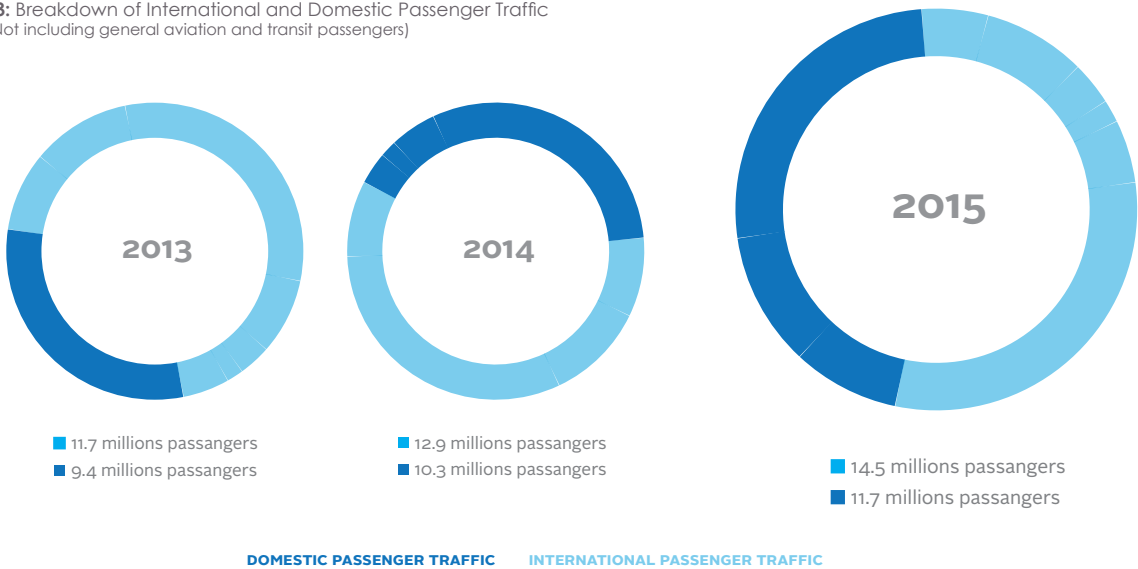


2.5 Operating and Financial Data

In 2015, a total of 26,140,986 passengers passed through ASUR's terminals (not including private aviation or transit passengers), of which 14,452,228 (55%) were international and 11,688,758 (45%) were domestic passengers.

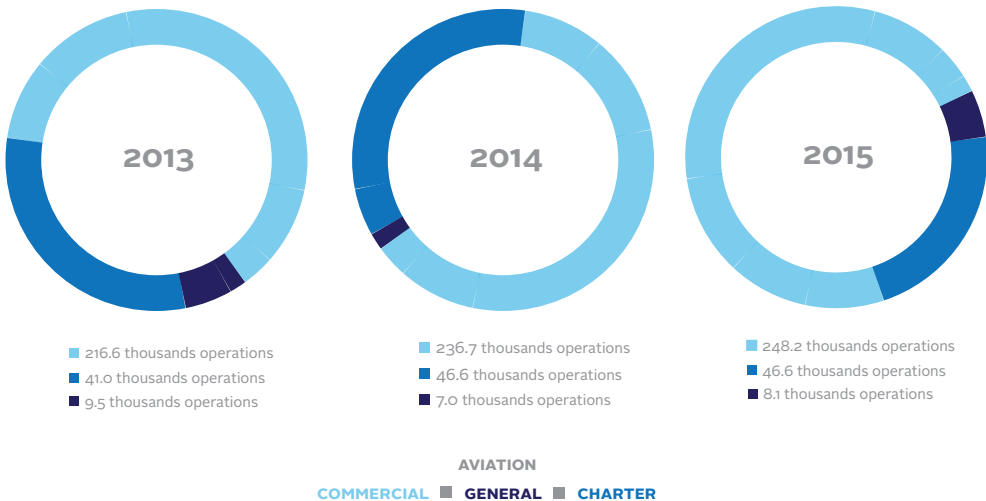
The total passenger figure for 2015 increased by 2,983,426 (12.9%) compared to the year 2014. The company's largest airport is the one located at Cancún, which accounted for 75% of total passenger traffic in 2015 (the same percentage as in 2014).

F3: Breakdown of International and Domestic Passenger Traffic
(Not including general aviation and transit passengers)



In 2015, ASUR's nine airports handled a total of 302,899 air-traffic movements (landings and takeoffs), of which 82% were commercial flights, 3% were charter flights, and 15% were general aviation (private) flights.

F4: Breakdown of Air-Traffic Movements by Aviation Category



2.6 Significant Changes in Operations during Reporting Period

Together, the nine airports of ASUR serve passengers arriving from every continent, although a considerable majority of passengers arrive from North American destinations: in 2015, passengers from the United States of America and Canada accounted for 75% of international passengers.

In 2015, the net income of the company was 2.9 billion Mexican pesos (equivalent to approximately 184 million US dollars). The company ended the year with total assets worth 26.1 billion pesos (approximately 1.6 billion US dollars), total liabilities of 5.7 billion pesos (approximately 361 million US dollars) and total equity of 20.4 billion pesos (approximately 1.3 billion US dollars).*

* Figures in US dollars calculated at an exchange rate of 15.85 Mexican pesos per dollar (2015 average).

F5: Summary of P&L and Balance Sheet

| | 2015 | 2014 |
|-----------------|--------|--------|
| ASSETS | 26,126 | 23,925 |
| LIABILITIES | 5,718 | 5,173 |
| EQUITY | 20,408 | 18,751 |
| REVENUES | 8,995 | 5,879 |
| OPERATING COSTS | 4,922 | 2,718 |
| NET INCOME | 2,914 | 2,284 |

FIGURES STATED IN MILLIONS OF MEXICAN PESOS

During 2015, there were three major infrastructure-expansion projects, all at Cancún Airport, which involved significant extensions to the built-up surface areas or "footprint" of the airport. The first of these was the extension of Terminal 3 at the airport, which was inaugurated in December 2015; the second was the initial earthmoving works for a completely new terminal building, Terminal 4; and the third was the removal of trees and vegetation from mandatory obstacle-free areas around the airport's runways, to comply with international aviation-safety regulations.

Together, these projects necessitated the deforestation of a total area of 103 hectares. In all cases, the requisite environmental-impact assessments were carried out and authorisation was obtained from the Mexican environmental authorities before work began. The environmental-impact-mitigation measures implemented included the recovery and replanting of rare plant species, and the relocation of animals from the areas to be deforested. For a more detailed discussion of mitigation measures for infrastructure expansion, please refer to section 6.2.1 of this report.

2.7 Social Responsibility Awards and External Programmes

During 2015, ASUR maintained its status as an active signatory of the United Nations Global Compact (UNGC) by complying with the UNGC's reporting requirements. The Global Compact is an initiative established by the United Nations to promote the values of social responsibility and respect for human rights in businesses around the world.

Additionally, for the eighth year running, we were awarded recognition as a Socially Responsible Company by the Mexican Centre for Philanthropy, known by its Spanish initials CEMEFI. CEMEFI bases its awards on self-assessments of internal practices and programmes carried out by the companies themselves, which are required to submit adequate documentation of the corresponding activities. The assessments monitor performance in four key areas: quality of life for company employees; business ethics and anti-corruption practices; community support and relations; and environmental protection.

In the reporting period, ASUR received Environmental Quality Assurance certificates for four of its airports from the Mexican Environmental Protection Agency, Profepa. The certification in question represents official confirmation by the Mexican environmental authorities that the recipient has complied in full with all observations resulting from the audits conducted by the authorities to enforce Mexican environmental legislation. The airports certified were Cancún, Mérida, Minatitlán and Veracruz. Certificates are valid for a period of two years; the remaining airports in the Group – Cozumel, Huatulco, Oaxaca, Tapachula and Villahermosa – are due for recertification in 2016.

As of the 31st of December 2015, the environmental management systems in place in all of ASUR's airports have valid ISO 14001 certification. The airports at Cancún, Huatulco and Oaxaca were recertified for the period 2012-2015, and those at Cozumel, Mérida, Minatitlán, Tapachula, Veracruz and Villahermosa were recertified for the period 2013-2016.

2.8 Description of Company's Value Chain

To maintain the facilities at its airports and a high standard of passenger service, ASUR contracts goods and services with a wide range of suppliers. Among the most important of these are: contractors hired to carry out construction work for the maintenance, extension or remodelling of airport infrastructure; technical supervision services to ensure that construction work is completed on time and in accordance with specifications; suppliers of equipment for air-conditioning, security and check-in systems, and so on; and the providers of certain services, such as cleaning, security and surveillance, passenger inspection, and refuse collection.

The vast majority of the companies in ASUR's value chain are based in Mexico, with the notable exception of some suppliers of airport-specific equipment such as boarding bridges, specialised vehicles, and baggage-handling equipment. All contractors and subcontractors are required to adhere to ASUR's Code of Ethics. Their employees have access to the company's internal reporting system, and are encouraged to report any instances of unethical behaviour or violations of their fundamental rights. The company's Internal Auditing Department also carries out random inspections to ensure that subcontractors adhere to the provisions of Mexican labour legislation, especially with regard to payment of social security contributions for their employees.

During 2015, of the 20 biggest contracts for goods and services entered into by the company, eight were for the acquisition of equipment, seven were for construction services, and five were for services.

**SUSTAINABILITY
REPORT 2015**

03 REPORT PARAMETERS

03

Report parameters

This Annual Sustainability Report relates to the company's operations in the period between the 1st of January and the 31st of December 2015, and follows on from ASUR's 2014 Annual Sustainability Report which can be consulted at

www.asur.com.mx.

Any queries relating to this report may be addressed to: Alistair McCreadie, tel. +52 55 5284 0488, e-mail: amccreadie@asur.com.mx.

3.1 Stakeholder Engagement and Identification of Material Aspects

One of the fundamental decision-making tools used by ASUR is an assessment of the risks inherent to its operations. This analysis is prepared internally on an annual basis, and is presented to the company's Audit Committee. Further details regarding the company's risk analysis may be found in the reports submitted to the stock-market authorities in Mexico and the United States. The assessment in question covers both risks for the company itself, and those that might adversely affect stakeholder groups. In accordance with the precautionary approach, one of the guiding principles for the company's operations is that it should avoid or minimise any activities that have the potential to negatively impact its own operations or the wellbeing of its stakeholders.

ASUR's principal stakeholder groups have been identified based on internal assessments and external guidance, such as that provided by reporting frameworks, best practices, and the standards adopted by initiatives such as the United Nations Global Compact and the Mexico Stock Exchange Sustainability Index. ASUR's internal stakeholders include the company's employees, shareholders and the members of the company's corporate governance bodies, and its main external stakeholders are local residents and business communities, and the passengers that travel through the airports.

Below is a summary of the main stakeholder-engagement activities carried out by ASUR during 2015:

F6: Stakeholder Groups Engaged and Engagement Method

| STAKEHOLDER GROUP | PRINCIPAL ENGAGEMENT METHOD |
|----------------------------------|---|
| Company employees | Internal communications and campaigns; feedback and grievances received via internal reporting system |
| Community groups | Identification of priority issues through direct communications and in events organised by, among others, UN Global Compact and Mexico stock exchange; interaction with community groups at the local level |
| Business groups and associations | Identification of priority issues through direct communications and in events organised by, among others, UN Global Compact and Mexico stock exchange; interaction with business groups at the local level |
| Passengers | Airport-service-quality surveys; feedback and grievances received via internal reporting system |

The engagement activities described above have allowed us to identify a series of material aspects to be reported on. In selecting the information to be included in this report, ASUR has applied the four principles of materiality, stakeholder inclusiveness, sustainability context and completeness established by the Global Reporting Initiative for defining report content.

