

ASUR

AEROPUERTOS DEL SURESTE

ANNUAL
SUSTAINABILITY
REPORT
2018

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1.0 MESSAGE FROM OUR CEO

Principal U.N. Sustainable Development Goals addressed in this report:

| | |
|---|--|
|  | GOOD HEALTH AND WELLBEING |
|  | QUALITY EDUCATION |
|  | DECENT WORK AND ECONOMIC GROWTH |
|  | INDUSTRY, INNOVATION AND INFRASTRUCTURE |
|  | REDUCED INEQUALITIES |
|  | CLIMATE ACTION |
|  | LIFE ON LAND |

WELCOME TO ASUR'S ANNUAL SUSTAINABILITY REPORT FOR THE YEAR 2018.

The issue of climate change continues to be at the top of the world sustainability agenda, and in ASUR we have been working hard to find ways of further reducing our carbon emissions. We are coming to the end of the process of obtaining LEED certification from the U.S. Green Building Council for our new Terminal 4 at Cancún Airport, and we have been actively seeking solutions that will allow us to make the change to renewable energy in all of our Mexican airports.

2018 was the first full year of operations of Terminal 4, and as we expected the creation of the new infrastructure at Cancún Airport had a considerable effect on our electricity consumption. Overall, consumption increased by 13% in all our airports, and on a per-passenger basis it went up by almost 6%. As our indirect emissions due to electricity use in our facilities are the main source of our carbon footprint, it is now among our top priorities to find cleaner sources for this energy.

Alongside our consistently excellent health and safety record, which we have the dedication of our staff to thank for, we continue to provide a source of stable, decent employment for the 1,057 people that work for us, and in 2018 achieved one of the lowest levels of staff turnover in the company's history. Our community investments in 2018 were once again for a record sum, of 79 million pesos, which was used to promote culture and the arts both nationally and at the local level, as well as for a wide range of community projects mainly in the areas of health and education.

Our vision is to create a lasting, mutually beneficial relationship with our local communities, the people that work at our airports, and the people that travel through them, for many years to come.

If you have any feedback on this report, or on how we can improve our reporting process, we would be happy to hear from you (contactos@asur.com.mx).

Adolfo Castro Rivas,
Chief Executive Officer

2.0

COMPANY

PROFILE



AS OF THE 31ST OF DECEMBER 2018,
**ASUR DIRECTLY EMPLOYS A
TOTAL OF
1,057 PEOPLE.**



IN 2018, A TOTAL OF
**33 PASSENGERS
PASSED THROUGH ASUR'S
MEXICAN AIRPORTS.**



2018 WAS THE FIRST FULL YEAR OF
OPERATION OF
**TERMINAL 4 AT CANCÚN
AIRPORT**

Grupo Aeroportuario del Sureste, S.A.B. de C.V. operates a group of nine 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 ASUR holds a 60% stake. Between October 2017 and May 2018, ASUR acquired 100% of the shares in Airplan, S.A., the company that holds the concessions to operate a group of six airports in Colombia, located in Rionegro, Medellín, Montería, Carepa, Quibdo, and Corozal. 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.

FIGURE 1:
SUMMARY OF OPERATIONAL BOUNDARIES, ASUR AIRPORTS



2.2 COMPANY HISTORY

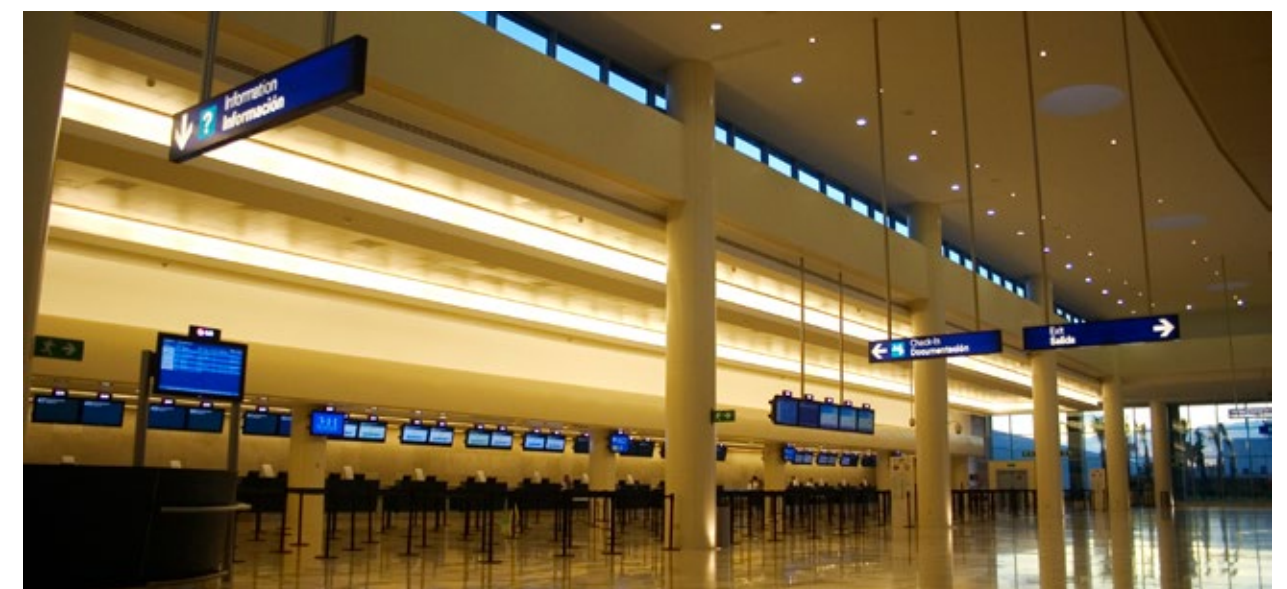
ASUR's nine Mexican airports are operated under 50-year concessions that were granted to the company in 1998, as part of the Mexican government's plan to open up the country's state-owned airport sector to private investment.

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 2018, ITA is owned by Fernando Chico Pardo, a Mexican investor, who has a 50% stake in the company; and by Inversiones Productivas Kierke, 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 2018, Fernando Chico Pardo directly or indirectly owns a stake of 16.41% in ASUR (including the stake held via ITA); and Grupo ADO, S.A. de C.V. directly or indirectly owns a stake of 16.13% in ASUR (including the stake held via ITA).

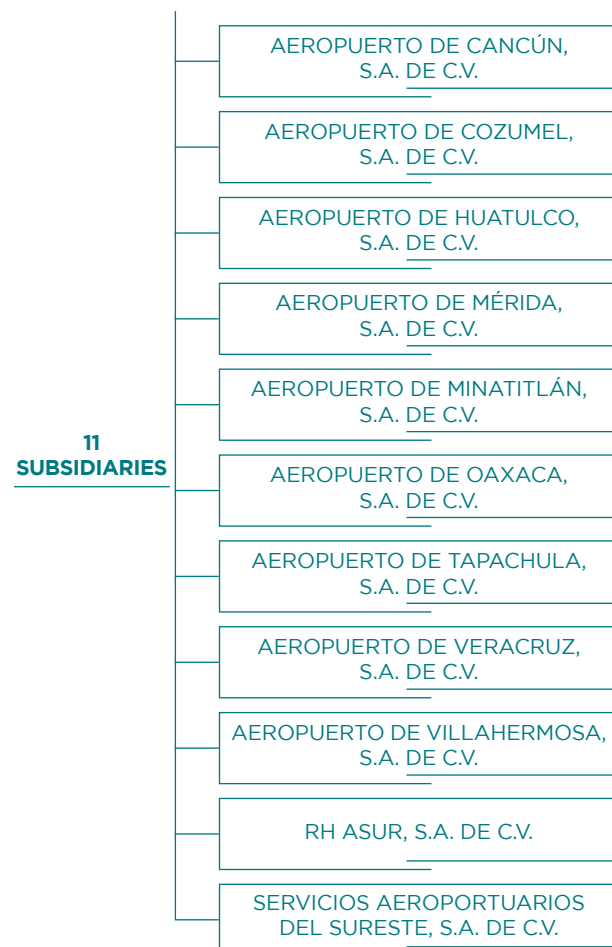


2.4 ORGANISATIONAL STRUCTURE

As of the 31st of December 2018, ASUR directly employs a total of 1,057 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.).

FIGURE 2: STRUCTURE, HOLDING COMPANY AND SUBSIDIARIES

ONE HOLDING COMPANY
GRUPO AEROPORTUARIO DEL SURESTE, S.A.B. DE C.V.

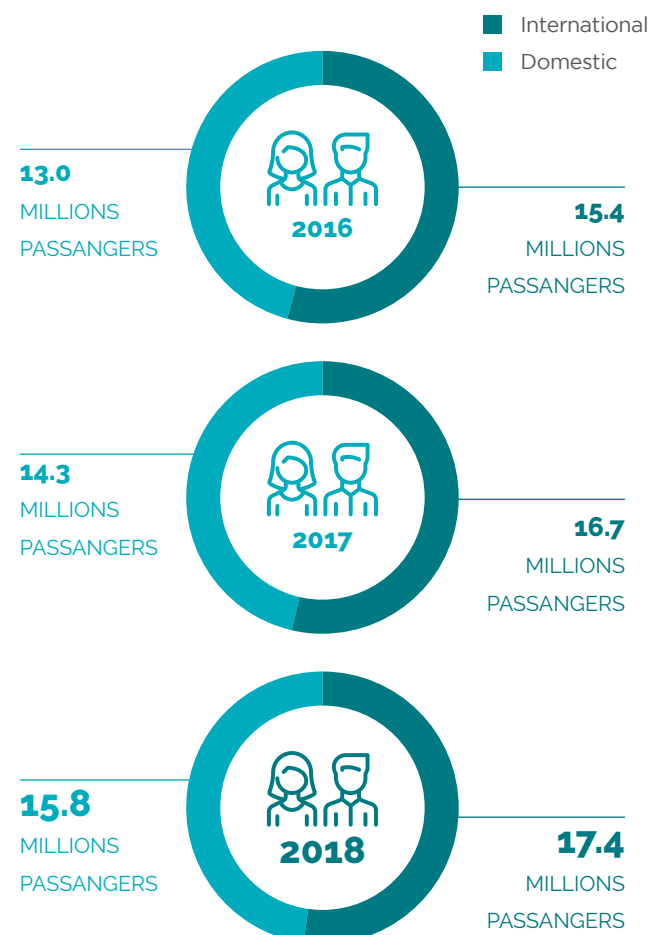


2.5 OPERATING AND FINANCIAL DATA

In 2018, a total of 33,247,315 passengers passed through ASUR's Mexican airports (not including private aviation or transit passengers), of which 17,403,698 (52%) were international and 15,843,617 (48%) were domestic passengers.

