

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V., which we refer to by the acronym "GACN" or "OMA", is a corporation (*sociedad anónima bursátil de capital variable*) organized under the laws of Mexico. We were incorporated in 1998 as part of the Mexican government's program for the opening of Mexico's airports to private investment. The duration of our corporate existence is indefinite. We are a holding company and conduct substantially all of our operations through our subsidiaries.

Through our subsidiaries, we hold concessions to operate, maintain and develop 13 airports in Mexico, which are concentrated in the country's central and northern regions. Each of our concessions has a term of 50 years beginning on November 1, 1998. The term of each of our concessions may be extended by the Ministry of Infrastructure, Communications and Transportation under certain circumstances for up to 50 additional years. The terms of our concessions also include the right to occupy, use and improve the land appurtenant to our airports, which we do not own and which will revert to the Mexican government upon the termination of our concession. As operator of the 13 airports under our concessions, we charge fees to airlines, passengers and other users for the use of the airports' facilities. We also derive rental and other income from commercial and diversification activities conducted at our airports, such as the leasing of space to restaurants and retailers, the operation of parking facilities, the operation of the OMA Carga business, the Terminal 2 NH Collection Hotel and the Hilton Garden Inn Hotel at the Monterrey airport, among others.

We operate 13 airports, which serve a major metropolitan area (Monterrey), three tourist destinations (Acapulco, Mazatlán and Zihuatanejo), seven regional centers (Chihuahua, Culiacán, Durango, San Luis Potosí, Tampico, Torreón and Zacatecas) and two border cities (Ciudad Juárez and Reynosa). Our airports are located in nine of the 32 Mexican states, covering a territory of approximately 926,421 square kilometers (575,667 square miles), with a population of approximately 29.0 million according to the Mexican National Institute of Statistics and Geography. All of our airports are designated as international airports under Mexican law, meaning that they are all equipped to receive international flights and to maintain customs and immigration services managed by the Mexican government, as well as refueling services.

The Company's energy requirements arise mainly from electricity consumption, which is used for illumination and air conditioning at airports, and to a lesser extent, the use of fuels such as gasoline, diesel, natural gas, and LP gas used in construction machinery and vehicle transport.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date

January 1 2022

End date

December 31 2022

Indicate if you are providing emissions data for past reporting years

Yes

Select the number of past reporting years you will be providing Scope 1 emissions data for

3 years

Select the number of past reporting years you will be providing Scope 2 emissions data for

3 years

Select the number of past reporting years you will be providing Scope 3 emissions data for

Not providing past emissions data for Scope 3

C0.3

(C0.3) Select the countries/areas in which you operate.

Mexico

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

MXN

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Financial control

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, a Ticker symbol	OMAB
Yes, a CUSIP number	400501102
Yes, a SEDOL code	400501102
Yes, an ISIN code	US40050110022