The material aspects identified, which are all covered by this report, are listed in Figure 7 below. The boundaries, both within and outside the organisation, regarding how each aspect is reported on are discussed on a case-by-case basis in the relevant sections:

F7: Material Aspects for Sustainability Reporting

MATERIAL ASPECT IDENTIFIED

ENVIROMENT

Climate change; wildlife protection and use of resources

Section 6.0

ANTICORRUPTION

Systems in place to prevent corruption; company rules regarding facilitation payments and bribes to government officials

Section 5.0

WORKING CONDITIONS

Collective bargaining guarantees; occupational safety; quality of life in the workplace

Section 7.0

HUMAN RIGHTS

Gender equality; non-discrimination; human trafficking involving minors

Section 9.0

3.2 Scope and Limitations of Report

This report is intended to complement ASUR's Annual Financial Statements for 2015, which contain in-depth information on the financial performance of ASUR during the period in question. It will therefore focus in particular on social and environmental matters without including detailed financial data, except insofar as they relate to the standard disclosures contained in the company profile (Section 2) and to economic performance indicators (Section 8).

The environmental performance indicators mentioned in Section 6 include data from the Group's nine airports in Mexico only, as these are considered to be the most relevant due to the nature of the company's activities. All other indicators refer to the nine airports, the company's head offices in Mexico City and other company subsidiaries, as described in Section 2.4.

The report covers operations performed directly by the companies that form part of the ASUR business group. At this time, mechanisms are not in place to include the activities of clients, suppliers or subcontractors within the parameters of this report, unless otherwise stated.

This report has been prepared on a consistent basis with ASUR's Annual Sustainability Report for 2014 in terms of measurement methods, and contains no restatements or reinterpretations of data contained in that report. At this time, it is not company policy to seek external assurance of our Annual Sustainability Report.

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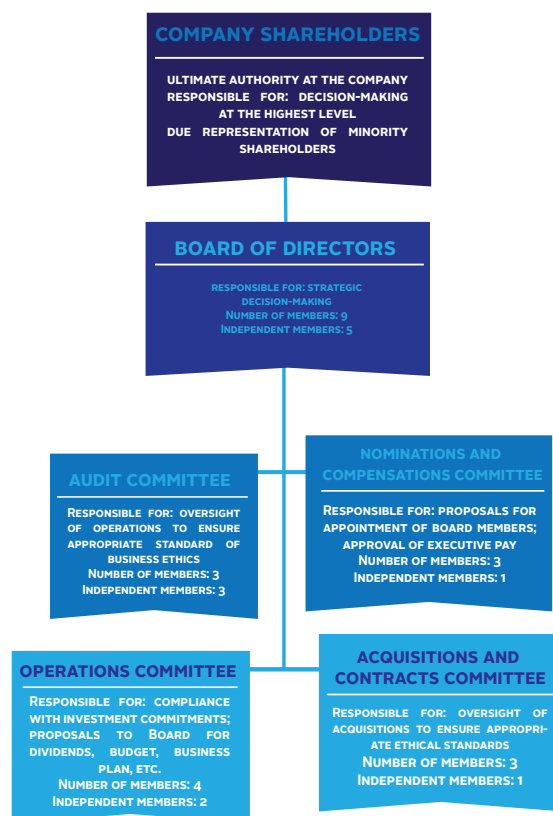
04 CORPORATE GOVERNANCE

04 Corporate governance

As a company that is publicly traded on the stock markets of both Mexico City and New York, ASUR adheres to a strict set of regulations in its corporate-governance practices. Our Board of Directors is made up of a majority of independent members, our Audit Committee is made up entirely of independent members and our other corporate-governance bodies all have varying degrees of independent oversight.

The term "independent" is defined in accordance with the Mexican Securities Market Law, and excludes any persons who are executive or non-executive employees of the company or its subsidiaries; shareholders that own a controlling share in the company; the company's clients, service providers, suppliers, debtors, creditors and business partners, and their board members or employees; in general, any individuals who exert influence or authority over the company; and the relations by blood or marriage of any of the above.

F8: Overview of Corporate Governance Structure of ASUR



4.1 Shareholders' Rights and Duties of the Board of Directors

In accordance with Mexican law, ASUR's shareholders represent the highest authority in the company. Shareholders' meetings are held on at least an annual basis, in order to vote on the most important issues such as dividend payments and other matters that require shareholder approval by law. In addition, according to the company's bylaws, any shareholder or group of shareholders representing at least 10% of the company's capital stock has the right to convene a shareholders' meeting at any time.

The Board of Directors reports to the company's shareholders, and is in turn reported to by four different committees: the Audit Committee, the Nominations and Compensations Committee, the Operations Committee and the Acquisitions and Contracts Committee.

The Board of Directors is responsible for making strategic decisions regarding the company's business operations. To do so, it receives reports from the company's top management and corporate governance committees regarding such matters as the company's financial performance, passenger figures, operations, compliance with investment commitments, and other important matters. On a yearly basis, the Board submits a report regarding its own activities and performance for the evaluation of the company shareholders.

4.2 Duties of the Corporate Governance Committees

4.2.1 Audit Committee

The Audit Committee is responsible for verifying that the company has sufficient internal controls to ensure accurate financial reporting.

It also supervises the company's risk-management activities: on a regular basis risk-mapping activities are carried out, covering aspects such as risks relating to financial information, areas of the company that may be vulnerable to fraud or other acts of corruption, information technology, and environmental and social issues. Once the company's risks have been mapped in detail, courses of action are determined for them to be managed and the information is presented to the Audit Committee for discussion.

The Audit Committee is also responsible for approval of ASUR's Code of Ethics, which is discussed in more detail in Section 5 of this report. Pursuant to the Code of Ethics, ASUR has an internal reporting system that may be used by anyone to flag instances of abuse or corruption, or to report grievances relating to workplace matters. The system's users have the option to submit reports anonymously or to confirm their identity. All such reports are completely confidential and are received directly by the Internal Auditing Department, which has the duty to investigate them and to report to the Audit Committee. The Audit Committee ultimately reports to the Board of Directors and the company shareholders regarding the reports received and how the matters raised were resolved.

4.2.2 Nominations and Compensations Committee

The Nominations and Compensations Committee is mainly responsible for issuing proposals for the appointment of new Board and Committee members, as well as new executive officers in the top level of management in the company. It also determines the level of compensation to be paid at these levels, based on performance assessments and market rates, and approves the performance parameters that will be used as the basis for assessment in the subsequent twelve-month period.

4.2.3 Operations Committee

The Operations Committee oversees key aspects of ASUR's day-to-day business activities, including compliance with the investments that the company is required to make by the Mexican federal government. It also issues proposals and recommendations to the Board of Directors in relation to such matters as the company's budget, business plan, and dividends, among others.

4.2.4 Acquisitions and Contracts Committee

The Acquisitions and Contracts Committee is responsible for ensuring that appropriate standards are adhered to in the process of acquiring the goods and services that the company needs to carry out its operations successfully. Specifically, approval is required from the Committee for any acquisition or contract with a total value in excess of 400,000 US dollars, in one or more years; for extensions to existing contracts that represent an increase of more than 25% of the originally agreed timeframe or value; when a contract is put up for tender and a single bid is received, or when a contract is assigned directly and without tender to a given supplier, regardless of the contract value; and in cases when a contract is renewed with the same supplier on expiry.

4.3 Composition of Corporate Governance Bodies and Remuneration

Board and Committee members are appointed in accordance with proposals presented by the Nominations and Compensations Committee, whose job it is to identify potential candidates, analyse their qualifications and expertise in the relevant strategic areas, and verify that they do not have any conflicts of interest with the company. Once a possible candidate has been identified for each vacant position, and this person has expressed his or her agreement to be appointed, the proposal is submitted for approval by either the company shareholders or the Board of Directors, as applicable.

All Board and Committee members are paid a fixed fee for each session they attend, which is proposed each year by the Nominations and Compensations Committee in line with market standards and is submitted for the approval of the company shareholders. Compensation payable to the company's executive officers is also analysed and approved by the Nominations and Compensations Committee, subject to ratification by the independent Audit Committee. This includes both base salary and the annual performance bonus, which is linked to a series of performance indicators, also determined annually by the Nominations and Compensations Committee in accordance with the process described in section 4.2.2 above.

At this time, there are no female members on either the company's Board of Directors or any of the corporate governance committees that report to it.

4.4 Frequency of Sessions and Attendance Rate

As mentioned above, shareholders' meetings are held on at least an annual basis. The Board of Directors and the committees that report to it all hold four ordinary sessions per year, with the exception of the Audit Committee, which holds five, and the Nominations and Compensations Committee, which holds two. The Board and committees may also hold an extraordinary sessions that are needed.

In 2015, the Company's Board of Directors held five sessions, the Audit Committee held five sessions, the Operations Committee held four sessions, the Acquisitions and Contracts Committee held four sessions, and the Nominations and Compensations Committee held two sessions. There was a 94% attendance rate at these meetings.

**SUSTAINABILITY
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05

**CODE OF ETHICS AND
ANTI-CORRUPTION MEASURES**

05

Code of ethics and anti-corruption measures

5.1 Code of Ethics

ASUR has a written Code of Ethics that sets forth the ethical standards the company expects its employees, executives and corporate governance officials to adhere to. This Code of Ethics is provided to each new employee as part of the company's induction procedures. On an annual basis, awareness campaigns are carried out for all employees; together with the members of the company's Board of Directors and corporate governance committees, company employees are required to certify that they have not incurred any violations of the Code.

During 2014, an enquiry was received from a stakeholder regarding the company procedures in place to prevent facilitation payments and bribes to government officials. In response to this, the company developed and implemented a completely new Code of Ethics, which was approved by the Audit Committee. The new Code of Ethics incorporates clearer guidelines and stricter controls in a wide range of aspects, and specific provisions according to which company employees, officers and board members are expressly forbidden from offering payments, gifts or benefits of any other kind to government employees.



5.2 Anticorruption Measures

As established in the Code of Ethics, the company has an internal reporting system through which reports or complaints may be submitted directly to the Internal Auditing Department for investigation, by email or voicemail. Employees and other stakeholders are encouraged to use this system to report instances of corruption or abuse, and they may choose to submit reports anonymously or not. In the event that they do confirm their identity, it is guaranteed that they will not be penalised in any way, even if the reports submitted prove to be baseless.

The Internal Auditing Department reports directly to the Audit Committee, which is composed entirely of independent members (that is, people who are not shareholders or executive officers in the company, or their related parties). As well as investigating all reports received, the Internal Auditing Department establishes a quarterly programme of audits to be carried out in different business units. The Audit Committee approves the work programme of the Internal Auditing Department and is informed of the results of the audits performed.

Among the other essential roles performed by the Internal Auditing Department is the assessment of the risks inherent in the company's operations, which are prioritised according to their potential impact and the likelihood that they will occur. The Department then establishes measures, such as increased frequency of internal audits, to focus on those operations where a higher risk of corruption or fraud has been identified, and reports all findings to the Audit Committee.

During 2015, 100% of the company's employees were provided with training relating to the Code of Ethics. ASUR's Internal Auditing Department carried out audits in all nine airports in the Group, as well as the airport located in San Juan, Puerto Rico, which is operated by the company as a joint venture, and several commercial concession holders operating at the airports. These audits resulted in a total of 12 relevant observations. A total of 33 reports were submitted via the internal reporting system during the year, of which 10 were considered to be of critical importance, 5 were of medium importance and 18 were of minor importance.

Of the critical matters that came to the attention of the Internal Auditing Department during the year, most were related to internal procedural concerns and no disciplinary action was taken. However, two staff members were dismissed and one staff member was disciplined for failure to adhere to the company's policies on ethical conduct. The company incurred no fines or penalties in relation to instances of corruption.

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06 ENVIRONMENTAL RESPONSIBILITY

06 Environmental responsibility

6.1 Significant Issues and Management Strategy

ASUR has a written policy that expressly and formally sets forth the commitment of the company and its subsidiaries to take positive action in relation to the environment. This policy contains the stated goals of reducing the negative environmental effects of the company's operations and promoting environmental protection and the economical use of natural resources.

Among the most significant environmental issues identified by the company with the potential to impact our operations negatively are climate change, and the loss of natural habitats and biodiversity.

ASUR is a company whose business depends largely on the tourism industry: our airports at Cancún, Cozumel and Huatulco serve primarily tourist markets, and significant numbers of tourists also travel through our airports at Mérida, Oaxaca, Veracruz and Villahermosa. Together, these airports accounted for 98% of our passenger traffic in 2015. Therefore, it is clearly in the interests of the company to contribute as much as it can to the preservation of the natural beauty of these areas, in order for them to continue to be attractive to visitors.