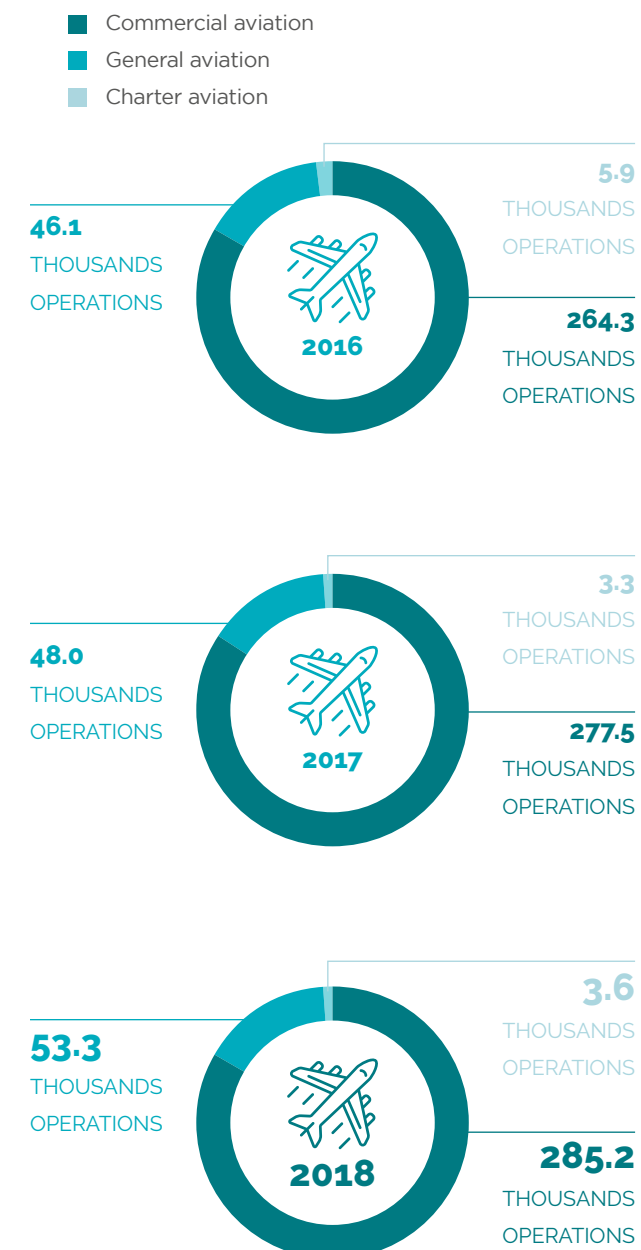
The total passenger figure for 2018 increased by 2,194,746 (7.1%) compared to the year 2017. The company's largest airport is the one located at Cancún, which accounted for 76% of total passenger traffic in 2018 (the same percentage as in 2017).

FIGURE 3: BREAKDOWN OF INTERNATIONAL AND DOMESTIC PASSENGER TRAFFIC (MILLION PASSENGERS; NOT INCLUDING GENERAL AVIATION AND TRANSIT PASSENGERS)



In 2018, ASUR's nine Mexican airports handled a total of 342,052 air-traffic movements (landings and takeoffs), of which 83% were commercial flights, 1% were charter flights, and 16% were general aviation (private) flights.

FIGURE 4: BREAKDOWN OF AIR-TRAFFIC MOVEMENTS BY AVIATION CATEGORY



Together, the nine airports of ASUR serve passengers arriving from every continent, although a considerable majority of passengers arrive from North American destinations: in 2018, passengers from the United States of America and Canada accounted for 72% of international passengers.

In 2018, the net income of the company was 5.1 billion Mexican pesos (equivalent to approximately 266 million US dollars). The company ended the year with total assets worth 56.2 billion pesos (approximately 2.9 billion US dollars), total liabilities of 19.5 billion pesos (approximately 1.0 billion US dollars) and total equity of 36.7 billion pesos (approximately 1.9 billion US dollars).*

* Figures in US dollars calculated at an exchange rate of 19.24 Mexican pesos per dollar (2018 average).

FIGURE 5: SUMMARY OF P&L AND BALANCE SHEET (FIGURES STATED IN MILLIONS OF MEXICAN PESOS)

| | 2018 | 2017 |
|-----------------|--------|--------|
| Assets | 56,182 | 56,614 |
| Liabilities | 19,500 | 22,926 |
| Equity | 36,681 | 33,688 |
| Revenues | 15,410 | 12,590 |
| Operating costs | 7,766 | 11,113 |
| Net income | 5,120 | 6,750 |

2.6 SIGNIFICANT CHANGES IN OPERATIONS DURING REPORTING PERIOD

2018 was the first full year of operation of Terminal 4 at Cancún Airport. This project, which involved a significant expansion of the built-up surface areas or “footprint” of the airport, is necessary to create sufficient capacity to handle the increase in passenger traffic at that destination. Initial earthmoving works and the clearance of vegetation were undertaken in the year 2015, as previously reported. The major construction works relating to the terminal building itself and related infrastructure got under way in 2016 and concluded toward the end of 2017.

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 in question. 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 2018, 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 eleventh 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.
- Environmental protection.



2.8 DESCRIPTION OF COMPANY’S VALUE CHAIN

In the reporting period, ASUR received Environmental Quality Assurance certificates for five 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 Cozumel, Huatulco, Oaxaca, Tapachula and Villahermosa. Certificates are valid for a period of two years; the remaining airports in the Group—Cancún, Mérida, Minatitlán and Veracruz --are due for recertification in 2019.

As of the 31st of December 2018, the environmental management systems in place in all of ASUR’s airports have valid ISO 14001 certification. The airports at Cozumel, Mérida, Minatitlán, Tapachula, Veracruz and Villahermosa were recertified for the period 2017-2020, and those at Cancún, Huatulco and Oaxaca were recertified for the period 2016-2019.

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 2018, of the 20 biggest contracts for goods and services entered into by the company, 17 were for general services, and three were for the acquisition of equipment.



THIS REPORT
WILL FOCUS IN PARTICULAR
ON SOCIAL AND
ENVIRONMENTAL MATTERS

3.0

REPORT
PARAMETERS



ASUR'S PRINCIPAL STAKEHOLDER GROUPS
HAVE BEEN IDENTIFIED BASED
ON INTERNAL ASSESSMENTS
AND EXTERNAL GUIDANCE

This Annual Sustainability Report relates to the company's operations in the period between the 1st of January and the 31st of December 2018, and follows on from ASUR's 2017 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 2018:

FIGURE 6: 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 direct communications and internal reporting system. |

3.2 SCOPE AND LIMITATIONS OF REPORT

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:

FIGURE 7: MATERIAL ASPECTS FOR SUSTAINABILITY REPORTING

| Material Aspect Identified | Refer to |
|--|-----------|
| Environment: Climate change; wildlife protection; use of resources | Section 6 |
| Anticorruption: Systems in place to prevent corruption; company rules regarding facilitation payments and bribes to government officials | Section 5 |
| Working conditions: Collective bargaining guarantees; occupational safety; quality of life in the workplace | Section 7 |
| Human rights: Gender equality; non-discrimination; human trafficking involving minors | Section 9 |

This report is intended to complement ASUR's Annual Financial Statements for 2018, 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 2017 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.

4.0

CORPORATE GOVERNANCE



ASUR ADHERES TO A STRICT SET OF REGULATIONS

IN ITS CORPORATE-GOVERNANCE PRACTICES



ASUR'S SHAREHOLDERS

REPRESENT THE HIGHEST AUTHORITY IN THE COMPANY



OUR AUDIT COMMITTEE

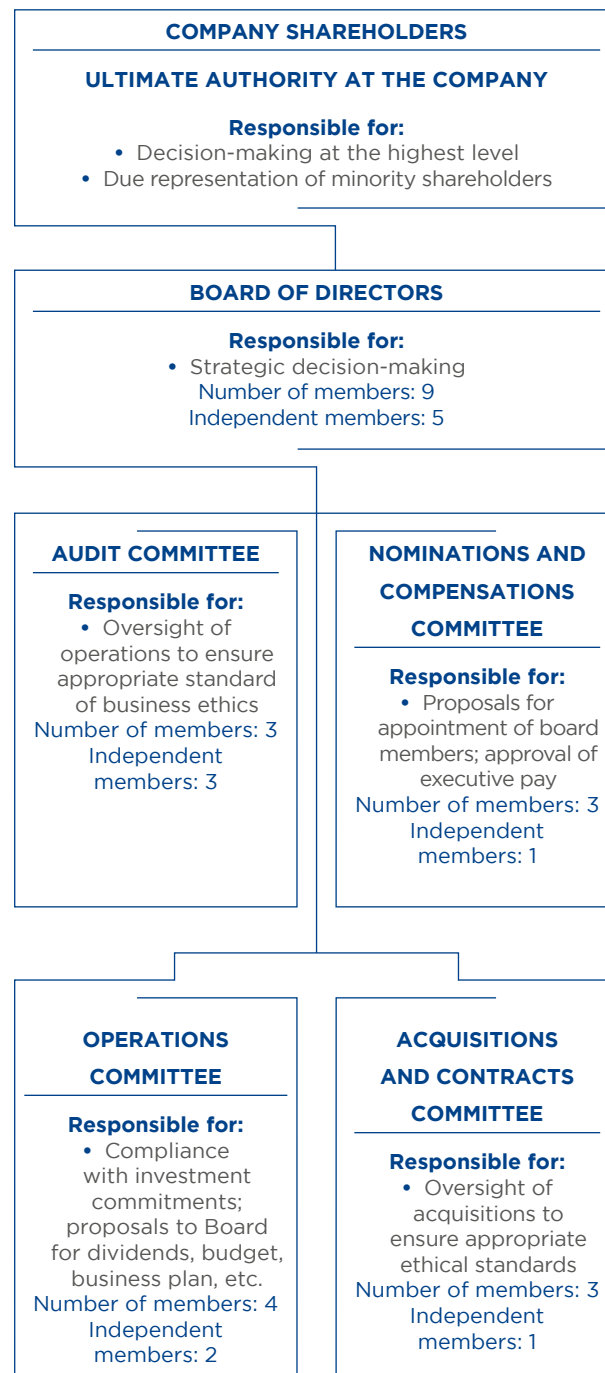
IS MADE UP ENTIRELY OF INDEPENDENT MEMBERS

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.