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual or committee	Responsibilities for climate-related issues
Board Chair	Design and monitor the ESG strategy along with the rest of the Board of Directors. Supervise compliance with Sustainability Policy. Monitor compliance with standards and certifications. Analyze potential risks (including environmental risks). Approve strategic plans, annual budgets and authorize the five-year Master Development Program.
Chief Executive Officer (CEO)	In charge of defining and monitoring the ESG strategy along with the Board of directors. Analyze potential risks (including environmental risks). Define strategic plans, annual budgets and propose the five-year Master Development Program Monitoring of Occupational Health and Safety
Chief Financial Officer (CFO)	Responsible along with the Investor Relations area to report ESG related matters, approve green investments. Analyze potential risks (including environmental risks). Define strategic plans, annual budgets and propose the five-year Master Development Program
Other C-Suite Officer	The Airport Operations Director is responsible for monitoring and supervising efficiency projects.
Other C-Suite Officer	The Infrastructure and Maintenance Director is in charge of the investments in self-generation and energy efficiency projects. He is also responsible for the Power Purchase Agreement management.
General Counsel	Responsible for the legal compliance related to sustainability projects. Definition and compliance of Code of Ethics and Anticorruption policies
Board-level committee	Recommend on the design and monitor the ESG strategy along with the rest of the Board of Directors. Recommend on and ensure compliance with Sustainability Policy. Monitor compliance with standards and certifications. Analyze potential risks (including environmental risks).
Other, please specify (Corporate Environmental Head)	The Corporate Environmental Head is in charge of environmental compliance and monitoring of environmental projects in each airport.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding annual budgets Overseeing major capital expenditures Overseeing and guiding employee incentives Reviewing and guiding strategy Overseeing the setting of corporate targets Monitoring progress towards corporate targets Reviewing and guiding the risk management process	<Not Applicable>	As mentioned before, the Board of Directors is responsible for reviewing and guiding budgets. In this process certain green investments are considered. The Board of Directors is responsible for monitoring the main risks to which the Company is exposed, acting through the Risk Committee, which is the entity responsible for determining and managing risks. It also relies on the Audit Committee, which is responsible for accounting, control and internal auditing systems to monitor the risk management process, and to supervise and approve the results of risk management. The Board is also responsible for approving debt issuances. During 2022, OMA completed its Sustainability-Linked Financing Framework, where OMA established the objective to reduce by a 58% Scope 1 and 2 greenhouse gas emissions by 2025.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	Our 6 proprietary members of the Board are executives of VINCI Concessions and VINCI Airports, both subsidiaries of VINCI, SA ("VINCI"). VINCI has clear and defined ESG-related strategies. As a global company and leader in its sector, VINCI must lead by example and work towards the common good. Because its projects serve the public interest, VINCI strongly emphasizes listening and dialogue with its stakeholders in all its business lines. VINCI aims to be a force for good by actively contributing to the environmental transition, peaceful coexistence and social inclusion in cities and regions. Social, environmental and ethical issues are addressed at the highest level of responsibility by the Strategy and CSR Committee of VINCI's Board of Directors, which ensures that they are integrated into the Group's strategy. The Human Resources Department, through its Social Responsibility Department, is in charge of social and workforce-related policy; the Environment Department is responsible for environmental policy, and the Ethics and Vigilance Department for ethics policy under the authority of the Chairman and CEO. The Human Rights, Environment and Ethics and Vigilance committees meet regularly with the representatives of the business lines to identify major issues and implement vigilance practices to prevent human and environmental risks, and to promote the dissemination of measures and best practices. In addition, the following members have specific professional experience related to climate-related issues: Éric Delobel, is also responsible for coordinating VINCI Concessions' Engineering Department and has become in charge of VINCI Concessions' Hydrogen Competence Center. Emmanuelle Huon, previously worked as Senior Legal Counsel at Airbus Defence and Space (2013-2015) and at Degrémont - SUEZ in the field of water and waste treatment concessions projects. Alejandro Ortega Aguayo, previously acted as head of Investment Banking for Mexico for Morgan Stanley, where he gained significant experience in industries such as infrastructure, energy & electricity, financial institutions, real estate, healthcare, and media and telecommunications.	<Not Applicable>	<Not Applicable>

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Position or committee

Other committee, please specify (Corporate Practices, Finance, Planning, and Sustainability Committee)

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities
Integrating climate-related issues into the strategy
Monitoring progress against climate-related corporate targets
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

<Not Applicable>

Reporting line

Reports to the board directly

Frequency of reporting to the board on climate-related issues via this reporting line

Quarterly

Please explain

This Committee is responsible for supervising the ethical principles by which OMA operates. It also assesses the investment and financing policies, establishes long-term strategic planning, and identifies the risks to which the Organization is exposed in sustainability, economic, financial, social, and environmental matters. It is also the entity responsible for evaluating and determining the compensation of the members of the Board, and senior management.

Position or committee

Please select

Climate-related responsibilities of this position

<Not Applicable>

Coverage of responsibilities

<Not Applicable>

Reporting line

<Not Applicable>

Frequency of reporting to the board on climate-related issues via this reporting line

<Not Applicable>

Please explain

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	No, not currently but we plan to introduce them in the next two years	

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	1	
Medium-term	2	5	
Long-term	6	25	Our concessions expire in 2048, therefore horizon considers 2048 as the final date, even though there are provisions for potential renewals.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

We have two risk-management procedures at OMA. The first identifies and mitigates the risks inherent to the business' operation, and the second integrates the risks related to the Company's sustainability strategy (ESG).

RISKS RELATED TO THE COMPANY'S ACTIVITIES

The Company's Board of Directors is responsible for monitoring the main risks to which the Company is exposed, acting through the Risk Committee, which is the entity responsible for determining and managing risks to ensure business continuity.

The Board also relies on the Audit Committee, which is responsible for accounting, control, and internal auditing systems to monitor the risk management process, and to supervise and approve the results of risk management.

OMA uses a risk-classification methodology, which places risks into five categories; compliance, operating, financial, market, and strategic. These risks are placed on a risk map that allows the to be managed based on their impact and probability of occurring.

RISKS RELATED TO THE ESG SUSTAINABILITY STRATEGY

To manage the risks related to the sustainability strategy (ESG) ISO 31000 methodology was used in the materiality study that was conducted at the end of 2022. This allowed a map of current and potential ESG risks related to OMA's 15 material matters to be created, which were then classified into governance, social and environmental risks.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered

Direct operations

Risk management process

A specific climate-related risk management process

Frequency of assessment

Annually

Time horizon(s) covered

Short-term
Medium-term
Long-term

Description of process

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The following shows the different ESG risks and IMPACT:

MATERIAL ISSUE RISK / OPPORTUNITY ESG IMPACT

Governance, ethics and compliance:

- Ongoing compliance with the obligations of the concession, the Sarbanes-Oxley law, and the Code of Ethics / MEDIUM
- Legal and administrative contingencies / HIGH