Any combination of the effects of climate change widely predicted by the scientific community, including rises in sea levels with the corresponding loss of beaches, an increased risk of extreme weather events such as hurricanes and flooding, and the disappearance of land and marine habitats such as mangroves and coral reefs, has the potential to significantly impact the airports in ASUR's group located in beach destinations (Cancún, Cozumel and Huatulco), as well as those serving low-lying or flood-prone areas (Mérida, Minatitlán, Tapachula, Veracruz and Villahermosa).

In compliance with the Mexican Law on Climate Change, in 2015 ASUR produced a detailed inventory of direct and indirect greenhouse-gas (GHG) emissions in the nine airports that it operates for the previous year. This information was reported to the National Emissions Register (Spanish initials RENE). In 2014, the nine ASUR airports produced a total of 38,163 tonnes of carbon dioxide (CO₂) or the equivalent of carbon dioxide in other greenhouse gases. Indirect GHG emissions resulting from the airports' electricity consumption constitute by far the largest source of emissions: 36,521 tonnes of CO₂ in 2014, representing 96% of total emissions. The company's direct GHG emissions were comparatively low; emissions from facilities or equipment directly operated by ASUR accounted for just 1,642 tonnes of CO₂, or 4% of total emissions. The most significant sources of direct GHG emissions in ASUR's airports are vehicles such as airside buses and utility vehicles.

Additionally, the company has instituted programmes intended to ensure that the airports' water consumption does not put excessive pressure on the water supplies for local habitats and populations; to protect and promote plant and animal biodiversity in the undeveloped areas surrounding the airports; and to ensure that the waste water discharged and storm water runoff do not constitute a source of pollution for local bodies of water.

Since ASUR's business activities do not involve the manufacture or creation of any kind of physical product, the company's consumption of materials is relatively insignificant. The principal consumable required on a consistent basis for our airports' day-to-day operations is fuel, which is discussed in greater detail in Section 6.2.5 of this report. Similarly, due to the nature of ASUR's operations, the environmental aspects relating to products, services and transport are considered immaterial for the purposes of this report.

Within the company's overall strategic approach to environmental matters, each of the nine airports in the Group establishes its own specific goals in accordance with local conditions. These environmental objectives are available for consultation in Appendix A of this report.

Responsibility for environmental issues within the organisation ultimately lies with our Chief Infrastructure and Compliance Officer, one of the six executive officers at the top level of management in the company. This position has responsibility for the oversight of infrastructure management (including infrastructure expansion), as well as all matters relating to the company's compliance with the various regulations it is subject to. ASUR's Operational and Safety Compliance Manager works below the Chief Infrastructure and Compliance Officer and manages a team of environmental coordinators, with members based in each of the airports in the Group.

Each of ASUR's airports has an Environmental Management System that establishes detailed guidelines and procedures for aspects such as training, monitoring, emergency response, and the environmental requirements for projects and contractors. Each airport's Environmental Management System is currently certified under the ISO 14001 programme. In addition to ISO 14001 certification, ASUR's airports have consistently been awarded Environmental Quality Assurance certification, which represents official confirmation by the Mexican environmental authorities that the recipient has complied in full with all observations resulting from the audits conducted by the authorities to enforce Mexican environmental legislation.

For additional information relating to key environmental issues, such as performance against environmental objectives, specific risks and systems, and targeted strategies and procedures, please see the information contained in Section 6.2 of this report.

6.2 Overview of Principal Mitigation Measures

6.2.1 Mitigation of Infrastructure Expansion

Large-scale infrastructure expansion at any of ASUR's airports, which tend to be surrounded by undeveloped land, often necessitates the modification or destruction of natural habitats. For this reason, projects of this type are only undertaken following careful consideration and analysis of the mitigation measures that can be applied, and when it is determined that there is ample justification, usually to eliminate operational hazards or serious capacity constraints, which in turn may have negative consequences for local economies and the environment.

During 2015, there were three major infrastructure-expansion projects, all at Cancún Airport, which involved significant extensions to the built-up surface areas or "footprint" of the airport. Terminal 3 was expanded by approximately 25,000 square metres to provide additional capacity for increased passenger traffic; earthmoving works for the construction of a completely new terminal building, Terminal 4, got under way; and trees and vegetation were removed from obstacle-free areas around the airports' runways to comply with international aviation-safety regulations.

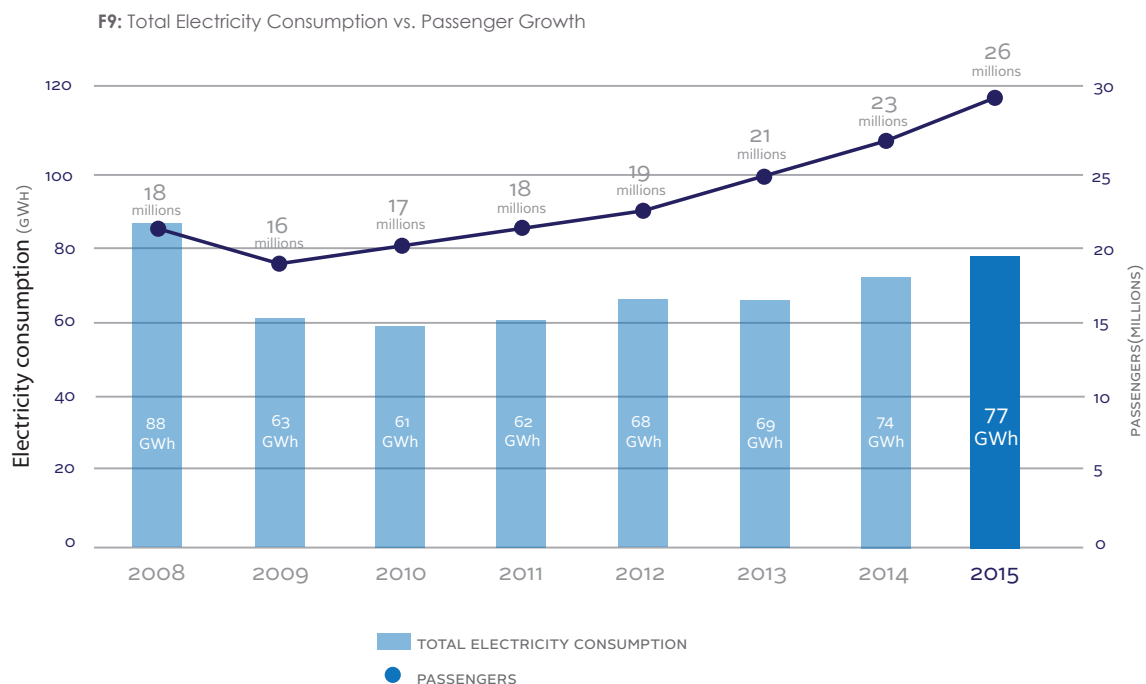
In total, 103 hectares of land were deforested. Environmental-impact-mitigation measures included the relocation and replanting of 81,301 endangered and non-endangered wild plant species, principally *Thrinax radiata* (also known as Florida thatch palm) and *Coccothrinax readii* (Mexican silver palm); the implementation of measures to drive off animals and prevent them from re-entering the areas to be deforested; the removal of topsoil for the creation or maintenance of green areas in other parts of the airport; and the chipping of plant waste for use as compost. The Mexican environmental authorities also mandated payment of a total sum \$8,609,383 pesos into the Mexican Forestry Fund, which exists to carry out reforestation activities throughout the country.

6.2.2 Energy Efficiency

For several years, the most important front that we have been working on in our airports to reduce the company's carbon footprint is to moderate the amount of electricity we consume. Beginning in 2008, the company achieved notable success in its energy efficiency programme: from 2008 to 2009, total electricity consumption in the nine airports of the Group was reduced by 28.9%, and from 2009 to 2010 another reduction of 3.7% in overall consumption was achieved.

Our focus in 2014 and 2015 has been to maintain the progress made in terms of energy efficiency in previous years. Due to increases in traffic at our airports, and therefore a more intensive use of our facilities, total annual electricity consumption across all the airports in the group increased in both years, by 7.7% in 2014 and by 3.0% in 2015. However, when measured on a per-passenger basis to provide a more comparable parameter from year to year, there was a reduction in electricity consumption of 2.0% in 2014, and another decrease of 8.8% in 2015 (despite a 12.9% increase in passengers during this year).¹

These figures state only the intermediate energy produced by Mexico's Federal Electricity Commission and purchased by ASUR. At this time, data are not available that allow a calculation of the amount of direct energy from primary sources consumed in order to produce this electricity. ASUR does not generate any of the electricity it consumes; one hundred per cent of the company's electricity requirements are covered by purchasing from the Federal Electricity Commission. According to figures published by the International Energy Agency, in 2013 (the most recent data available), 87% of the electricity generated in Mexico was produced from non-renewable sources (natural gas, oil, coal and nuclear energy) and 13% was produced from renewable sources (hydroelectric, geothermal, biomass and wind power).²



¹ Source: Internal ASUR data. See tables in Section 6.3 Environmental Management System.

² Source: International Energy Agency website, at: <http://www.iea.org/statistics/statisticsearch/report/?year=2013&country=Mexico&product=ElectricityandHeat>

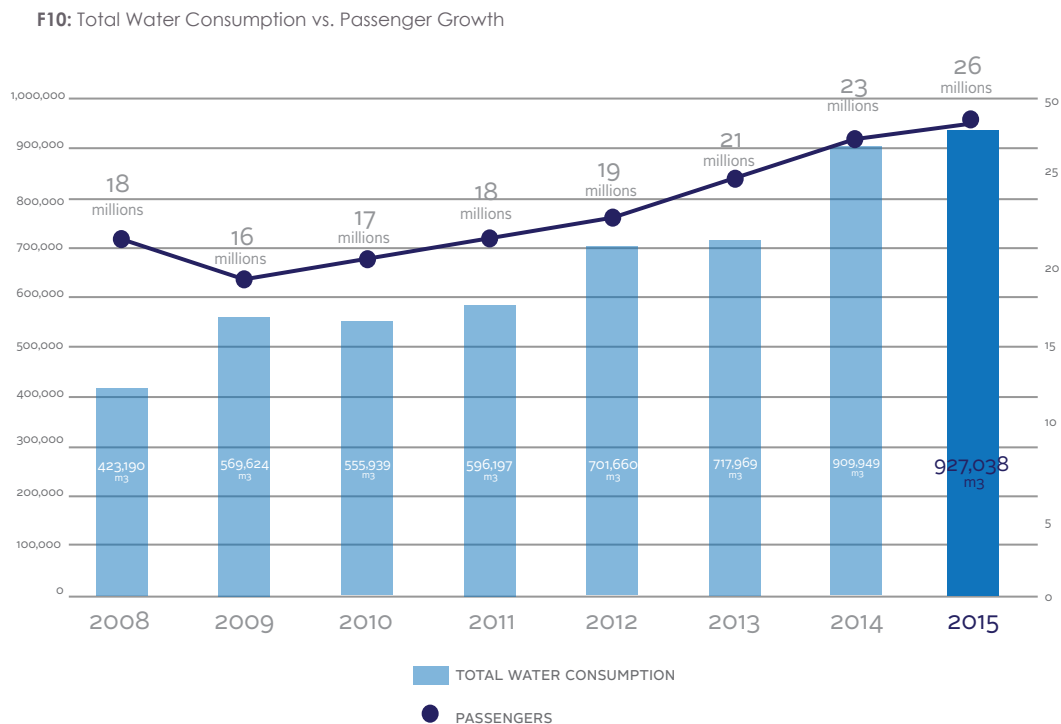
6.2.3 Water Management

In addition to reducing the company's carbon footprint through energy efficiency, ASUR has also been focusing on improving its systems for managing both our water consumption and waste water and other effluents produced in the airports.