4.1 SHAREHOLDERS' RIGHTS AND DUTIES OF THE BOARD OF DIRECTORS

FIGURE 8:
OVERVIEW OF CORPORATE GOVERNANCE STRUCTURE OF ASUR



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.

4.3 COMPOSITION OF CORPORATE GOVERNANCE BODIES AND REMUNERATION

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.

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.

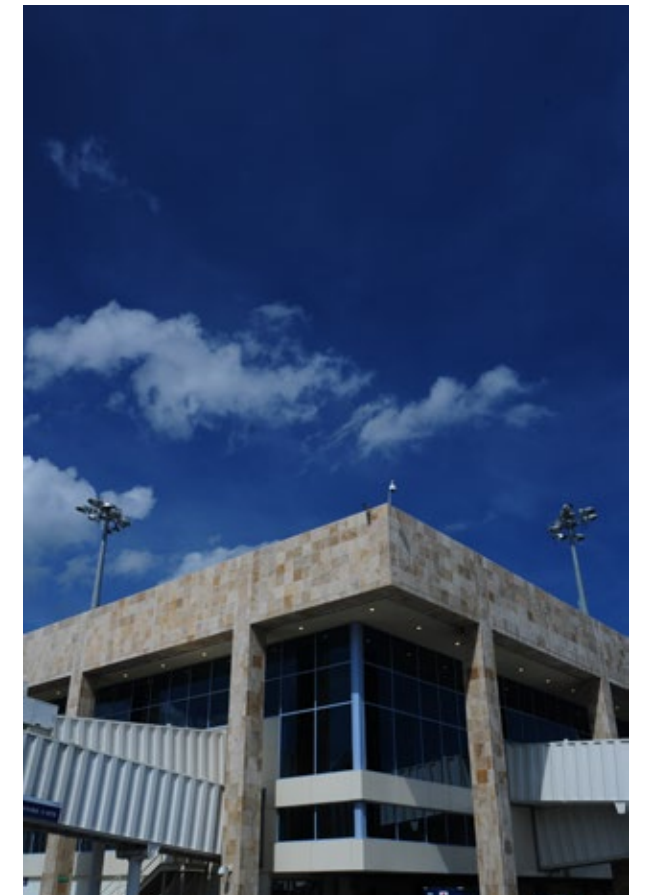
All Board and Committee members are paid a fixed fee for each session they attend, which is proposed each year by the Nominations and Compensations Committee in line with market standards and is submitted for the approval of the company shareholders. Compensation payable to the company's executive officers 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 2018, the Company's Board of Directors held four 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 93% attendance rate at these meetings.



5.0

CODE OF ETHICS

AND ANTI-CORRUPTION
MEASURES



THE COMPANY HAS
**AN INTERNAL REPORTING
SYSTEM**



DURING 2018,
100%
**OF THE COMPANY'S EMPLOYEES
WERE PROVIDED WITH TRAINING
RELATING TO THE CODE OF ETHICS**

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. The Code of Ethics was most recently updated in November of 2017.

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 2018, 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 airports located in San Juan, Puerto Rico, and Colombia, and several commercial concession holders operating at the airports. These audits resulted in a total of 7 relevant observations. A total of 33 reports were submitted via the internal reporting system during the year, of which 12 were considered to be of critical importance, 11 were of medium importance and 10 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 disciplined and four staff members were dismissed 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.





THE ELECTRICITY USED IN THE
COMPANY'S AIRPORTS
**CONSTITUTES OUR MAIN
SOURCE OF CARBON EMISSIONS**



IN 2018 ASUR'S TOTAL WATER CONSUMPTION
**IN THE NINE AIRPORTS
DECREASED BY
8.5%**



TERMINAL 4 IN CANCÚN AIRPORT
IS CURRENTLY
**IN THE PROCESS OF OBTAINING
LEED SUSTAINABILITY
CERTIFICATION**

6.0

Principal U.N. Sustainable Development Goals addressed in
this section:



INDUSTRY, INNOVATION AND INFRASTRUCTURE



CLIMATE ACTION



LIFE ON LAND

**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 Mexican passenger traffic in 2018. Therefore, it is clearly in the interests of the company to contribute 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, as well as those serving low-lying or flood-prone areas.

In compliance with the Mexican Law on Climate Change, in 2018 ASUR produced a detailed inventory of direct and indirect greenhouse-gas (GHG) emissions in the nine Mexican airports that it operates for the previous year. This information was reported to the National Emissions Register (Spanish initials RENE). In 2017, ASUR's nine Mexican airports produced a total of 46,103 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: 45,181 tonnes of CO₂ in 2017 representing 98% of total emissions. The company's direct GHG emissions were comparatively low; emissions from facilities or equipment directly operated by ASUR accounted for just 922 tonnes of CO₂, or 2% 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 2018, there were no major infrastructure-expansion projects that involved significant extensions to the built-up surface areas or "footprint" of the airports. The recently constructed Terminal 4 in Cancún Airport is currently in the process of obtaining LEED sustainability certification under the standard established by the U.S. Green Building Council (USGBC), which would make Cancún Airport the first in Mexico to have certification of this nature for part of its infrastructure.

6.2.2 ENERGY EFFICIENCY

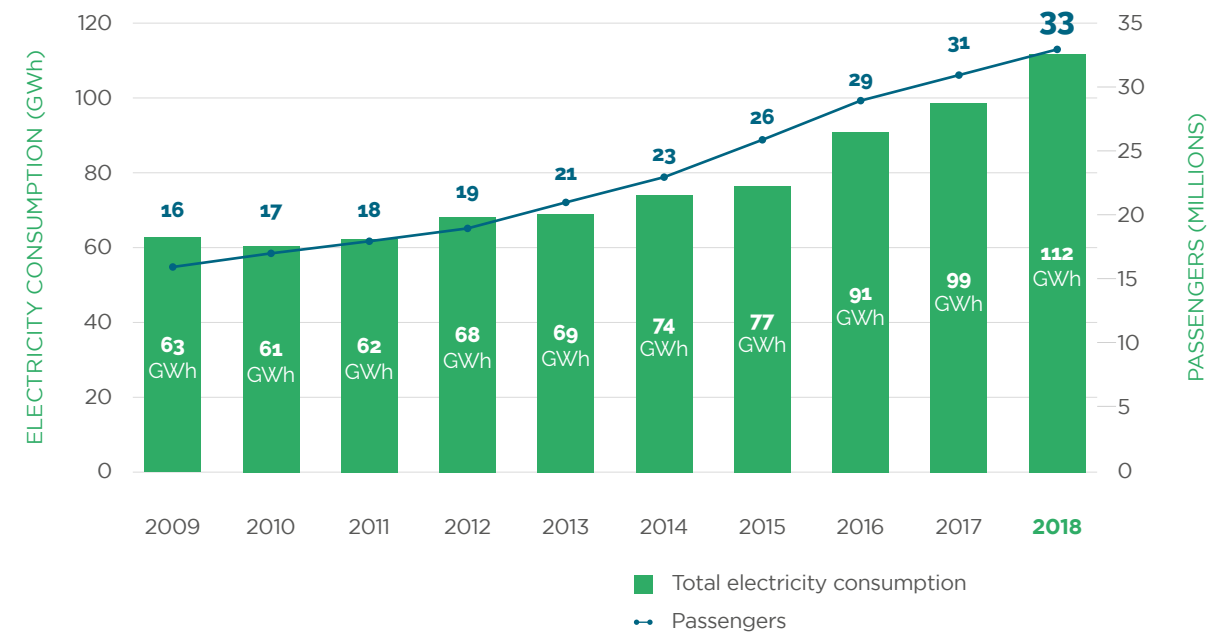
As mentioned above in Section 6.1, the electricity used in the company's airports constitutes our main source of carbon emissions. One of the most important ways that the company moderates electricity consumption is to carefully monitor the capacity of our airport installations, and to undertake expansion projects only when it is necessary from an operational viewpoint; that is, when passenger figures increase to the extent that an expansion is necessary to ensure continued efficiency in airport operations.

After several years of constant growth in the numbers of passengers travelling through our airports, 2018 was the first year of operations of our most recent major infrastructure expansion project: Terminal 4 at Cancún Airport, measuring approximately 67,000 square metres. The electricity required for lighting, air-conditioning, and so on, in the new terminal led to an increase in total consumption for the year. The total amount of electricity consumed in all airports in the Group increased year-over-year by 13.1% from 2017 to 2018, while per-passenger consumption increased by 5.7% over the same period¹.

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

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 2016 (the most recent data available), 85% of the electricity generated in Mexico was produced from non-renewable sources (natural gas, oil, coal and nuclear energy) and 15% was produced from renewable sources (hydroelectric, geothermal, biomass and wind power²).

FIGURE 9: TOTAL ELECTRICITY CONSUMPTION VS. PASSENGER GROWTH



² Source: International Energy Agency website, at: <https://www.iea.org/statistics/statisticsearch/report/?year=2014&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 the waste water and other effluents produced in the airports.