Eight of ASUR's nine airports are equipped with treatment plants that receive all waste water from terminals and administrative buildings. In the case of Cozumel Airport, waste water is sent to the municipal drainage system and is treated at the municipal plant. The airports' plants use biological, mechanical and chemical treatment processes to purify waste water to a standard where it is clean enough to be either reused or discharged without presenting a risk to other water sources. The water that is recycled is mainly used for watering green areas, which helps to reduce the demands placed by the airports on local resources. Any water that cannot be stored and used for this purpose is released into either the subsoil or into local wetlands, in accordance with the permits issued by Mexico's National Water Commission (CONAGUA).

ASUR also takes care to ensure that the quality of the storm water that runs off our airport facilities is in full compliance with local regulations. Given the weather conditions in the southeast region of Mexico, no de-icing or anti-icing fluids are used in any of the airports in the group. Furthermore, the company has equipment in place on the aircraft aprons of each of our airports to ensure that any spills of liquids such as fuels or oil are appropriately eliminated before they can be flushed into local water sources.

Overall, in 2015 ASUR's total water consumption in the nine airports increased by 1.9% from 909,949 to 927,038 cubic metres (m³). Water consumption on a per-passenger basis (measured in litres per passenger) decreased by 9.7%. The amount of metered discharge decreased by 1.4% in absolute terms (from 258,660 to 255,009 m³), and by 12.7% in litres per passenger.³



³ Source: Internal ASUR data. See tables in Section 6.3 Environmental Management System.

6.2.4 Waste Management

An important aspect in ensuring that our operations do not damage local environments and ecosystems is to make sure that all the waste materials generated in our airports are appropriately disposed of. Consequently, each airport has waste management facilities for hazardous and non-hazardous waste.

The waste materials that are classified as hazardous under Mexican legislation include a series of toxic, inflammable and corrosive substances, as well as items of equipment that have come into contact and are contaminated with these materials. In our airports, all substances and articles of this kind are safely stored, appropriately labelled and eventually handed over to specialist waste disposal companies, in strict adherence to the applicable regulations.



The waste disposal companies, which are required to be licenced by the Mexican authorities, eliminate the hazardous waste using methods that avoid pollution and provide ASUR with waste disposal certificates stating the methods used.

Non-hazardous waste is handled in completely separate facilities at ASUR's airports to avoid cross-contamination. 2015 was the first full year of operation of a new refuse-recycling plant at Cancún Airport, which has considerably reduced the amount of waste sent to landfill. Refuse is brought from all over the airport to the sorting plant, where

materials such as glass, PET plastic, cardboard and aluminium are removed and sent for recycling. Any unusable materials are then collected by the municipal refuse disposal service.

After an extraordinary result in 2014, the recycling programme has now begun to operate normally. From a total of 4,595 tons of refuse produced in 2013, Cancún Airport reduced its non-hazardous waste to 1,038 tons in 2014 and, following a re-classification of certain materials, to 2,077 tons in 2015 (a reduction of 54.8% compared to the year before the programme began). Currently, Cancún Airport produces approximately 75% of all non-hazardous waste in the group.⁴

⁴ Source: Internal ASUR data. See tables in Section 6.3 Environmental Management System.

6.2.5 Fuel Consumption

Petrol (gasoline) and diesel fuels are consumed to operate a wide range of support vehicles, including shuttle buses for transporting passengers to various parts of the airports, utility vehicles, and so on. The total amount of fuel consumed by ASUR's airports increased from 2014 to 2015 by 9.3%, from 491,514 to 537,332 litres. However, due to the rise in passenger numbers over the same period, on a per-passenger basis this represented a decrease of 3.1%.⁵

The measurements of fuel consumption in ASUR's airports include only the fuel used in the facilities and the vehicles that are the property of the airport company. They do not take into account fuel consumed by the airports' subcontractors, or that consumed by aircraft for takeoff and landing procedures. While ASUR recognises that this information may be of interest to our stakeholders, at this time no systems are in place for us to obtain these data.

6.2.6 Biodiversity Issues

ASUR has several programmes in place that are intended to promote and protect the rich biodiversity in the areas that surround many of our airports. Local species of plants and animals that are vulnerable or endangered have been identified, along with natural habitats that are of special value. In recent years, the company has undertaken a mangrove-reforestation project in association with the National Commission for Protected Natural Areas, and has implemented projects to relocate endangered plant species during construction work.

The company also implements wildlife-management measures to reduce the risk of impacts between animals and aircraft at our airports, both on the ground and in the air. One of the most significant risks is that of bird strike, which may cause significant damage to aircraft.⁶ ASUR counters this risk by using trained hawks to scare away other species of birds and prevent them from nesting on airport grounds; the method causes no damage to the bird populations themselves, while guaranteeing aviation safety.

⁵ Source: Internal ASUR data. See tables in Section 6.3 Environmental Management System.

⁶ Bird-strike incidents that cause damage to aircraft are reported to the Mexican civil-aviation authorities by the airlines, as the directly affected parties. ASUR does not compile data on the numbers of bird strikes at or within the vicinity of its airports.

6.3 Environmental Management System

ASUR has an Environmental Management System that is applied in all nine of the airports the company operates. The purpose of the system is to establish environmental objectives for each airport, as well as a framework for the achievement of those objectives. The system creates a series of parameters that can be used to monitor and assess each airport's performance in relation to the environmental objectives established, providing the company management with valuable information for the decision-making process.

Environmental objectives are determined by each airport on an ad hoc basis, in order to ensure that local conditions are taken into consideration in ASUR's environmental protection programme. The full details of the environmental objectives established in 2015 for the nine airports in the Group, as well as performance against those objectives, can be consulted in Appendix A.

The Environmental Management Systems in each of ASUR's airports are certified according to ISO 14001. The following tables provide an overview of the performance in all nine of ASUR's airports with regard to some of the most relevant environmental parameters established by the System:

F11: Summary of Environmental Performance Indicators for All Airports

TOTAL FIGURES

| PARAMETER | UNIT MMT | 2013 | 2014 | 2015 | % CHANGE ('15 VS '14) |
|------------------------------------|----------------|------------|------------|------------|---------------------------|
| TOTAL WATER CONSUMPTION | m ³ | 717,969 | 909,949 | 927,038 | 1.9% |
| TOTAL WATER DISCHARGED | m ³ | 230,958 | 258,660 | 255,009 | -1.4% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | 68,995,265 | 74,288,610 | 76,500,287 | 3.0% |
| | GJ | 248,383 | 267,439 | 275,401 | 3.0% |
| TOTAL HAZARDOUS WASTE PRODUCED | kg | 23,355 | 11,888 | 16,616 | 39.8% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | t | 5,179.1 | 1,647.7 | 2,761.6 | 67.6% |
| TOTAL CONSUMPTION | l | 472,521 | 491,514 | 537,332 | 9.3% |

PER-PASSENGER BASIS

| PARAMETER | UNIT MMT | 2013 | 2014 | 2015 | %CHANGE ('15 VS '14) |
|--|----------|------|------|------|--------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | 33.8 | 39.0 | 35.2 | -9.7% |
| WATER DISCHARGED PER PASSENGER | l/pax | 10.9 | 11.1 | 9.7 | -12.7% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | 3.2 | 3.2 | 2.9 | -8.8% |
| | MJ/pax | 11.7 | 11.5 | 10.5 | -8.8% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | 1.1 | 0.5 | 0.6 | 23.8% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | 0.24 | 0.07 | 0.10 | 48.5% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | 22.2 | 21.1 | 20.4 | -3.1% |

For a full breakdown of these performance indicators for each of the nine airports operated by ASUR, please refer to Appendix B.

The parameters measured are described in more detail below:

1 Water Consumption: This parameter refers to the total amount of water consumed by the airports during the year, whether taken from the municipal water supply or extracted from underground aquifers. Water recycled from treatment plants is not included in this figure. Data are provided on total consumption (stated in cubic metres), as well as consumption on a per-passenger basis (litres per passenger) to provide a more comparable parameter from one airport to another and from one year to another.

2 Water Discharged: This parameter refers to the total amount of waste water discharged by the airports during the year, in accordance with the permits obtained from the local authorities, following the required treatment processes. Data are provided on total discharge (stated in cubic metres), as well as discharge on a per-passenger basis (litres per passenger) to provide a more comparable parameter from one airport to another and from one year to another.

3 Electricity Consumption: This parameter refers to the total amount of electricity consumed by the airports from the national grid during the year. Data are provided on total consumption (stated in kilowatt hours and the equivalent in gigajoules), as well as consumption on a per-passenger basis (kilowatt hours and megajoules per passenger) to provide a more comparable parameter from one airport to another and from one year to another. These figures state only the intermediate energy produced by Mexico's Federal Electricity Commission and purchased by ASUR. At this time, data are not available that allow a calculation of the amount of direct energy consumed in order to produce the electricity.

4 Hazardous Waste Produced: This parameter refers to the total amount of waste classified as hazardous under Mexican law, which is produced by the airports and appropriately disposed of during the year. Data are provided on total production (stated in kilograms), as well as production on a per-passenger basis (milligrams per passenger) to provide a more comparable parameter from one airport to another and from one year to another.

5 Non-hazardous Waste Produced: This parameter refers to the total amount of waste classified as non-hazardous under Mexican law, which is produced by the airports and disposed of in municipal landfills during the year. Recycled waste is not included in this figure. Data are provided on total production (stated in tonnes), as well as production on a per-passenger basis (kilograms per passenger) to provide a more comparable parameter from one airport to another and from one year to another.

6 Fuel Consumption: This parameter refers to the total amount of petrol (gasoline) and diesel consumed by the airports during the year, for example in utility vehicles and shuttle buses to transport passengers for boarding. Data are provided on total consumption (stated in litres), as well as consumption on a per-passenger basis (millilitres per passenger) to provide a more comparable parameter from one airport to another and from one year to another.



6.4 Environmental Certification

As of the 31st of December 2015, the environmental management systems in place in all of ASUR's airports have valid ISO 14001 certification. The airports at Cancún, Huatulco and Oaxaca were recertified for the period 2015-2018, and those at Cozumel, Mérida, Minatitlán, Tapachula, Veracruz and Villahermosa were recertified for the period 2013-2016.

Mexico's Environmental Protection Agency (Profepa) also performs audits once every two years to ensure that ASUR's airports are in full compliance with the country's environmental legislation. Following the inspection procedure, provided that no violations of environmental legislation are identified, the individual airports are issued certificates confirming their compliance with the law. All nine of ASUR's airports currently have valid environmental compliance certification: the airports at Cancún, Mérida, Minatitlán and Veracruz were recertified during 2015, and those at Cozumel, Huatulco, Oaxaca, Tapachula and Villahermosa are due to be audited during 2016.

To date, no administrative or judicial sanctions, including fines or non-monetary penalties, have been imposed on the company for failure to comply with national, international or local environmental laws or regulations.

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REPORT **2015**

07

QUALITY OF LIFE FOR
EMPLOYEES

07

Quality of life for employees

As a fundamental part of ASUR's duty of care toward its employees, we aim to provide decent working conditions in all the subsidiaries that form part of the Group. The company's main goal in relation to human resources is to ensure that our airports constitute a reliable source of safe employment for local populations. Between 2014 and 2015, the number of full-time employees in our organisation increased by 0.5%, while our agency-hired employees increased by 1.1%. During the period, we have maintained both a low level of staff turnover and an excellent occupational health and safety record. Further information on these aspects is available in Sections 7.1 and 7.2 of this report.

Positive relations between the company's employees and management are also a priority for ASUR. 37% of the company's employees are unionised, and the company enjoys a good working relationship with the union. The company has a written "open-doors" communication policy, according to which all staff members are free to approach any member of management with consultations or complaints at any time. Employees are also given the option of submitting any grievances they have via the company's internal reporting system; these reports are investigated confidentially by the Internal Auditing Department to identify any instances of inappropriate behaviour on the part of those involved and to reach amicable solutions whenever possible.



The company has a permanent training programme for employees in all ten locations where we have operations (the head offices in Mexico City and the nine airports). During 2015, training was provided to staff members in a wide range of areas, covering topics such as technical systems training, aviation security, fire safety and first aid. A total of 110,248 hours of training was provided for the company's 939 employees during the year.¹

In addition to the professional development of staff members, the company plans a series of activities, to provide an opportunity for employees to socialise and to support local cultural traditions. Among the events organised in 2015 were sporting events, as well as celebrations of Children's Day, Mothers' Day, Father's Day, Christmas and the traditional Mexican festivities of the Epiphany (Día de Reyes) and the Day of the Dead (Día de Muertos).