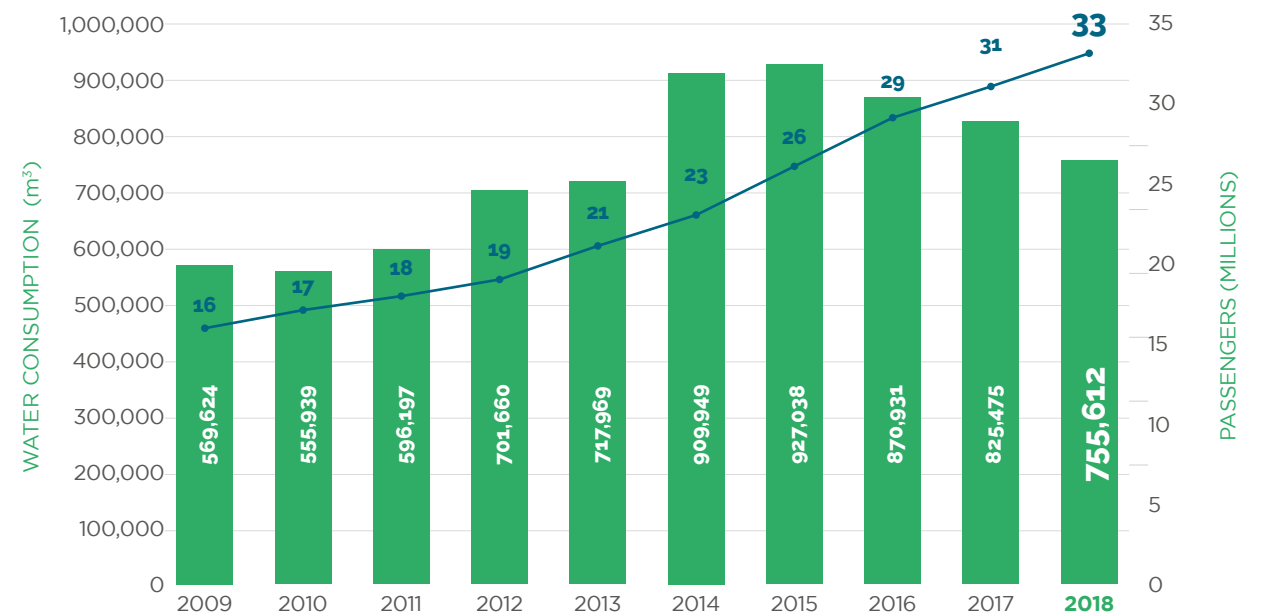
Eight of ASUR's nine airports are equipped with treatment plants that receive all waste water from terminals and administrative buildings. In the case of Cozumel Airport, which is located on an island, waste water is sent to the municipal drainage system and is treated at the municipal plant. The airports' 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 2018 ASUR's total water consumption in the nine airports decreased by 8.5% from 825,475 to 755,612 cubic metres (m³), representing the third consecutive year of reduction. Water consumption on a per-passenger basis (measured in litres per passenger) decreased by 14.4%. The amount of metered discharge decreased by 1.2% in absolute terms (from 422,323 to 417,450 m³), and by 7.5% in litres per passenger¹.

FIGURE 10:
TOTAL WATER CONSUMPTION VS. PASSENGER GROWTH



¹ Source: Internal ASUR data

See tables in Section 6.3 Environmental Management System.

■ Total water consumption
—●— Passengers



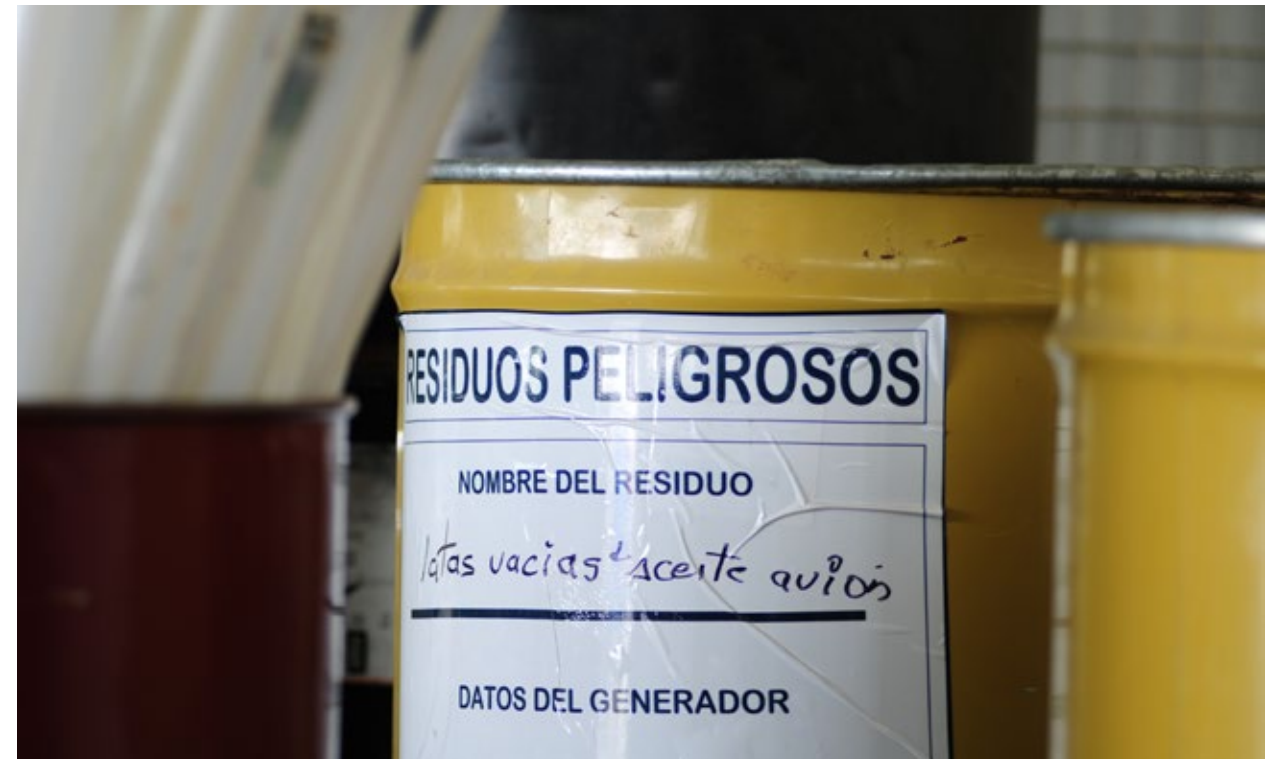
6.2.4 WASTE MANAGEMENT

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 separate facilities at ASUR's airports to avoid cross-contamination. Cancún Airport, which currently generates approximately 90% of all the non-hazardous waste in the Group, has a dedicated refuse-recycling plant, where materials such as glass, PET plastic, cardboard and aluminium are sorted and sent for recycling. Altogether, in 2018 Cancún Airport recycled 16% of the refuse it produced. All the other airports in the Group have now established similar, smaller-scale recycling programmes.



Overall, in 2018 the nine airports produced 6,796 tonnes of non-hazardous waste, which represented an increase of 5.4% compared to 2017. Of this total amount, 1,067 tonnes (16%) was recycled and the rest was sent for final disposal at municipal waste-handling facilities¹.

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 2017 to 2018 by 5.9%, from 570,733 to 604,608 litres.

However, due to the rise in passenger numbers over the same period, on a per-passenger basis this represented a decrease of 0.9%².

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.



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

² Source: Internal ASUR data. See tables in Section 6.3 Environmental Management System.

6.3 ENVIRONMENTAL MANAGEMENT SYSTEM

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 implemented projects to relocate endangered plant species during construction work and to carry out reforestation projects with local species.

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 aircraft¹. 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.

ASUR has an Environmental Management System that is applied in all nine of the Mexican 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 2018 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:

¹ 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.

FIGURE 11:
SUMMARY OF ENVIRONMENTAL PERFORMANCE INDICATORS
FOR ALL AIRPORTS

| Parameter | Unit | 2016 | 2017 | 2018 | % change (^{'18 vs '17}) |
|------------------------------------|----------------|------------|------------|--------------------|---------------------------------------|
| Total water consumption | m ³ | 870,931 | 825,475 | 755,612 | -8.5% |
| Total water discharged | m ³ | 329,390 | 422,323 | 417,450 | -1.2% |
| Total electricity consumption | kWh | 91,293,333 | 98,843,472 | 111,744,821 | 13.1% |
| | GJ | 328,656 | 355,836 | 402,281 | 13.1% |
| Total hazardous waste produced | kg | 15,399 | 17,319 | 15,655 | -9.6% |
| Total non-hazardous waste produced | t | 6,194.7 | 6,450.6 | 6,796.3 | 5.4% |
| Non-hazardous waste recycled | t | 919.2 | 1,046.2 | 1,066.6 | 1.9% |
| % non-hazardous waste recycled | | 15% | 16% | 16% | |
| Total fuel consumption | l | 541,449 | 570,733 | 604,608 | 5.9% |

| Parameter | Unit | 2016 | 2017 | 2018 | % change (^{'18 vs '17}) |
|--|---------|------|------|-------------|---------------------------------------|
| Water consumption per passenger | l/pax | 30.4 | 26.4 | 22.6 | -14.4% |
| Water discharged per passenger | l/pax | 11.5 | 13.5 | 12.5 | -7.5% |
| Electricity consumption per passenger | kWh/pax | 3.2 | 3.2 | 3.3 | 5.7% |
| | MJ/pax | 11.5 | 11.4 | 12.1 | 5.7% |
| Hazardous waste produced per passenger | g/pax | 0.5 | 0.6 | 0.5 | -15.4% |
| Non-hazardous waste produced per passenger | kg/pax | 0.22 | 0.21 | 0.20 | -1.5% |
| Fuel consumption per passenger | ml/pax | 18.9 | 18.3 | 18.1 | -0.9% |

6.4 ENVIRONMENTAL CERTIFICATION

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.

As of the 31st of December 2018, 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 2016-2019, and those at Cozumel, Mérida, Minatitlán, Tapachula, Veracruz and Villahermosa were recertified for the period 2017-2020.

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 Cozumel, Huatulco, Oaxaca, Tapachula and Villahermosa were recertified during 2018, and those at Cancún, Mérida, Minatitlán and Veracruz are due to be audited during 2019.

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.



DURING THE PERIOD,
**WE ACHIEVED OUR LOWEST
LEVEL OF STAFF TURNOVER**

AND AN EXCELLENT OCCUPATIONAL HEALTH
AND SAFETY RECORD



A TOTAL OF
**127,019
MAN HOURS OF TRAINING
WAS PROVIDED**

7.0

Principal U.N. Sustainable Development Goals addressed in
this section:



DECENT WORK AND ECONOMIC GROWTH



REDUCED INEQUALITIES

**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 2017 and 2018, the number of full-time employees in our organisation increased by 3.7% from 1,019 to 1,057, while our agency-hired employees increased by 11.3% from 240 to 267. During the period, we have achieved one of our lowest levels 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.

7.1 DESCRIPTION OF WORKFORCE

Positive relations between the company's employees and management are also a priority for ASUR. 35% 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 in Mexico (the head offices in Mexico City and the nine airports). During 2018, 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 127,019 man hours of training was provided for the company's 1,057 employees and other key members of the airport communities during the year¹.

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 2018 were 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 on the basis of the total duration of training courses, multiplied by the number of trainees.

As of the 31st of December 2018, the majority of ASUR's workforce was employed on a permanent, full-time basis; of a total workforce of 1,324 people, 1,057 (80%) had indefinite, written labour contracts for full-time employment. Among full-time employees, a staff turnover rate of 3.5% 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.

Of the 1,057 workers directly employed by the company, 835 are male (79%) and 222 are female (21%). All of the company's six executives are male. Of the 64 employees in managerial positions, 55 are male (86%) and 9 are female (14%). Of the remaining 986 employees, 773 are male (77%) and 213 are female (23%).