The company has a series of written policies covering different aspects that relate to its human resources, such as recruitment practices, holiday entitlements, work-life balance and occupational health and safety. Additionally, company policy mandates the protection of employees' human rights, such as the right to equal opportunity and non-discrimination, the right to personal and physical integrity and the right to exercise fundamental liberties, including freedom of association. Regular internal campaigns are carried out to ensure that all company employees are aware of these policies, as well as the provisions of ASUR's Code of Ethics, which include information on the internal reporting system for grievances.

On a day-to-day basis, labour issues within the organisation are the responsibility of the company's Human Resources Manager, who is based at the company's headquarters in Mexico City and oversees the human resources team in each of the airports. Certain labour relations issues, such as the renegotiation of the collective bargaining agreement with the union, are handled directly by the Chief Executive Officer.

¹: Calculated in the basis of the total duration of training courses, multiplied by the number of trainees

7.1 Description of Workforce

As of the 31st of December 2015, the majority of ASUR's workforce was employed on a permanent, full-time basis; of a total workforce of 1,121 people, 939 (84%) had indefinite, written labour contracts for full-time employment. Among full-time employees, a staff rotation rate of 7.4% was achieved during the year; this is calculated on the basis of the number of people who left the company for whatever reason, including retirements, resignations and dismissals, as a percentage of total employees. The following table shows a breakdown of the 939 permanent employees of the company according to the location where they work:

F12: Breakdown of ASUR Workforce (Permanent Employees) on Geographic Basis

| CITY | STATE | N° OF EMPLOYEES | UNIONISED | % | NON-UNIONISED | % |
|------------------|--------------|-----------------|------------|------------|---------------|------------|
| CANCÚN | QUINTANA ROO | 443 | 127 | 29% | 316 | 71% |
| MÉRIDA | YACATÁN | 97 | 45 | 46% | 52 | 54% |
| COZUMEL | QUINTANA ROO | 62 | 36 | 58% | 26 | 42% |
| VERACRUZ | VERACRUZ | 62 | 28 | 45% | 34 | 55% |
| VILLAHERMOSA | TABASCO | 58 | 28 | 48% | 30 | 52% |
| TAPACHULA | CHIAPAS | 49 | 24 | 49% | 25 | 51% |
| CIUDAD DE MÉXICO | D.F. | 47 | 0 | 0% | 47 | 100% |
| OAXACA | OAXACA | 45 | 22 | 49% | 23 | 51% |
| HUATULCO | OAXACA | 40 | 20 | 50% | 20 | 50% |
| MINATITLÁN | VERACRUZ | 36 | 16 | 44% | 20 | 56% |
| TOTAL | | 939 | 346 | 37% | 593 | 63% |

The remaining 182 workers (16% of total workforce) were employed on a temporary basis via an employment agency, to cover non-permanent absences such as maternity leave or for interim positions. These temporary workers are distributed among the airports on an ad hoc basis, as needed. As of the 31st of December 2015, the geographic distribution of ASUR's 182 temporary workers was as follows: 146 at Cancún Airport; 9 at Mérida Airport; 8 at Veracruz Airport; 7 at Cozumel Airport; 5 at Villahermosa Airport; 3 at Huatulco Airport; 2 at Oaxaca Airport; and 2 at Tapachula Airport.

ASUR's unionised workers all belong to the National Airport Industry Workers Union (Sindicato Nacional de Trabajadores de la Industria Aeroportuaria y de Servicios Similares y Conexos de la República Mexicana). Once every two years, the company management and the union undertake a collective bargaining procedure to determine employment conditions for unionised employees and the benefits that they are entitled to. The agreements reached in this negotiation are formalised in a written collective labour agreement that is signed by the representatives of the company and the union. The renegotiation process was undertaken during 2014, and the current collective bargaining agreement will be valid until 2016.

Among the benefits negotiated with the union for the 2014-2016 period are: higher rates of pay for special shifts or activities that imply a higher level of risk; life and disability insurance; Christmas bonuses and holiday entitlements; support for childcare; support in the event of a death in the family; and scholarships to enable employees and their children to complete their basic education, as well as an allowance for their books, stationery, and other school equipment.

The company's non-unionised workers are also offered a series of employment benefits, such as health and life insurance, holiday entitlements, Christmas bonuses, matching-funds savings accounts and, in some cases, performance bonuses, that are in excess of the minimum benefits required under Mexican labour legislation.

In addition to the permanent employees and the agency-hired personnel mentioned above, there are significant numbers of workers based at each of the company's airports who are not directly employed by the company. They may be broken down into a number of different categories, including: government employees, such as those working for the air-traffic-control, immigration and customs services; the employees of ASUR's commercial concession holders, such as food and beverage or retail outlets and car rental offices; the employees of other businesses with a permanent base at the airport, such as ramp service providers and the airlines; and the employees of those companies subcontracted by ASUR to provide specific services in the airports. In the latter case, the most significant services subcontracted by ASUR in all nine of its airports are cleaning services for terminal buildings, administrative offices, and so on; and security services, including general surveillance staff and the personnel manning security filters and passenger inspection points.

At this time, data are not available in relation to employment types, contract types or collective bargaining agreements for the aforementioned workers.

7.2 Safety in the Workplace

The right to physical integrity, and therefore a safe workplace that does not expose employees to unnecessary risks, is included in the company's written policies. During 2015, the 939 permanent employees of ASUR worked a total of 2,719,344 hours, equivalent to 339,918 days (eight-hour shifts).

In the period in question, there were in total ten cases of accidents in the workplace, affecting 1.1% of staff members, with no cases of occupational disease and no fatalities. During the year, the total number of lost days resulting from these accidents was 424, equivalent to 0.12% of total days worked.



In accordance with the system used by the Mexican Social Security Institute, accidents in the workplace are defined as incidents leading to an injury that requires the staff member in question to miss one or more days of work. The total number of lost days includes all calendar days between the initial accident and the date on which the employee returns to work, even when these days are not working days. The date on which the accident occurs is counted as day one for this purpose.

Minor accidents requiring first-aid treatment only are not included in the number of accidents in the workplace.

In the same period, the absentee rate (defined as the total number of days that employees were absent from work due to general, non-work-related illness or when no justification was presented for the absence) corresponded to a total of 1,828 days, or 0.54% of total days worked.

These data refer exclusively to the 939 direct, full-time employees of ASUR as of the 31st of December 2015. At this time, there are no systems in place that require subcontractors, service providers or other parties with employees working at the airport to provide ASUR with accident, injury and absenteeism data.

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08 COMMUNITY INVOLVEMENT
AND SUPPORT

08

Community involvement and support

The contribution that ASUR makes towards creating decent living standards for its employees and their families is undoubtedly one of the most important ways in which the company provides support for local communities. The basis for this is the financial success of our business, and we are therefore constantly seeking ways in which we can increase value for both our shareholders and other stakeholders.

We are aware that the airports we operate play a significant role in facilitating business for other companies and individuals in the regions where they are located; our airports form a key part of local transport networks, and are therefore important for the promotion of regional economic development.

As a matter of policy, ASUR undertakes a series of activities intended to raise the profile of the destinations where we operate. We have a dedicated Route Development team, whose job it is to promote our destinations with the world's airlines. The goal of this is to bring in more flights to our destinations, and more visitors mean increased revenues for local businesses as well as our airports. We also participate in networking conventions and congresses around the world relating to the airport and tourism industries, often in coordination with the Mexican federal and state tourism authorities and local business groups.

In addition to any direct or indirect economic impacts created by our operations, however, we recognise that the success of our business also depends on establishing good relations with our local communities, and on ensuring that our operations are of mutual benefit to both the company and all its stakeholders. To this end, each of our airports provides support at the local level for a wide range of community projects. Our corporate policies also include stated commitments to run our business ethically and to avoid practices that promote corruption or are harmful to fair trade. Sections 8.2 and 5.2 of this report contain more detailed information on ASUR's community involvement and anticorruption measures.

8.1 Direct Economic Benefits

The table below provides a breakdown of the economic value generated, distributed and retained by ASUR in 2015.

F13: Economic Value Generated, Distributed and Retained

| | |
|--|----------------|
| ECONOMIC VALUE GENERATED | |
| TOTAL ECONOMIC VALUE GENERATED | 8,994.5 |
| ECONOMIC VALUE DISTRIBUTED | |
| OPERATING COSTS | 4,476.1 |
| EMPLOYEE WAGES & BENEFITS | 435.2 |
| PAYMENTS TO PROVIDERS OF CAPITAL | 1,606.5 |
| PAYMENTS TO GOVERNMENTS | 1,494.1 |
| COMMUNITY INVESTMENTS | 10.4 |
| TOTAL ECONOMIC VALUE DISTRIBUTED | 8,022.4 |
| ECONOMIC VALUE RETAINED | |
| TOTAL ECONOMIC VALUE RETAINED | 972.2 |
| <i>(FIGURES STATED IN MILLIONS OF MEXICAN PESOS)</i> | |

As per the methodology established in the Global Reporting Initiative's sustainability reporting guidelines, the figures in this table are based on ASUR's audited financial statements for the year 2015, which are prepared in accordance with Mexican financial reporting standards. The item "Total economic value generated" corresponds to the company's revenues. Under "Economic value distributed", the item of "Payments to providers of capital" includes interests on loans and dividends paid to shareholders. "Payments to governments" correspond to taxes, and the figure for community investments includes all cash donations, as well as the estimated values of donations in kind and man hours used for volunteer projects.

During the year 2015, ASUR did not receive any financial assistance from the Mexican government.



8.2 Community Involvement Community Involvement

The nine airports of ASUR are involved in various community projects at the local level. These projects are selected and administered by each airport individually, to respond to local needs and to promote a sense of ownership and greater commitment. Support is provided monetarily and in the form of donations of goods and services, as well as volunteering. The total value of cash donations, donations in kind and man hours in 2015 is estimated at approximately \$10.9 million pesos. During the period, the projects supported fell under four main categories: public health services, care for people with disabilities, education and culture, and the environment.

The organisations that received support from ASUR in the healthcare sector included the Mexican Red Cross. For the seventh year running, a fundraising 5K and 10K race was organised at Cancún Airport, and the proceeds were donated to a local charity that raises awareness and provides support for sufferers of breast cancer. An awareness campaign was implemented throughout the company to promote healthy eating, and a focused workshop on weight gain and diabetes prevention was provided for airport fire fighters and their families.

In the field of assistance for people with disabilities, upgrades were made and equipment acquired to improve disabled accessibility in several of the group's airports, and an awareness campaign was provided throughout the year for all company employees.

In relation to education, the various airports in the group continued to organise guided tours of their facilities for local educational establishments. In the field of culture, Mérida Airport continued to host art exhibitions in its terminal building.

Finally, several of the group's airports also participated in different ways to support environmental initiatives in their local communities. Among the projects were donations and volunteering for local beach-cleaning initiatives.

SUSTAINABILITY
REPORT **2015**

09

COMMITMENT TO
HUMAN RIGHTS

09

Commitment to human rights

The goal of ASUR's management in relation to human rights is to ensure that the company and its employees do not incur any human rights violations, and that in those cases where possible abuses are detected, the corresponding steps are taken to resolve them quickly, efficiently and transparently.

The Internal Auditing Department is entrusted with investigating any potential human rights abuses. The head of this Department reports directly to the Audit Committee, which is ultimately responsible for enforcement of the company's policies on human rights. Internal campaigns are carried out on at least an annual basis, in which employees are encouraged to use the company's reporting system to notify the Internal Auditing Department of any rights abuses.

ASUR has a written policy in which the company formally sets forth its commitment to upholding and promoting human rights. This policy expressly states that the company will guarantee its employees the right to personal integrity, which means that workers may not be subjected to corporal punishment or verbal abuse of any nature, and that sexual harassment of any kind is strictly forbidden.