The following table shows a breakdown of the 1,057 permanent employees of the company according to the location where they work:

FIGURE 12:
BREAKDOWN OF ASUR WORKFORCE ON GEOGRAPHIC BASIS
(PERMANENT EMPLOYEES)

| City | State | No. of employees | Unionised | % | Non-unionised | % |
|---------------|---------------|------------------|------------|------------|---------------|------------|
| Cancún | Quintana Roo | 542 | 155 | 29% | 387 | 71% |
| Mérida | Yucatán | 105 | 45 | 43% | 60 | 57% |
| Villahermosa | Tabasco | 61 | 35 | 57% | 26 | 43% |
| Cozumel | Quintana Roo | 61 | 27 | 44% | 34 | 56% |
| Veracruz | Veracruz | 63 | 29 | 46% | 34 | 54% |
| Cd. de México | Cd. de México | 48 | 24 | 50% | 24 | 50% |
| Tapachula | Chiapas | 50 | 0 | 0% | 50 | 100% |
| Oaxaca | Oaxaca | 48 | 23 | 48% | 25 | 52% |
| Huatulco | Oaxaca | 42 | 20 | 48% | 22 | 52% |
| Minatitlán | Veracruz | 37 | 16 | 43% | 21 | 57% |
| Total | | 1,057 | 374 | 35% | 683 | 65% |

The remaining 267 workers (20% of total workforce) were employed on a temporary basis via an employment agency. These temporary workers are distributed among the airports on an ad hoc basis, as needed. As of the 31st of December 2018, the geographic distribution of ASUR's 267 temporary workers was as follows: 219 at Cancún Airport; 11 at Villahermosa Airport; 8 at Cozumel Airport; 8 at Mérida Airport; 8 at Veracruz Airport; 7 at Oaxaca Airport; 3 at Huatulco Airport; and 3 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 2018, and the current collective bargaining agreement will be valid until 2020.

Among the benefits negotiated with the union for the 2018-2020 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 2018, the 1,057 permanent employees of ASUR worked a total of 2,978,832 hours, equivalent to 372,354 days (eight-hour shifts). In the period in question, there were in total thirteen cases of accidents in the workplace, affecting 1.2% 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 310, equivalent to 0.08% 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 1,659 days, or 0.45% of total days worked.

These data refer exclusively to the 1,057 direct, full-time employees of ASUR as of the 31st of December 2018. 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.



8.0

COMMUNITY INVOLVEMENT

AND SUPPORT



WE ARE AWARE THAT THE AIRPORTS
WE OPERATE

**ARE IMPORTANT FOR THE
PROMOTION OF REGIONAL
ECONOMIC DEVELOPMENT**



THE TOTAL VALUE OF
**DONATIONS FOR SOCIAL PROJECTS
IN 2018 IS ESTIMATED AT
\$79.6 MILLION PESOS**

Principal U.N. Sustainable Development Goals addressed in
this section:



GOOD HEALTH AND WELLBEING



QUALITY EDUCATION

The contribution that ASUR makes towards creating decent living standards for its employees and their families is one of the most significant 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 also 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.

8.1 DIRECT ECONOMIC BENEFITS

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.

The table below provides a breakdown of the economic value generated, distributed and retained by ASUR in 2018.

FIGURE 13:
ECONOMIC VALUE GENERATED, DISTRIBUTED AND RETAINED
(FIGURES STATED IN MILLIONS OF MEXICAN PESOS)

| | |
|-----------------------------------|-----------------|
| Economic value generated | |
| Total economic value generated | 15,410.2 |
| Economic value distributed | |
| Operating costs | 7,091.9 |
| Employee wages & benefits | 594.7 |
| Payments to providers of capital | 2,482.5 |
| Payments to governments | 2,346.7 |
| Community investments | 79.3 |
| Total economic value distributed | 12,595.1 |
| Economic value retained | |
| Total economic value retained | 2,815.1 |

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 2018, 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 2018, ASUR DID NOT RECEIVE ANY FINANCIAL ASSISTANCE FROM THE MEXICAN GOVERNMENT.

8.2 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 2018 is estimated at approximately \$79.6 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. Awareness campaigns were implemented throughout the company to promote healthy eating and a healthier lifestyle.

In the field of assistance for people with disabilities, upgrades were made and equipment acquired to continue 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, as well as children's workshops on a range of subjects such as environmental protection. In Mexico City, a donation was made of computer equipment to a local primary school and another to an orphanage. In the field of culture, ASUR provided funding for a range of film and theatre projects, and several airports in the Group hosted art exhibitions in their terminal buildings.

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 and reforestation initiatives. Finally, after the earthquakes that took place in Mexico toward the end of 2017, in 2018 a donation was made to a non-governmental organisation in Oaxaca that provides support in the form of reconstruction of housing for local people who lost their homes.

9.0

**COMMITMENT TO
HUMAN RIGHTS**



ASUR HAS A WRITTEN POLICY IN WHICH
**THE COMPANY FORMALLY SETS
FORTH ITS COMMITMENT TO
UPHOLDING AND PROMOTING
HUMAN RIGHTS**



THE COMPANY GUARANTEES
**ITS EMPLOYEES THE RIGHT TO
PERSONAL INTEGRITY**



ASUR DOES NOT USE OR BENEFIT
**FROM FORCED LABOUR OR
CHILD LABOUR OF ANY KIND**

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.

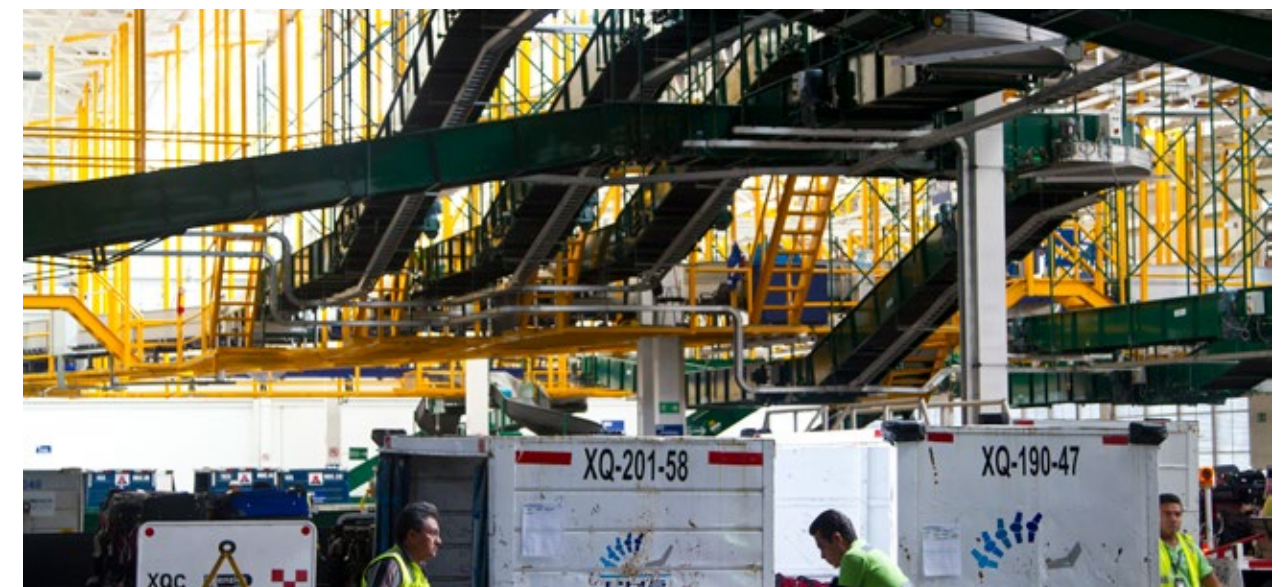


During 2018, two complaints of sexual harassment in the workplace were received, leading to one dismissal; the second case was still under investigation at yearend. Five reports of non-sexual harassment were also received; one report was dismissed as unfounded, in two cases disciplinary proceedings were undertaken and the final two cases were still under investigation at yearend.

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 2018, 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.



10.0

EXTERNAL
PROGRAMMES



ASUR WAS SELECTED AS
**ONE OF THE FIRST GROUP OF
COMPANIES TO BE PART OF
THE MEXICO STOCK EXCHANGE
SUSTAINABILITY INDEX**



ASUR BECAME A SIGNATORY OF
**THE UNITED NATIONS GLOBAL
COMPACT (UNGC) IN 2005**

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 2018, ASUR continues to form part of the Mexico Stock Exchange Sustainability Index.

10.1 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.

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.

FIGURE 14:
UNITED NATIONS GLOBAL COMPACT PRINCIPLES

| Principle | Refer to |
|--|--|
| 1. Businesses should support and respect the protection of internationally proclaimed human rights | Section 8.0: Commitment to Human Rights |
| 2. Businesses should make sure that they are not complicit in human rights abuses | Section 8.0: Commitment to Human Rights |
| 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 |
| 4. Businesses should uphold the elimination of all forms of forced and compulsory labour | Section 8.0: Commitment to Human Rights |
| 5. Businesses should uphold the effective abolition of child labour | Section 8.0: Commitment to Human Rights |
| 6. Businesses should uphold the elimination of discrimination in respect of employment and occupation | Section 8.0: Commitment to Human Rights |
| 7. Businesses should support a precautionary approach to environmental challenges | Section 5.0: Environmental Responsibility |
| 8. Businesses should undertake initiatives to promote greater environmental responsibility | Section 5.0: Environmental Responsibility |
| 9. Businesses should encourage the development and diffusion of environmentally friendly technologies | Section 5.0: Environmental Responsibility |
| 10. Businesses should work against corruption in all its forms, including extortion and bribery | Section 7.3: Anticorruption Measures |



11.0

**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.

**FIGURE 15:
INDEX OF GRI STANDARD DISCLOSURES AND
PERFORMANCE INDICATORS**

| GRI Reporting Parameter | Description | Refer to |
|-----------------------------|--|--|
| STANDARD DISCLOSURES | | |
| G4-1 | Statement from the most senior decision-maker of the organisation about the relevance of sustainability to the organisation and its strategy | Section 2.0: Company Profile |
| G4-3 | Name of the organisation | Section 2.1: Business Activities |
| G4-4 | Primary brands, products, and/or services | Section 2.0: Company Profile |
| G4-5 | Location of organisation's headquarters | Section 2.0: Company Profile |
| G4-6 | Number and names of countries where the organisation operates | Section 2.3: Shareholder Structure |
| G4-7 | Nature of ownership and legal form | Section 2.5: Operating and Financial Data |
| G4-8 | Markets served | Section 2.4: Organisational Structure |
| G4-9 | Scale of the reporting organisation | Section 2.5: Operating and Financial Data |
| G4-10 | Total workforce by employment type, employment contract, and region | Section 7.1: Description of Workforce |
| G4-11 | Percentage of employees covered by collection bargaining agreements | Section 7.1: Description of Workforce |
| G4-12 | Description of the organisation's supply chain | Section 2.8: Description of Company's Value Chain |
| G4-13 | Significant changes during the reporting period regarding size, structure, or ownership | Section 2.6: Significant Changes in Operations during Reporting Period |
| G4-14 | Precautionary principle | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |

| GRI Reporting Parameter | Description | Refer to |
|-------------------------|--|--|
| G4-15 | Externally developed initiatives to which the organisation subscribes or which it endorses | Section 11.0: GRI Standard Disclosures and Performance Indicators |
| G4-16 | Memberships of associations in which the organisation holds a position on the governance body | Section 10.0: External Programmes |
| G4-17 | List of entities included in the organisation's financial statements or equivalent documents | Section 2.4: Organisational Structure |
| G4-18 | Process for defining report content and aspect boundaries, and how the organisation has implemented the Reporting Principles for Defining Report Content | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |
| G4-19 | List of all material aspects identified in the process for defining report content | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |
| G4-20 | For each material aspect, aspect boundary within the organisation | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |
| G4-21 | For each material aspect, aspect boundary outside the organisation | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |
| G4-22 | Effects of any restatements of information provided in previous reports, and the reasons for such restatements | Section 3.2: Scope and Limitations of Report |
| G4-23 | Significant changes from previous reporting periods in the scope and aspect boundaries | Section 3.2: Scope and Limitations of Report |
| G4-24 | List of stakeholder groups engaged by the organisation | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |
| G4-25 | Basis for identification and selection of stakeholders with whom to engage | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |
| G4-26 | Organisation's approach to stakeholder engagement | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |
| G4-27 | Key topics and concerns that have been raised through stakeholder engagement | Section 3.1: Stakeholder Engagement and Identification of Material Aspects |
| G4-28 | Reporting period | Section 3.0: Report Parameters |
| G4-29 | Date of most recent previous report | Section 3.0: Report Parameters |
| G4-30 | Reporting cycle | Section 3.0: Report Parameters |
| G4-31 | Contact point for questions regarding the report or its contents | Section 3.0: Report Parameters |
| G4-32 | Table identifying the location of the Standard Disclosures in the report | Section 11.0: GRI Standard Disclosures and Performance Indicators |
| G4-33 | Policy and current practice with regard to seeking external assurance for the report | Section 3.2: Scope and Limitations of Report |
| G4-34 | Governance structure of the organisation | Section 4.0: Corporate Governance |
| G4-56 | Description of the organisation's values, principles, standards and norms of behaviour, such as codes of conduct and codes of ethics | Section 4.4: Code of Ethics |

| GRI Reporting Parameter | Description | Refer to |
|---|---|---|
| DISCLOSURES ON MANAGEMENT APPROACH | | |
| DMA | Disclosure on Management Approach; Environment | Section 6.1: Significant Issues and Management Strategy |
| DMA | Disclosure on Management Approach; Labour | Section 7.0: Quality of Life for Employees |
| DMA | Disclosure on Management Approach; Economic | Section 8.0: Community Involvement and Support |
| DMA | Disclosure on Management Approach; Society | Section 8.0: Community Involvement and Support |
| DMA | Disclosure on Management Approach; Human Rights | Section 9.0: Commitment to Human Rights |
| PERFORMANCE INDICATORS | | |
| G4-EN1 | Materials used by weight or volume | Section 6.2.5: Fuel Consumption |
| G4-EN2 | Percentage of materials used that are recycled input materials | Section 6.2.5: Fuel Consumption |
| G4-EN3 | Energy consumption within the organisation | Section 6.2.2: Energy Efficiency Section 6.2.5: Fuel Consumption |
| G4-EN6 | Reduction of energy consumption | Section 6.2.2: Energy Efficiency Section 6.2.5: Fuel Consumption |
| G4-EN8 | Total water withdrawal by source | Section 6.2.3: Water Management |
| G4-EN15 | Direct greenhouse-gas emissions (Scope 1) | Section 6.1: Significant Issues and Management Strategy |
| G4-EN16 | Energy indirect greenhouse-gas emissions (Scope 2) | Section 6.1: Significant Issues and Management Strategy |
| G4-EN23 | Total weight of waste by type and disposal method | Section 6.2.4: Waste Management |
| G4-EN27 | Extent of mitigation of environmental impacts of products and services | Section 2.6 Significant Changes in Operations during Reporting Period |
| G4-EN29 | Section 6.2.1: Mitigation of Infrastructure Expansion | Section 6.4: Environmental Certification |
| G4-LA6 | Type of injury and rates of injury, occupational diseases, lost days, and absenteeism, and total number of work-related fatalities, by region | Section 7.2: Safety in the Workplace |

| GRI Reporting Parameter | Description | Refer to |
|-------------------------|--|--|
| G4-EC1 | Direct economic value generated and distributed | Section 8.1: Direct and Indirect Economic Benefits |
| G4-EC4 | Significant financial assistance received from government | Section 8.1: Direct and Indirect Economic Benefits |
| G4-SO3 | Total number and percentage of operations assessed for risks related to corruption and the significant risks identified | Section 5.2: Anticorruption Measures |
| G4-SO4 | Communication and training on anti-corruption policies and procedures | Section 5.2: Anticorruption Measures |
| G4-SO5 | Confirmed incidents of corruption and actions taken | Section 5.2: Anticorruption Measures |
| G4-HR3 | Total number of incidents of discrimination and actions taken | Section 9.0: Commitment to Human Rights |
| G4-HR4 | 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 | Section 9.0: Commitment to Human Rights |
| G4-HR5 | 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 | Section 9.0: Commitment to Human Rights |
| G4-HR6 | 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 | Section 9.0: Commitment to Human Rights |
| AO1 | 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 | Section 2.5: Operating and Financial Data |
| AO2 | Annual total number of aircraft movements by day and by night, broken down by commercial passenger, commercial cargo, general aviation and state aviation flights | Section 2.5: Operating and Financial Data |
| AO4 | Quality of storm water by applicable regulatory standards | Section 6.2.3: Water Management |
| AO6 | Aircraft and pavement de-icing / anti-icing fluid used and treated by m ³ and/or tonnes | Section 6.2.3: Water Management |
| AO9 | Total annual number of wildlife strikes per 10,000 aircraft movements | Section 6.2.6: Biodiversity Issues |

12.0

APPENDIX

APPENDIX A
ASUR ENVIRONMENTAL
OBJECTIVES AND PERFORMANCE

APPENDIX B
ENVIRONMENTAL INDICATORS

ANEXO A: ASUR ENVIRONMENTAL OBJECTIVES AND PERFORMANCE

| Airport | Objective | Activities | Measurement Parameter | Progress / Result |
|-------------------|--|---|------------------------------------|-------------------|
| Cancún | Reduce environmental footprint of airport facilities | LEED platinum level certification for buildings and facilities of new Terminal 4 | Percent conclusion of project | 80% |
| Cancún | Improve quality of discharged wastewater | Upgrades to improve filtering and purification of wastewater treated at plant in Terminal 2 | Percent conclusion of project | 100% |
| Cancún | Improve quality of discharged wastewater | Upgrades to improve filtering and purification of wastewater treated at plant in Terminal 3 | Percent conclusion of project | 100% |
| Cozumel | Reduce consumption of electricity | Replacement of incandescent bulbs with light fixtures using LED technology in airside arrivals and departures areas | Percent conclusion of project | 100% |
| Cozumel | Reduce harmful emissions into the atmosphere | Programmed replacement of air conditioning equipment that uses R22 gas and/or replacement of this gas with other more environmentally friendly refrigerants | Percent conclusion of project | 100% |
| Huatulco | Improve measurement of water use | Installation of 11 additional valves to better monitor in which areas of the airport water is used | Percent conclusion of project | 100% |
| Huatulco | Improve measurement of water use | Installation of 6 additional meters to better monitor in which areas of the airport water is used | Percent conclusion of project | 100% |
| Huatulco | Improve hazardous waste handling system | Installation of specialised equipment for treatment of blue water discharged from aircraft | Percent conclusion of project | 100% |
| Huatulco | Improve wastewater handling system | Installation of specialised equipment for treatment of sewage discharged by terminal building | Percent conclusion of project | 100% |
| Mérida | Increase amount of recycled waste | Implementation of various measures to reinforce processes for sorting and recycling of non-hazardous solid waste | Percent increase in waste recycled | 66.5% |
| Mérida | Reduce consumption of electricity | Replacement of incandescent bulbs with light fixtures using LED technology in baggage reclaim area | Percent conclusion of project | 100% |
| Mérida | Improve hazardous waste handling system | Installation of bins for disposal of alkali batteries in terminal building and administrative offices | Percent conclusion of project | 100% |
| Minatitlán | Reforestation of green areas | Programme to give away 1,200 small fruit trees to employees, airport community and general public for planting | Number of plants give away | 1,464 |
| Minatitlán | Recycling of non-hazardous waste | Recycling of 2.5 tons of non-hazardous waste | Tons of waste recycled | 2.5 |