The policy also represents a statement of the company's position on gender equality and non-discrimination: it contains a clause that guarantees equal opportunity for all in hirings, promotions, salary levels, training and day-to-day treatment, regardless of ethnicity, nationality, gender, marital status, physical ability, religion, sexual orientation, social circumstances or political affiliation. During 2015, one complaint of sexual harassment by a superior was received. The matter was investigated by the Internal Auditing Department, and the grievance was found to be justified. The ASUR employee responsible was dismissed.

The company has assumed the obligation to protect its employees' right to freedom of association. As mentioned in Section 7.1 of this report, the company management and the airport workers' union adhere to a regular collective bargaining procedure to establish employment conditions and benefits for unionised employees. During 2015, no threats were identified to the freedom of association or collective bargaining rights of the company's employees.

According to the company's policy on human rights, ASUR does not use or benefit from forced labour or child labour of any kind. All working agreements are governed by consensual, written employment contracts, and the company's policy is not to employ anyone who is under 15 years of age. Currently, no one under the age of 18 is employed by ASUR and no situations involving forced labour have been identified.

Finally, the company has the obligation to avoid any situations in which it might be complicit in human rights abuses; in practical terms this means that no investments should be made in, or products and services procured from, other companies that incur human-rights violations. During the period, no instances of human rights violations have been identified in the company's supply chain.

SUSTAINABILITY
REPORT **2015**

10

EXTERNAL PROGRAMMES

10

External programmes

10.1 Sustainability Indices

In 2011, ASUR was selected as one of the first group of companies to be part of the Mexico Stock Exchange Sustainability Index. To be considered for inclusion in the index, companies' practices and procedures in the areas of environment, governance and stakeholder issues are subject to a rigorous evaluation process, with the intention that the index can be used as a responsible-investment guide for ethical investors. As of the 31st of December 2015, ASUR continues to form part of the Mexico Stock Exchange Sustainability Index. In 2015, ASUR was also included for the second time in the New York Stock Exchange's Dow Jones Sustainability Index.

10.2 United Nations Global Compact

The Global Compact is a voluntary initiative established by the United Nations to promote the values of social responsibility and respect for human rights in businesses around the world. ASUR became a signatory of the United Nations Global Compact (UNGC) in 2005, and the Chairman of ASUR's Board of Directors, Fernando Chico Pardo, held a position on the UNGC's Board of Directors between 2009 and 2012.

PRINCIPLE

ASUR currently has a representative on the Steering Committee of the local network of the UNGC in Mexico. The company provides funding for the activities of the UNGC at both the national and international levels.

The UNGC asks companies to embrace, support and enact, within their sphere of influence, a set of core values in the areas of human rights, labour standards, the environment and anti-corruption; these core values are the Ten Principles. Below is a table that states what the Ten Principles are and where they are addressed in the text of this report.

PRINCIPLE 1.0

1 Businesses should support and respect the protection of internationally proclaimed human rights

Section 8.0: Commitment to Human Rights

PRINCIPLE 2.0

2 Businesses should make sure that they are not complicit in human rights abuses

Section 8.0: Commitment to Human Rights

PRINCIPLE 3.0

3 Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining

*Section 6.1: Description of Workforce
Section 8.0: Commitment to Human Rights*

PRINCIPLE 4.0

4 Businesses should uphold the elimination of all forms of forced and compulsory labour

Section 8.0: Commitment to Human Rights

PRINCIPLE 5.0

5 Businesses should uphold the effective abolition of child labour

Section 8.0: Commitment to Human Rights

PRINCIPLE 6.0

6 Businesses should uphold the elimination of discrimination in respect of employment and occupation

Section 8.0: Commitment to Human Rights

PRINCIPLE 7.0

7 Businesses should support a precautionary approach to environmental challenges

Section 5.0: Environmental Responsibility

PRINCIPLE 8.0

8 Businesses should undertake initiatives to promote greater environmental responsibility

Section 5.0: Environmental Responsibility

PRINCIPIO 9.0

9 Businesses should encourage the development and diffusion of environmentally friendly technologies

Section 5.0: Environmental Responsibility

PRINCIPIO 10.0

10 Businesses should work against corruption in all its forms, including extortion and bribery

Section 7.3: Anticorruption Measures

SUSTAINABILITY
REPORT **2015**

11

GRI STANDAR DISCLOSURES AND
PERFORMANCE INDICATORS

11

GRI Standard disclosures and performance indicators

This report has been prepared in accordance with the G4 sustainability reporting guidelines and the Airport Operator Sector Supplement (AOSS) published by the Global Reporting Initiative (GRI). The Global Reporting Initiative is a network-based organisation that promotes the use of a standardised framework for sustainability reporting.

In 2009 and 2010, ASUR participated in the GRI multidisciplinary working group that brought together representatives of airports from around the world and their stakeholders, and which produced the aforementioned sector supplement for the airport industry, published in 2011.

Below is an index of the GRI Standard Disclosures and Performance Indicators that are addressed in this report, and where the relevant information can be found in this document.

F15: : Index of GRI Standard Disclosures and Performance Indicators

GRI REPORTING
PARAMETER

STANDARD DISCLOSURES

| DESCRIPTION | DESCRIPTION |
|--|---|
| <p>G4-1 Statement from the most senior decision-maker of the organisation about the relevance of sustainability to the organisation and its strategy</p> <p><i>Refer to section 1.0</i></p> | <p>G4-12 Description of the organisation's supply chain</p> <p><i>Refer to section 2.8</i></p> |
| <p>G4-3 Name of the organisation</p> <p><i>Refer to section 2.0</i></p> | <p>G4-13 Significant changes during the reporting period regarding size, structure, or ownership</p> <p><i>Refer to section 2.6</i></p> |
| <p>G4-4 Primary brands, products, and/or services</p> <p><i>Refer to section 2.1</i></p> | <p>G4-14 Precautionary principle</p> <p><i>Refer to section 3.1</i></p> |
| <p>G4-5 Location of organisation's headquarters</p> <p><i>Refer to section 2.0</i></p> | <p>G4-15 Externally developed initiatives to which the organisation subscribes or which it endorses</p> <p><i>Refer to section 11</i></p> |
| <p>G4-6 Number and names of countries where the organisation operates</p> <p><i>Refer to section 2.0</i></p> | <p>G4-16 Memberships of associations in which the organisation holds a position on the governance body</p> <p><i>Refer to section 10.0</i></p> |
| <p>G4-7 Nature of ownership and legal form</p> <p><i>Refer to section 2.3</i></p> | <p>G4-17 List of entities included in the organisation's financial statements or equivalent documents</p> <p><i>Refer to section 2.4</i></p> |
| <p>G4-8 Markets served</p> <p><i>Refer to section 2.5</i></p> | <p>G4-18 Process for defining report content and aspect boundaries, and how the organisation has implemented the Reporting Principles for Defining Report Content</p> <p><i>Refer to section 3.1</i></p> |
| <p>G4-9 Scale of the reporting organisation</p> <p><i>Refer to section 2.4</i> <i>Refer to section 2.5</i></p> | <p>G4-19 List of all material aspects identified in the process for defining report content</p> <p><i>Refer to section 3.1</i></p> |
| <p>G4-10 Total workforce by employment type, employment contract, and region</p> <p><i>Refer to section 7.1</i></p> | <p>G4-20 For each material aspect, aspect boundary within the organisation</p> <p><i>Refer to section 3.1</i></p> |
| <p>G4-11 Percentage of employees covered by collection bargaining agreements</p> <p><i>Refer to section 7.1</i></p> | |

DESCRIPTION

G4-21 For each material aspect, aspect boundary outside the organisation

Refer to section 3.1

DESCRIPTION

G4-22 Effects of any restatements of information provided in previous reports, and the reasons for such restatements

Refer to section 3.2

DESCRIPTION

G4-23 Significant changes from previous reporting periods in the scope and aspect boundaries

Refer to section 3.2

DESCRIPTION

G4-24 List of stakeholder groups engaged by the organisation

Refer to section 3.1

DESCRIPTION

G4-25 Basis for identification and selection of stakeholders with whom to engage

Refer to section 3.1

DESCRIPTION

G4-26 Organisation's approach to stakeholder engagement

Refer to section 3.1

DESCRIPTION

G4-27 Key topics and concerns that have been raised through stakeholder engagement

Refer to section 3.1

DESCRIPTION

G4-28 Reporting period

Refer to section 3.0

DESCRIPTION

G4-29 Date of most recent previous report

Refer to section 3.0

DESCRIPTION

G4-30 Reporting cycle

Refer to section 3.0

DESCRIPTION

G4-31 Contact point for questions regarding the report or its contents

Refer to section 3.0

DESCRIPTION

G4-32 Table identifying the location of the Standard Disclosures in the report

Refer to section 11

DESCRIPTION

G4-33 Policy and current practice with regard to seeking external assurance for the report

Refer to section 3.2

DESCRIPTION

G4-34 Governance structure of the organisation

Refer to section 4.0

DESCRIPTION

G4-50 Description of the organisation's values, principles, standards and norms of behaviour, such as codes of conduct and codes of ethics

Refer to section 4.4

DISCLOSURES ON MANAGEMENT APPROACH

| | |
|--------------------|--|
| DESCRIPTION | |
| DMA | Disclosure on Management Approach; Environment <i>Refer to section 6.1</i> |
| DESCRIPTION | |
| DMA | Disclosure on Management Approach; Labour <i>Refer to section 7.0</i> |
| DESCRIPTION | |
| DMA | Disclosure on Management Approach; Economic <i>Refer to section 8.0</i> |
| DESCRIPTION | |
| DMA | Disclosure on Management Approach; Society <i>Refer to section 8.0</i> |
| DESCRIPTION | |
| DMA | Disclosure on Management Approach; Human Rights <i>Refer to section 9.0</i> |

PERFORMANCE INDICATORS

| | |
|--------------------|--|
| DESCRIPTION | |
| G4-EN1 | Materials used by weight or volume <i>Refer to section 6.2.5</i> |
| DESCRIPTION | |
| G4-EN2 | Percentage of materials used that are recycled input materials <i>Refer to section 6.2.5</i> |
| DESCRIPTION | |
| G4-EN3 | Energy consumption within the organisation <i>Refer to section 6.2.2</i> <i>Refer to section 6.2.5</i> |
| DESCRIPTION | |
| G4-EN6 | Reduction of energy consumption <i>Refer to section 6.2.2</i> <i>Refer to section 6.2.5</i> |
| DESCRIPTION | |
| G4-EN8 | Total water withdrawal by source <i>Refer to section 6.2.3</i> |
| DESCRIPTION | |
| G4-EN15 | Direct greenhouse-gas emissions (Scope 1) <i>Refer to section 6.1</i> |
| DESCRIPTION | |
| G4-EN16 | Energy indirect greenhouse-gas emissions (Scope 2) <i>Refer to section 6.1</i> |
| DESCRIPTION | |
| G4-EN23 | Total weight of waste by type and disposal method <i>Refer to section 6.2.4</i> |
| DESCRIPTION | |
| G4-EN27 | Extent of mitigation of environmental impacts of products and services <i>Refer to section 2.6</i> <i>Refer to section 6.2.1</i> |