| Airport | Objective | Activities | Measurement Parameter | Progress / Result |
|---------------------|---|--|------------------------------------|-------------------|
| Oaxaca | Reforestation of green areas | Planting of 230 local species of trees in forest close to the airport | Number of trees planted | 230 |
| Oaxaca | Improve monitoring of waste generated | Acquisition of scale for weighing hazardous and non-hazardous waste | Percent conclusion of project | 100% |
| Oaxaca | Reduce generation of hazardous waste | Recycling of ink and toner cartridges used in the airport | Percent of cartridges recycled | 100% |
| Oaxaca | Improve quality of discharged wastewater | Installation of specialised equipment for treatment of sewage discharged by terminal building | Percent conclusion of project | 100% |
| Oaxaca | Protect nature zones close to the airport | Removal of illegal rubbish dump outside the perimeter fence of the airport, in coordination with local authorities of neighbouring community | Percent conclusion of project | 100% |
| Oaxaca | Protect nature zones close to the airport | Treatment of trees on airport property to eliminate blight that might spread to neighbouring areas | Percent conclusion of project | 100% |
| Tapachula | Improve quality of discharged wastewater | Installation of specialised equipment for treatment of sewage discharged by terminal building | Percent conclusion of project | 100% |
| Tapachula | Improve non-hazardous waste handling system | Implementation of various measures to strengthen processes for sorting and recycling non-hazardous solid waste | Percent conclusion of project | 100% |
| Veracruz | Reduce or maintain electricity consumption | Implementation of various measures to maintain electricity consumption at the same level as previous year, or reduce it further | Percent change in consumption | -6.3% |
| Veracruz | Avoid environmental contamination with harmful substances | Fortnightly site inspections throughout airfield to ensure compliance with operational controls | Number of inspections carried out | 24 |
| Veracruz | Reduce consumption of paper | Awareness campaign to achieve a rational use of paper in administrative tasks | Percent conclusion of project | 100% |
| Veracruz | Reduce consumption of polystyrene (Styrofoam) | Awareness campaign to dissuade airport community from using polystyrene articles | Percent conclusion of project | 100% |
| Veracruz | Promote environmental awareness in community | Five presentations to students at local schools on the theme of environmental protection | Number of presentations given | 5 |
| Veracruz | Promote environmental awareness in community | One event with members of local communities on the theme of environmental protection | Number of events carried out | 1 |
| Villahermosa | Recycling of non-hazardous waste | Recycle 3% more non-hazardous waste compared to previous year | Percent increase in waste recycled | 9.5% |
| Villahermosa | Reduce consumption of electricity | Replacement of 20% of existing lighting with LED technology | Percent conclusion of project | 100% |
| Villahermosa | Reduce consumption of fossil fuels | Installation of solar water heater for showers and bathrooms in Airport Rescue and Fire Fighting facility | Percent conclusion of project | 100% |

ANEXO B: ENVIRONMENTAL INDICATORS

ASUR ALL AIRPORTS

TOTAL FIGURES

| Parameter | Unit mmt | 2016 | 2017 | 2018 | % change (^{'18 vs '17}) |
|------------------------------------|----------------|------------|------------|--------------------|---------------------------------------|
| Total water consumption | m ³ | 870,931 | 825,475 | 755,612 | -8.5% |
| Total water discharged | m ³ | 329,390 | 422,323 | 417,450 | -1.2% |
| Total electricity consumption | kWh | 91,293,333 | 98,843,472 | 111,744,821 | 13.1% |
| | GJ | 328,656 | 355,836 | 402,281 | 13.1% |
| Total hazardous waste produced | kg | 15,399 | 17,319 | 15,655 | -9.6% |
| Total non-hazardous waste produced | t | 6,194.7 | 6,450.6 | 6,796.3 | 5.4% |
| Non-hazardous waste recycled | | 919.2 | 1,046.2 | 1,066.6 | 1.9% |
| % non-hazardous waste recycled | | 15% | 16% | 16% | |
| Total fuel consumption | l | 541,449 | 570,733 | 604,608 | 5.9% |

PER-PASSENGER BASIS

| Parameter | Unit mmt | 2016 | 2017 | 2018 | % change (^{'18 vs '17}) |
|--|-------------|------|------|-------------|---------------------------------------|
| Water consumption per passenger | l/pax | 30.4 | 26.4 | 22.6 | -14.4% |
| Water discharged per passenger | l/pax | 11.5 | 13.5 | 12.5 | -7.5% |
| Electricity consumption per passenger | kWh/pax | 3.2 | 3.2 | 3.3 | 5.7% |
| | MJ/pax | 11.5 | 11.4 | 12.1 | 5.7% |
| Hazardous waste produced per passenger | g/pax | 0.5 | 0.6 | 0.5 | -15.4% |
| Non-hazardous waste produced per passenger | kg/pax | 0.22 | 0.21 | 0.20 | -1.5% |
| Fuel consumption per passenger | ml/pax | 18.9 | 18.3 | 18.1 | -0.9% |

CANCÚN AIRPORT

TOTAL FIGURES

| Parameter | Unit mmt | 2016 | 2017 | 2018 | % change (^{'18 vs '17}) |
|------------------------------------|----------------|------------|------------|-------------------|---------------------------------------|
| Total water consumption | m ³ | 549,002 | 503,963 | 438,499 | -13.0% |
| Total water discharged | m ³ | 255,304 | 337,384 | 342,860 | 1.6% |
| Total electricity consumption | kWh | 65,092,173 | 71,235,808 | 84,460,554 | 18.6% |
| | GJ | 234,332 | 256,449 | 304,058 | 18.6% |
| Total hazardous waste produced | kg | 5,229 | 3,166 | 5,138 | 62.3% |
| Total non-hazardous waste produced | t | 5,544.5 | 5,817.8 | 6,142.6 | 5.6% |
| Non-hazardous waste recycled | | 865.9 | 987.6 | 993.7 | 0.6% |
| % non-hazardous waste recycled | | 16% | 17% | 16% | |
| Total fuel consumption | l | 293,793 | 319,670 | 336,906 | 5.4% |

PER-PASSENGER BASIS

| Parameter | Unit mmt | 2016 | 2017 | 2018 | % change (^{'18 vs '17}) |
|--|-------------|------|------|-------------|---------------------------------------|
| Water consumption per passenger | l/pax | 25.5 | 21.3 | 17.4 | -18.5% |
| Water discharged per passenger | l/pax | 11.9 | 14.2 | 13.6 | -4.8% |
| Electricity consumption per passenger | kWh/pax | 3.0 | 3.0 | 3.3 | 11.1% |
| | MJ/pax | 10.9 | 10.8 | 12.0 | 11.1% |
| Hazardous waste produced per passenger | g/pax | 0.2 | 0.1 | 0.2 | 52.1% |
| Non-hazardous waste produced per passenger | kg/pax | 0.26 | 0.25 | 0.24 | -1.1% |
| Fuel consumption per passenger | ml/pax | 13.7 | 13.5 | 13.3 | -1.2% |

COZUMEL AIRPORT

TOTAL FIGURES

| Parameter | Unit mmt | 2016 | 2017 | 2018 | % change (^{'18 vs '17}) |
|------------------------------------|----------------|-----------|-----------|------------------|---------------------------------------|
| Total water consumption | m ³ | 32,421 | 33,058 | 24,417 | -26.1% |
| Total water discharged | m ³ | 18,223 | 27,155 | 15,764 | -41.9% |
| Total electricity consumption | kWh | 2,624,894 | 2,528,402 | 2,484,775 | -1.7% |
| | GJ | 9,450 | 9,102 | 8,945 | -1.7% |
| Total hazardous waste produced | kg | 4,185 | 5,349 | 2,879 | -46.2% |
| Total non-hazardous waste produced | t | 42 | 40 | 48 | 21.3% |
| Non-hazardous waste recycled | | 13 | 16 | 19 | 18.7% |
| % non-hazardous waste recycled | | 32% | 41% | 40% | |
| Total fuel consumption | l | 20,573 | 19,520 | 17,150 | -12.1% |

PER-PASSENGER BASIS

| Parameter | Unit mmt | 2016 | 2017 | 2018 | % change (^{'18 vs '17}) |
|--|-------------|------|------|-------------|---------------------------------------|
| Water consumption per passenger | l/pax | 59.4 | 60.3 | 41.6 | -31.0% |
| Water discharged per passenger | l/pax | 33.4 | 49.5 | 26.9 | -45.8% |
| Electricity consumption per passenger | kWh/pax | 4.8 | 4.6 | 4.2 | -8.3% |
| | MJ/pax | 17.3 | 16.6 | 15.2 | -8.3% |
| Hazardous waste produced per passenger | g/pax | 7.7 | 9.8 | 4.9 | -49.8% |
| Non-hazardous waste produced per passenger | kg/pax | 0.08 | 0.07 | 0.08 | 13.3% |
| Fuel consumption per passenger | ml/pax | 37.7 | 35.6 | 29.2 | -18.0% |

HUATULCO AIRPORT

| TOTAL FIGURES | | Unit | | | | % change |
|------------------------------------|----------------|-----------|-----------|------------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Total water consumption | m ³ | 19,850 | 19,851 | 15,436 | | -22.2% |
| Total water discharged | m ³ | 8,677 | 8,937 | 8,304 | | -7.1% |
| Total electricity consumption | kWh | 1,694,420 | 1,698,210 | 1,732,165 | | 2.0% |
| | GJ | 6,100 | 6,114 | 6,236 | | 2.0% |
| Total hazardous waste produced | kg | 881 | 1,146 | 1,860 | | 62.3% |
| Total non-hazardous waste produced | t | 65 | 62 | 70 | | 11.8% |
| Non-hazardous waste recycled | | 5 | 5 | 7 | | 58.9% |
| % non-hazardous waste recycled | | 7% | 8% | 11% | | |
| Total fuel consumption | l | 23,383 | 37,870 | 27,744 | | -26.7% |

| PER-PASSENGER BASIS | | Unit | | | | % change |
|--|---------|------|------|-------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Water consumption per passenger | l/pax | 29.8 | 25.5 | 18.8 | | -26.3% |
| Water discharged per passenger | l/pax | 13.0 | 11.5 | 10.1 | | -11.9% |
| Electricity consumption per passenger | kWh/pax | 2.5 | 2.2 | 2.1 | | -3.3% |
| | MJ/pax | 9.1 | 7.8 | 7.6 | | -3.3% |
| Hazardous waste produced per passenger | g/pax | 1.3 | 1.5 | 2.3 | | 53.9% |
| Non-hazardous waste produced per passenger | kg/pax | 0.10 | 0.08 | 0.08 | | 6.0% |
| Fuel consumption per passenger | ml/pax | 35.1 | 48.6 | 33.8 | | -30.5% |