| | |
|--|---|
| <p>G4-EN2</p> <p>DESCRIPTION</p> <p>Monetary value of significant fines and total number of non-monetary sanctions for noncompliance with environmental laws and regulations</p> <p><i>Refer to section 6.4</i></p> | <p>G4-HR4</p> <p>DESCRIPTION</p> <p>Operations and suppliers identified in which the right to exercise freedom of association and collective bargaining may be violated or at significant risk, and measures taken to support these rights</p> <p><i>Refer to section 9.0</i></p> |
| <p>G4-LA6</p> <p>DESCRIPTION</p> <p>Type of injury and rates of injury, occupational diseases, lost days, and absenteeism, and total number of work-related fatalities, by region</p> <p><i>Refer to section 7.2</i></p> | <p>G4-HR5</p> <p>DESCRIPTION</p> <p>Operations and suppliers identified as having significant risk for incidents of child labour, and measures taken to contribute to the effective abolition of child labour</p> <p><i>Refer to section 9.0</i></p> |
| <p>G4-EC1</p> <p>DESCRIPTION</p> <p>Direct economic value generated and distributed</p> <p><i>Refer to section 8.1</i></p> | <p>G4-HR6</p> <p>DESCRIPTION</p> <p>Operations and suppliers identified as having significant risk for incidents of forced or compulsory labour, and measures to contribute to the elimination of all forms of forced or compulsory labour</p> <p><i>Refer to section 9.0</i></p> |
| <p>G4-EC4</p> <p>DESCRIPTION</p> <p>Significant financial assistance received from government</p> <p><i>Refer to section 8.1</i></p> | <p>AO1</p> <p>DESCRIPTION</p> <p>Total number of passengers annually, broken down by passengers on international and domestic flights and broken down by origin-and-destination passengers and transfer, including transit, passengers</p> <p><i>Refer to section 2.5</i></p> |
| <p>G4-SO3</p> <p>DESCRIPTION</p> <p>Total number and percentage of operations assessed for risks related to corruption and the significant risks identified</p> <p><i>Refer to section 5.2</i></p> | <p>AO2</p> <p>DESCRIPTION</p> <p>Annual total number of aircraft movements by day and by night, broken down by commercial passenger, commercial cargo, general aviation and state aviation flights</p> <p><i>Refer to section 2.5</i></p> |
| <p>G4-SO4</p> <p>DESCRIPTION</p> <p>Communication and training on anti-corruption policies and procedures</p> <p><i>Refer to section 5.2</i></p> | <p>AO4</p> <p>DESCRIPTION</p> <p>Quality of storm water by applicable regulatory standards</p> <p><i>Refer to section 6.2.3</i></p> |
| <p>G4-SO5</p> <p>DESCRIPTION</p> <p>Confirmed incidents of corruption and actions taken</p> <p><i>Refer to section 5.2</i></p> | <p>AO6</p> <p>DESCRIPTION</p> <p>Aircraft and pavement de-icing / anti-icing fluid used and treated by m3 and/or tonnes</p> <p><i>Refer to section 6.2.3</i></p> |
| <p>G4-HR3</p> <p>DESCRIPTION</p> <p>Total number of incidents of discrimination and actions taken</p> <p><i>Refer to section 9.0</i></p> | <p>AO9</p> <p>DESCRIPTION</p> <p>Total annual number of wildlife strikes per 10,000 aircraft movements</p> <p><i>Refer to section 6.2.6</i></p> |

SUSTAINABILITY
REPORT **2015**

APPENDIX

Appendix A

ASUR ENVIRONMENTAL OBJECTIVES AND PERFORMANCE, 2015

| AIRPORT | OBJECTIVE | ACTIVITIES | MEASUREMENT PARAMETER | PROGRESS/RESULT |
|------------|---|---|---|-----------------|
| CANCÚN | Protect species of flora that are threatened or are of special environmental interest | Identify, recover and replant 54,000 specimens from the areas affected by infrastructure expansion | Percent of target achieved | 100% |
| CANCÚN | Maintain quality of water discharged | Extension of wastewater-treatment plant to cover additional demand from Terminal 3 | Percent conclusion of works | 100% |
| COZUMEL | Reduce electricity consumption | Replacement of fluorescent light fittings with energy-saving devices (LEDs) in boarding lounges | Percentage of bulbs replaced | 100% |
| COZUMEL | Reduce noise pollution and fuel consumption | Replacement of obsolete emergency power plant | Percent conclusion of works | 100% |
| COZUMEL | Elimination of greenhouse-effect cooling gas | Replacement of 25 air-conditioning units with equipment that uses environmentally friendly cooling gas | Percent conclusion of works | 100% |
| COZUMEL | Reduce fuel consumption | Replacement of obsolete 6-cylinder utility vehicles with new 4-cylinder vehicles | Percent progress | 100% |
| HUATULCO | Reduce risk of toxic-substance spills and soil pollution | Construction of access point in electricity substation no. 2 to facilitate unloading of diesel | Percent conclusion of works | 100% |
| HUATULCO | Reduce risk of toxic-substance spills and soil pollution | Construction of vehicle-access ramp to blue-water sump and replacement of gratings | Percent conclusion of works | 100% |
| HUATULCO | Improve handling processes for special waste | Installation of sliding roof on sludge-drying bed in wastewater-treatment plant | Percent conclusion of works | 100% |
| HUATULCO | Improve handling processes for special waste | Recovery of cooking oil used on airport premises and delivery for recycling on biannual basis | Number of deliveries | 2 |
| HUATULCO | Improve community relations and support for community projects | Participation with donations and/or volunteering in three activities linked to sustainable development in the community | Number of events supported | 3 |
| HUATULCO | Support for local community institutions | Donation of excess materials or obsolete equipment on biannual basis | Number of donations | 2 |
| HUATULCO | Reduce amount of hazardous waste generated | Recycling of minimum of 90% of ink and toner cartridges used in the airport | Percent of cartridges recycled | 100% |
| HUATULCO | Reduce amount of non-hazardous waste generated | Recycling of 80% of PET-plastic and cardboard waste generated at the airport | Percent of PET & cardboard recycled | 80% |
| HUATULCO | Reduce amount of non-hazardous waste generated | Use of 100% of recoverable, non-hazardous, organic waste as compost for green areas and gardens at the airport | Percent of recoverable, non-hazardous, organic waste used | 100% |
| MÉRIDA | Maintain total consumption of electricity within range of $\pm 25\%$ compared to 2014 | Implementation of various control measures in different areas of the airport | Change in consumption compared to 2014 | 0.1% |
| MÉRIDA | Maintain water consumption within range of $\pm 30\%$ compared to 2014 | Implementation of various control measures in different areas of the airport | Change in consumption compared to 2014 | 8.7% |
| MÉRIDA | Reduce fuel consumption | Replacement programme for airport vehicles | Change in consumption compared to 2014 | -22.0% |
| MÉRIDA | Improve quality of water discharged | Installation of dedicated septic tank for wastewater from Airport Rescue and Fire Fighting facility | Percent conclusion of works | 100% |
| MINATITLÁN | Reduce total water consumption by 1%, compared to 2014 | Implementation of various control measures in different areas of the airport | Change in consumption compared to 2014 | 16.6% |
| MINATITLÁN | Reduce total electricity consumption by 5%, compared to 2014 | Implementation of various control measures in different areas of the airport | Change in consumption compared to 2014 | -14.2% |

| | | | | |
|--------------|--|---|--|-------|
| MINATITLÁN | Reduce total fuel consumption by 2%, compared to 2014 | Implementation of various control measures in different areas of the airport | Change in consumption compared to 2014 | 1.3% |
| OAXACA | Reduce per-passenger water consumption by 4%, compared to 2014 | Implementation of various control measures in different areas of the airport | Change in per-passenger consumption compared to 2014 | 24.2% |
| OAXACA | Improve processes for use of non-hazardous, organic waste | Replacement of roofing over compost facility at the airport | Percent conclusion of works | 100% |
| OAXACA | Contribute to reforestation projects | Plant 200 local trees in areas close to airport | Number of trees planted | 200 |
| OAXACA | Reduce / limit vehicle emissions | Extension of programme to ensure vehicles used by airport community comply with emissions-testing requirements | Percent increase in vehicles inspected | 5% |
| TAPACHULA | Improve processes to manage biodiversity | Creation of inventory of at-risk wildlife species present in federal zone of the airport and classification according to regulations in force | Percent progress | 100% |
| TAPACHULA | Reduce total fuel consumption by 5%, compared to 2014 | Implementation of various control measures in different areas of the airport | Change in consumption compared to 2014 | 15.6% |
| TAPACHULA | Reduce total amount of non-hazardous waste generated by 5%, compared to 2014 | Implementation of various control measures in different areas of the airport | Change in consumption compared to 2014 | -4.5% |
| VERACRUZ | Improve quality of water discharged | Installation of pre-treatment systems for water in rental-car areas | Percent conclusion of works | 100% |
| VERACRUZ | Reduce water consumption | Installation of signs in public toilets as part of campaign for reduced water use | Number of signs installed | 11 |
| VERACRUZ | Reduce water consumption | Installation of signs with steps to follow to report leaks as part of campaign for reduced water use | Number of signs installed | 12 |
| VERACRUZ | Reduce water consumption | Monthly inspections of meters in hangars and fuel-supply facilities | Number of monthly inspections | 12 |
| VERACRUZ | Improve measurement of water consumption | Installation of 4 additional meters in rental-car facilities, Airport Rescue and Fire Fighting facilities, and hangars | Number of items of equipment installed | 4 |
| VERACRUZ | Reduce electricity consumption | Installation of automatic timers on lighting posts on airport apron | Number of items of equipment installed | 4 |
| VERACRUZ | Reduce electricity consumption | Replacement of incandescent lights for energy-saving fixtures on advertising hoardings on airport access road | Number of bulbs replaced | 12 |
| VERACRUZ | Reduce electricity consumption | Installation of signs in administrative offices as part of electricity-saving campaign | Number of signs installed | 20 |
| VERACRUZ | Reduce emissions of pollutants into atmosphere | Up-to-date emissions testing for 8 utility vehicles | Number of vehicles inspected | 8 |
| VERACRUZ | Improve handling processes for non-hazardous waste | Installation of refuse containers that separate organic and inorganic waste | Number of items of equipment installed | 6 |
| VERACRUZ | Reduce hazardous waste generated | Replacement of automatic paper-towel dispensers that use batteries in terminal-building toilets with manual dispensers | Number of items of equipment replaced | 5 |
| VILLAHERMOSA | Reduce electricity consumption | Replacement of 65 conventional lighting fixtures with LED lamps in different areas of the airport | Number of bulbs replaced | 65 |
| VILLAHERMOSA | Reduce non-hazardous waste generated | Separation and collection of PET plastic in all working areas for recycling | Quantity of PET recycled | 86% |

Appendix B

ENVIRONMENTAL INDICATORS

ASUR ALL AIRPORTS

TOTAL FIGURES

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | % CHANGE (15 vs 14) |
|------------------------------------|------|-----|------------|------------|------------|------------------------|
| TOTAL WATER CONSUMPTION | M3 | | 717,969 | 909,949 | 927,038 | 1.9% |
| TOTAL WATER DISCHARGED | M3 | | 230,958 | 258,660 | 255,009 | -1.4% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | | 68,995,265 | 74,288,610 | 76,500,287 | 3.0% |
| | GJ | | 248,383 | 267,439 | 275,401 | 3.0% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | | 23,355 | 11,888 | 16,616 | 39.8% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | | 5,179.1 | 1,647.7 | 2,761.6 | 67.6% |
| TOTAL CONSUMPTION | L | | 472,521 | 491,514 | 537,332 | 9.3% |

PER-PASSENGER BASIS

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | % CHANGE (15 vs 14) |
|--|---------|-----|------|------|------|------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | | 33.8 | 39.0 | 35.2 | -9.7% |
| WATER DISCHARGED PER PASSENGER | l/pax | | 10.9 | 11.1 | 9.7 | -12.7% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | | 3.2 | 3.2 | 2.9 | -8.8% |
| | MJ/pax | | 11.7 | 11.5 | 10.5 | -8.8% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | | 1.1 | 0.5 | 0.6 | 23.8% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | | 0.24 | 0.07 | 0.10 | 48.5% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | | 22.2 | 21.1 | 20.4 | -3.1% |

CANCÚN AIRPORT

TOTAL FIGURES

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | % CHANGE (15 vs 14) |
|------------------------------------|------|-----|------------|------------|------------|------------------------|
| TOTAL WATER CONSUMPTION | M3 | | 435,900 | 604,470 | 582,229 | -3.7% |
| TOTAL WATER DISCHARGED | M3 | | 158,300 | 194,223 | 157,438 | -18.9% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | | 47,735,424 | 52,684,731 | 53,147,523 | 0.9% |
| | GJ | | 171,848 | 189,665 | 191,331 | 0.9% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | | 8,600 | 2,517 | 3,093 | 22.9% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | | 4,594.7 | 1,038.1 | 2,076.7 | 100.0% |
| TOTAL CONSUMPTION | L | | 258,780 | 277,242 | 316,311 | 14.1% |