MÉRIDA AIRPORT

| TOTAL FIGURES | | Unit | | | | % change |
|------------------------------------|----------------|-----------|-----------|-------------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Total water consumption | m ³ | 149,353 | 148,022 | 148,895 | | 0.6% |
| Total water discharged | m ³ | 1,884 | 1,240 | 1,755 | | 41.5% |
| Total electricity consumption | kWh | 8,040,489 | 9,881,368 | 10,058,008 | | 1.8% |
| | GJ | 28,946 | 35,573 | 36,209 | | 1.8% |
| Total hazardous waste produced | kg | 1,631 | 1,488 | 2,878 | | 93.4% |
| Total non-hazardous waste produced | t | 66 | 68 | 92 | | 35.0% |
| Non-hazardous waste recycled | | 0 | 2 | 4 | | 66.5% |
| % non-hazardous waste recycled | | 0% | 3% | 4% | | |
| Total fuel consumption | l | 37,667 | 43,058 | 45,020 | | 4.6% |

| PER-PASSENGER BASIS | | Unit | | | | % change |
|--|---------|------|------|-------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Water consumption per passenger | l/pax | 75.6 | 68.2 | 60.4 | | -11.4% |
| Water discharged per passenger | l/pax | 1.0 | 0.6 | 0.7 | | 24.7% |
| Electricity consumption per passenger | kWh/pax | 4.1 | 4.6 | 4.1 | | -10.3% |
| | MJ/pax | 14.6 | 16.4 | 14.7 | | -10.3% |
| Hazardous waste produced per passenger | g/pax | 0.8 | 0.7 | 1.2 | | 70.4% |
| Non-hazardous waste produced per passenger | kg/pax | 0.03 | 0.03 | 0.04 | | 18.9% |
| Fuel consumption per passenger | ml/pax | 19.1 | 19.8 | 18.3 | | -7.9% |

MINATITLÁN AIRPORT

| TOTAL FIGURES | | Unit | | | | % change |
|------------------------------------|----------------|---------|---------|----------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Total water consumption | m ³ | 10,348 | 10,233 | 10,803 | | 5.6% |
| Total water discharged | m ³ | 5,225 | 5,490 | 6,402 | | 16.6% |
| Total electricity consumption | kWh | 642,288 | 653,376 | 698,899 | | 7.0% |
| | GJ | 2,312 | 2,352 | 2,516 | | 7.0% |
| Total hazardous waste produced | kg | 773 | 697 | 436 | | -37.4% |
| Total non-hazardous waste produced | t | 6 | 5 | 5 | | -13.2% |
| Non-hazardous waste recycled | | 3 | 3 | 3 | | -17.4% |
| % non-hazardous waste recycled | | 54% | 58% | 56% | | |
| Total fuel consumption | l | 34,132 | 20,062 | 30,940 | | 54.2% |

| PER-PASSENGER BASIS | | Unit | | | | % change |
|--|---------|-------|------|--------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Water consumption per passenger | l/pax | 43.8 | 50.4 | 60.4 | | 19.9% |
| Water discharged per passenger | l/pax | 22.1 | 27.0 | 32.3 | | 19.5% |
| Electricity consumption per passenger | kWh/pax | 2.7 | 3.2 | 3.5 | | 9.6% |
| | MJ/pax | 9.8 | 11.6 | 12.7 | | 9.6% |
| Hazardous waste produced per passenger | g/pax | 3.3 | 3.4 | 2.2 | | -35.8% |
| Non-hazardous waste produced per passenger | kg/pax | 0.02 | 0.03 | 0.02 | | -11.1% |
| Fuel consumption per passenger | ml/pax | 144.5 | 98.8 | 156.1 | | 58.1% |

OAXACA AIRPORT

| TOTAL FIGURES | | Unit | | | | % change |
|------------------------------------|----------------|-----------|-----------|------------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Total water consumption | m ³ | 18,079 | 20,156 | 27,958 | | 38.7% |
| Total water discharged | m ³ | 11,475 | 12,340 | 12,133 | | -1.7% |
| Total electricity consumption | kWh | 1,270,864 | 1,350,779 | 1,327,879 | | -1.7% |
| | GJ | 4,575 | 4,863 | 4,780 | | -1.7% |
| Total hazardous waste produced | kg | 440 | 1,026 | 731 | | -28.8% |
| Total non-hazardous waste produced | t | 99 | 115 | 118 | | 2.2% |
| Non-hazardous waste recycled | | 4 | 4 | 8 | | 81.8% |
| % non-hazardous waste recycled | | 4% | 4% | 7% | | |
| Total fuel consumption | l | 28,055 | 26,263 | 30,546 | | 16.3% |

| PER-PASSENGER BASIS | | Unit | | | | % change |
|--|---------|------|------|-------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Water consumption per passenger | l/pax | 23.6 | 22.9 | 29.0 | | 26.9% |
| Water discharged per passenger | l/pax | 15.0 | 14.0 | 12.6 | | -10.0% |
| Electricity consumption per passenger | kWh/pax | 1.7 | 1.5 | 1.4 | | -10.0% |
| | MJ/pax | 6.0 | 5.5 | 5.0 | | -10.0% |
| Hazardous waste produced per passenger | g/pax | 0.6 | 1.2 | 0.8 | | -34.8% |
| Non-hazardous waste produced per passenger | kg/pax | 0.13 | 0.13 | 0.12 | | -6.4% |
| Fuel consumption per passenger | ml/pax | 36.6 | 29.8 | 31.7 | | 6.4% |

TAPACHULA AIRPORT

| TOTAL FIGURES | | Unit | | | | % change |
|------------------------------------|----------------|-----------|-----------|------------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Total water consumption | m ³ | 17,565 | 14,905 | 11,771 | | -21.0% |
| Total water discharged | m ³ | 10,121 | 4,816 | 6,056 | | 25.7% |
| Total electricity consumption | kWh | 1,550,558 | 1,543,765 | 1,633,051 | | 5.8% |
| | GJ | 5,582 | 5,558 | 5,879 | | 5.8% |
| Total hazardous waste produced | kg | 360 | 1,202 | 423 | | -64.8% |
| Total non-hazardous waste produced | t | 43 | 48 | 46 | | -5.8% |
| Non-hazardous waste recycled | | 0 | 2 | 2 | | -22.3% |
| % non-hazardous waste recycled | | 0% | 5% | 4% | | |
| Total fuel consumption | l | 23,340 | 18,511 | 28,702 | | 55.1% |

| PER-PASSENGER BASIS | | Unit | | | | % change |
|--|---------|------|------|-------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Water consumption per passenger | l/pax | 55.8 | 49.9 | 34.9 | | -30.0% |
| Water discharged per passenger | l/pax | 32.2 | 16.1 | 18.0 | | 11.4% |
| Electricity consumption per passenger | kWh/pax | 4.9 | 5.2 | 4.8 | | -6.3% |
| | MJ/pax | 17.7 | 18.6 | 17.4 | | -6.3% |
| Hazardous waste produced per passenger | g/pax | 1.1 | 4.0 | 1.3 | | -68.8% |
| Non-hazardous waste produced per passenger | kg/pax | 0.14 | 0.16 | 0.14 | | -16.6% |
| Fuel consumption per passenger | ml/pax | 74.2 | 62.0 | 85.2 | | 37.4% |

VERACRUZ AIRPORT

| TOTAL FIGURES | | Unit | | | | % change |
|------------------------------------|----------------|-----------|-----------|------------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Total water consumption | m ³ | 36,747 | 38,644 | 39,690 | | 2.7% |
| Total water discharged | m ³ | 7,001 | 10,761 | 10,470 | | -2.7% |
| Total electricity consumption | kWh | 6,143,005 | 5,961,647 | 5,587,968 | | -6.3% |
| | GJ | 22,115 | 21,462 | 20,117 | | -6.3% |
| Total hazardous waste produced | kg | 608 | 1,210 | 457 | | -62.2% |
| Total non-hazardous waste produced | t | 167 | 146 | 150 | | 2.6% |
| Non-hazardous waste recycled | | 22 | 13 | 17 | | 24.9% |
| % non-hazardous waste recycled | | 13% | 9% | 11% | | |
| Total fuel consumption | l | 50,519 | 54,474 | 51,891 | | -4.7% |

| PER-PASSENGER BASIS | | Unit | | | | % change |
|--|---------|------|------|-------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Water consumption per passenger | l/pax | 27.5 | 27.8 | 26.3 | | -5.4% |
| Water discharged per passenger | l/pax | 5.2 | 7.8 | 6.9 | | -10.4% |
| Electricity consumption per passenger | kWh/pax | 4.6 | 4.3 | 3.7 | | -13.7% |
| | MJ/pax | 16.5 | 15.5 | 13.4 | | -13.7% |
| Hazardous waste produced per passenger | g/pax | 0.5 | 0.9 | 0.3 | | -65.2% |
| Non-hazardous waste produced per passenger | kg/pax | 0.13 | 0.11 | 0.10 | | -5.5% |
| Fuel consumption per passenger | ml/pax | 37.8 | 39.2 | 34.4 | | -12.3% |

VILLAHERMOSA AIRPORT

| TOTAL FIGURES | | Unit | | | | % change |
|------------------------------------|----------------|-----------|-----------|------------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Total water consumption | m ³ | 37,566 | 36,643 | 38,143 | | 4.1% |
| Total water discharged | m ³ | 11,480 | 14,200 | 13,706 | | -3.5% |
| Total electricity consumption | kWh | 4,234,642 | 3,990,117 | 3,761,522 | | -5.7% |
| | GJ | 15,245 | 14,364 | 13,541 | | -5.7% |
| Total hazardous waste produced | kg | 1,292 | 2,036 | 854 | | -58.1% |
| Total non-hazardous waste produced | t | 161 | 148 | 126 | | -14.6% |
| Non-hazardous waste recycled | | 6 | 12 | 13 | | 9.5% |
| % non-hazardous waste recycled | | 4% | 8% | 11% | | |
| Total fuel consumption | l | 29,987 | 31,306 | 35,709 | | 14.1% |

| PER-PASSENGER BASIS | | Unit | | | | % change |
|--|---------|------|------|-------------|--|--------------|
| Parameter | mmt | 2016 | 2017 | 2018 | | ('18 vs '17) |
| Water consumption per passenger | l/pax | 29.7 | 28.7 | 30.8 | | 7.5% |
| Water discharged per passenger | l/pax | 9.1 | 11.1 | 11.1 | | -0.3% |
| Electricity consumption per passenger | kWh/pax | 3.3 | 3.1 | 3.0 | | -2.6% |
| | MJ/pax | 12.1 | 11.2 | 10.9 | | -2.6% |
| Hazardous waste produced per passenger | g/pax | 1.0 | 1.6 | 0.7 | | -56.7% |
| Non-hazardous waste produced per passenger | kg/pax | 0.13 | 0.12 | 0.10 | | -11.8% |
| Fuel consumption per passenger | ml/pax | 23.7 | 24.5 | 28.9 | | 17.8% |

The logo for ASUR, featuring the letters 'ASUR' in a bold, italicized, sans-serif font. The 'A' is white, and the 'S', 'U', and 'R' are a light blue color. The letters are slightly overlapping and have a subtle shadow effect.

AEROPUERTOS DEL SURESTE