PER-PASSENGER BASIS

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | % CHANGE (15 vs 14) |
|--|---------|-----|------|------|------|------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | | 27.2 | 34.5 | 29.6 | -14.3% |
| WATER DISCHARGED PER PASSENGER | l/pax | | 9.9 | 11.1 | 8.0 | -27.8% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | | 3.0 | 3.0 | 2.7 | -10.2% |
| | MJ/pax | | 10.7 | 10.8 | 9.7 | -10.2% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | | 0.5 | 0.1 | 0.2 | 9.4% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | | 0.29 | 0.06 | 0.11 | 78.1% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | | 16.1 | 15.8 | 16.1 | 1.6% |

COZUMEL AIRPORT

TOTAL FIGURES

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|------------------------------------|------|-----|-----------|-----------|-----------|-------------------------|
| TOTAL WATER CONSUMPTION | M3 | | 20,208 | 21,892 | 25,323 | 15.7% |
| TOTAL WATER DISCHARGED | M3 | | 19,767 | 14,081 | 44,838 | 218.4% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | | 2,486,311 | 2,611,287 | 2,732,639 | 4.6% |
| | GJ | | 8,951 | 9,401 | 9,838 | 4.6% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | | 4,770 | 3,376 | 3,007 | -10.9% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | | 40.3 | 55.5 | 72.3 | 30.4% |
| TOTAL CONSUMPTION | L | | 26,018 | 23,300 | 25,500 | 9.4% |

PER-PASSENGER BASIS

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|--|---------|-----|------|------|------|-------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | | 439 | 419 | 45.1 | 7.7% |
| WATER DISCHARGED PER PASSENGER | l/pax | | 43.0 | 26.9 | 79.9 | 196.6% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | | 5.4 | 5.0 | 4.9 | -2.5% |
| | MJ/pax | | 19.5 | 18.0 | 17.5 | -2.5% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | | 10.4 | 6.5 | 5.4 | -17.0% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | | 0.09 | 0.11 | 0.13 | 21.4% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | | 56.6 | 44.6 | 45.4 | 1.9% |

HUATULCO AIRPORT

TOTAL FIGURES

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|------------------------------------|------|-----|-----------|-----------|-----------|-------------------------|
| TOTAL WATER CONSUMPTION | M3 | | 14,408 | 16,446 | 21,519 | 30.8% |
| TOTAL WATER DISCHARGED | M3 | | 8,477 | 8,446 | 8,645 | 2.4% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | | 1,045,574 | 1,320,462 | 1,530,105 | 15.9% |
| | GJ | | 3,764 | 4,754 | 5,508 | 15.9% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | | 1,538 | 1,474 | 1,061 | -28.0% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | | 56.6 | 69.2 | 101.1 | 46.0% |
| TOTAL CONSUMPTION | L | | 16,451 | 17,789 | 18,291 | 2.8% |

PER-PASSENGER BASIS

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|--|---------|-----|------|------|------|-------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | | 29.6 | 31.5 | 34.6 | 9.9% |
| WATER DISCHARGED PER PASSENGER | l/pax | | 17.4 | 16.2 | 13.9 | -14.0% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | | 2.2 | 2.5 | 2.5 | -2.7% |
| | MJ/pax | | 7.7 | 9.1 | 8.9 | -2.7% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | | 3.2 | 2.8 | 1.7 | -39.5% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | | 0.12 | 0.13 | 0.16 | 22.7% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | | 33.8 | 34.1 | 29.4 | -13.6% |

MÉRIDA AIRPORT

TOTAL FIGURES

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|------------------------------------|------|-----|-----------|-----------|-----------|-------------------------|
| TOTAL WATER CONSUMPTION | M3 | | 135,834 | 158,692 | 172,562 | 8.7% |
| TOTAL WATER DISCHARGED | M3 | | 6,585 | 2,203 | 1,175 | -46.7% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | | 8,273,653 | 7,922,329 | 7,931,682 | 0.1% |
| | GJ | | 29,785 | 28,520 | 28,554 | 0.1% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | | 4,632 | 759 | 4,095 | 439.5% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | | 84.3 | 65.2 | 65.8 | 1.0% |
| TOTAL CONSUMPTION | L | | 43,328 | 48,852 | 38,120 | -22.0% |

PER-PASSENGER BASIS

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|--|---------|-----|-------|-------|-------|-------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | | 101.7 | 109.0 | 102.2 | -6.3% |
| WATER DISCHARGED PER PASSENGER | l/pax | | 4.9 | 1.5 | 0.7 | -54.0% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | | 6.2 | 5.4 | 4.7 | -13.7% |
| | MJ/pax | | 22.3 | 19.6 | 16.9 | -13.7% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | | 35 | 0.5 | 2.4 | 364.8% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | | 0.06 | 0.04 | 0.04 | -13.0% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | | 32.5 | 33.6 | 22.6 | -32.8% |

MINATITLÁN AIRPORT
TOTAL FIGURES

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|------------------------------------|------|-----|---------|---------|---------|-------------------------|
| TOTAL WATER CONSUMPTION | M3 | | 12,828 | 9,076 | 10,581 | 16.6% |
| TOTAL WATER DISCHARGED | M3 | | 7,566 | 5,255 | 4,772 | -9.2% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | | 808,340 | 728,569 | 624,880 | -14.2% |
| | GJ | | 2,910 | 2,623 | 2,250 | -14.2% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | | 724 | 1,038 | 1,999 | 92.5% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | | 8.0 | 7.0 | 5.6 | -19.1% |
| TOTAL CONSUMPTION | L | | 15,913 | 15,341 | 15,548 | 1.3% |

PER-PASSENGER BASIS

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|--|---------|-----|------|------|------|-------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | | 72.2 | 38.0 | 40.9 | 7.7% |
| WATER DISCHARGED PER PASSENGER | l/pax | | 42.6 | 22.0 | 18.4 | -16.1% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | | 45 | 3.0 | 2.4 | -20.8% |
| | MJ/pax | | 16.4 | 11.0 | 8.7 | -20.8% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | | 41 | 4.3 | 7.7 | 77.8% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | | 0.05 | 0.03 | 0.02 | -25.3% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | | 89.6 | 64.2 | 60.0 | -6.4% |

OAXACA AIRPORT
TOTAL FIGURES

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|------------------------------------|------|-----|-----------|-----------|-----------|-------------------------|
| TOTAL WATER CONSUMPTION | M3 | | 21,564 | 18,614 | 17,329 | -6.9% |
| TOTAL WATER DISCHARGED | M3 | | 8,067 | 12,267 | 10,538 | -14.1% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | | 1,080,058 | 1,175,860 | 1,243,396 | 5.7% |
| | GJ | | 3,888 | 4,233 | 4,476 | 5.7% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | | 1,206 | 1,078 | 873 | -19.1% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | | 103.1 | 106.1 | 118.3 | 11.5% |
| TOTAL CONSUMPTION | L | | 22,327 | 26,636 | 26,852 | 0.8% |

PER-PASSENGER BASIS

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|--|---------|-----|------|------|------|-------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | | 41.3 | 33.7 | 25.5 | -24.2% |
| WATER DISCHARGED PER PASSENGER | l/pax | | 15.5 | 22.2 | 15.5 | -30.1% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | | 2.1 | 2.1 | 1.8 | -13.9% |
| | MJ/pax | | 7.4 | 7.7 | 6.6 | -13.9% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | | 2.3 | 2.0 | 1.3 | -34.1% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | | 0.20 | 0.19 | 0.17 | -9.2% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | | 42.8 | 48.2 | 39.6 | -17.9% |

TAPACHULA AIRPORT
TOTAL FIGURES

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|------------------------------------|------|-----|-----------|-----------|-----------|-------------------------|
| TOTAL WATER CONSUMPTION | M3 | | 19,237 | 18,430 | 24,004 | 30.2% |
| TOTAL WATER DISCHARGED | M3 | | 5,047 | 4,535 | 6,140 | 35.4% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | | 1,445,220 | 1,457,784 | 1,546,808 | 6.1% |
| | GJ | | 5,203 | 5,248 | 5,569 | 6.1% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | | 245 | 480 | 330 | -31.3% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | | 24.2 | 18.8 | 18.0 | -4.5% |
| TOTAL CONSUMPTION | L | | 28,694 | 17,427 | 20,147 | 15.6% |

PER-PASSENGER BASIS

| PARAMETER | UNIT | MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|--|---------|-----|-------|-------|------|-------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | | 118.6 | 101.3 | 88.4 | -12.7% |
| WATER DISCHARGED PER PASSENGER | l/pax | | 31.1 | 24.9 | 22.6 | -9.3% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | | 8.9 | 8.0 | 5.7 | -28.9% |
| | MJ/pax | | 32.1 | 28.9 | 20.5 | -28.9% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | | 1.5 | 2.6 | 1.2 | -53.9% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | | 0.15 | 0.10 | 0.07 | -36.0% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | | 176.9 | 95.8 | 74.2 | -22.5% |

VERACRUZ AIRPORT
TOTAL FIGURES

| PARAMETER | UNIT MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|------------------------------------|----------|-----------|-----------|-----------|-------------------------|
| TOTAL WATER CONSUMPTION | M3 | 27,117 | 26,801 | 35,193 | 31.3% |
| TOTAL WATER DISCHARGED | M3 | 4,487 | 4,541 | 6,734 | 48.3% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | 2,344,900 | 2,525,658 | 3,931,398 | 55.7% |
| | GJ | 8,442 | 9,092 | 14,153 | 55.7% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | 1,020 | 794 | 548 | -31.1% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | 129.2 | 132.3 | 143.1 | 8.1% |
| TOTAL CONSUMPTION | L | 31,471 | 34,390 | 46,525 | 35.3% |

PER-PASSENGER BASIS

| PARAMETER | UNIT MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|--|----------|------|------|------|-------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | 26.3 | 22.6 | 27.7 | 22.7% |
| WATER DISCHARGED PER PASSENGER | l/pax | 4.3 | 3.8 | 5.3 | 38.5% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | 2.3 | 2.1 | 3.1 | 45.4% |
| | MJ/pax | 8.2 | 7.7 | 11.2 | 45.4% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | 1.0 | 0.7 | 0.4 | -35.6% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | 0.13 | 0.11 | 0.11 | 1.0% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | 30.5 | 29.0 | 36.7 | 26.4% |

VILLAHERMOSA AIRPORT
TOTAL FIGURES

| PARAMETER | UNIT MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|------------------------------------|----------|-----------|-----------|-----------|-------------------------|
| TOTAL WATER CONSUMPTION | M3 | 30,873 | 35,529 | 38,298 | 7.8% |
| TOTAL WATER DISCHARGED | M3 | 12,663 | 13,108 | 14,730 | 12.4% |
| TOTAL ELECTRICITY CONSUMPTION | kWh | 3,775,785 | 3,861,930 | 3,811,856 | -1.3% |
| | GJ | 13,593 | 13,903 | 13,723 | -1.3% |
| TOTAL HAZARDOUS WASTE PRODUCED | KG | 620 | 371 | 1,611 | 334.1% |
| TOTAL NON-HAZARDOUS WASTE PRODUCED | T | 138.7 | 155.5 | 160.6 | 3.3% |
| TOTAL CONSUMPTION | L | 29,539 | 30,535 | 30,039 | -1.6% |

PER-PASSENGER BASIS

| PARAMETER | UNIT MMT | 2013 | 2014 | 2015 | %CHANGE (*15 vs *14) |
|--|----------|------|------|------|-------------------------|
| WATER CONSUMPTION PER PASSENGER | l/pax | 29.8 | 31.0 | 29.6 | -4.6% |
| WATER DISCHARGED PER PASSENGER | l/pax | 12.2 | 11.4 | 11.4 | -0.6% |
| ELECTRICITY CONSUMPTION PER PASSENGER | kWh/pax | 3.6 | 3.4 | 2.9 | -12.7% |
| | MJ/pax | 13.1 | 12.1 | 10.6 | -12.7% |
| HAZARDOUS WASTE PRODUCED PER PASSENGER | g/pax | 0.6 | 0.3 | 1.2 | 284.0% |
| NON-HAZARDOUS WASTE PRODUCED PER PASSENGER | kg/pax | 0.13 | 0.14 | 0.12 | -8.6% |
| FUEL CONSUMPTION PER PASSENGER | ml/pax | 28.5 | 26.6 | 23.2 | -13.0% |