Sustainable and resilient business:

- Impact on operations due to the pandemic / HIGH
- Expansion of competitors / HIGH
- Matters related to the airlines, ticket costs, and other services / HIGH
- Changes in the economic environment / HIGH
- Impact on traffic due to uncertainty in the country / MEDIUM
- Maintenance of operating permits, fees, contracts, and other government-related items / MEDIUM
- Cyber security / MEDIUM
- Downgrade of Mexico's safety rating from Category 1 to Category 2 / MEDIUM

Infrastructure and sustainable operations:

- Maintaining and updating infrastructure quality / MEDIUM

Focus on the client and passenger experience:

- Meeting service and infrastructure expectations required by clients and passengers / MEDIUM

Leadership of the future:

- Salary pressure, radical demands, and strikes / MEDIUM

Strategy to attract and retain talent, and quality of life and well-being

- High personnel turnover and lack of talent / HIGH
- Development, growth and training Focus on training and development by the competition / MEDIUM
- Diversity, equality and inclusion. Violation of human rights. / MEDIUM
- Social development and corporate citizenship. Discontented communities / MEDIUM

Environmental management, sustainable handling of waste, protecting biodiversity and soil

- Violations to environmental regulation / MEDIUM

Energy efficiency and climate change

- Extreme climate conditions and natural disasters / HIGH
- Poor perception of carbon footprint / MEDIUM

Responsible water management

- Penalties due to breach of applicable legal framework in regard to domestic water / MEDIUM
- Water scarcity / HIGH

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	The level of environmental regulation in Mexico is increasing and the enforcement of environmental laws has become more common. For instance, Mexico launched a carbon dioxide ("CO2") market in 2018. This initiative requires that industries that generate above a certain amount of CO2 emissions pay for rights to excess emissions. Starting in 2019, the legislation also requires that companies report their global emissions as verified by the Mexican Emissions Registry (Registro Nacional de Emisiones). Due to the significance of such regulations to our business, we closely monitor and assess risks associated with any changes through their inclusion in our enterprise risk management (ERM) process.
Emerging regulation	Relevant, always included	The level of environmental regulation in Mexico is increasing and the enforcement of environmental laws has become more common. For instance, Mexico launched a carbon dioxide ("CO2") market in 2018. This initiative requires that industries that generate above a certain amount of CO2 emissions pay for rights to excess emissions. Starting in 2019, the legislation also requires that companies report their global emissions as verified by the Mexican Emissions Registry (Registro Nacional de Emisiones). Due to the significance of such regulations to our business, we closely monitor and assess risks associated with any changes through their inclusion in our enterprise risk management (ERM) process.
Technology	Relevant, always included	We rely on a variety of information technology to manage our operations. The proper functioning of these systems is critical to the efficient operation and management of our business. If critical information systems fail or are otherwise unavailable, our ability to provide services at our airports, collect accounts receivable, pay expenses and maintain our security and customer data, could be adversely affected. In addition, these systems may require modifications or upgrades as a result of technological changes or growth in our business. These changes may be costly and disruptive to our operations, and could impose substantial demands on management time. Our systems may be vulnerable to damage or disruption caused by circumstances beyond our control, such as catastrophic events, power outages, natural disasters, computer system or network failures, viruses or malware, physical or electronic break ins, unauthorized access and cyber-attacks. To prevent future cybersecurity incidents, we are constantly updating our infrastructure with the latest security technologies, and we conduct vulnerability analyses and penetration testing periodically. Our information systems contain backup systems, including physical and software safeguards located outside of our offices, and a cold site for critical systems. In addition, we protect our systems with antivirus software, end-point protection software and last generation firewalls, including firewalls to filter traffic from the Internet. There can be no assurances that these preventive actions to mitigate cybersecurity risks and incidents will be successful in avoiding future cyber-attacks. Any such incident could hinder our ability to protect the privacy of our clients and business by causing the unauthorized distribution of confidential data and valuable financial information, which may cause damage to our reputation and may require us to incur additional expenses.
Legal	Relevant, always included	The level of environmental regulation in Mexico is increasing and the enforcement of environmental laws has become more common. For instance, Mexico launched a carbon dioxide ("CO2") market in 2018. This initiative requires that industries that generate above a certain amount of CO2 emissions pay for rights to excess emissions. Starting in 2019, the legislation also requires that companies report their global emissions as verified by the Mexican Emissions Registry (Registro Nacional de Emisiones). Due to the significance of such regulations to our business, we closely monitor and assess risks associated with any changes through their inclusion in our enterprise risk management (ERM) process.
Market	Relevant, always included	Approximately 80% of our aeronautical revenues come from passenger revenues. Therefore it is important for us to constantly monitor passenger trends and behavior in order to give the best infrastructure and facilities to each person that travels through our airports.
Reputation	Not evaluated	
Acute physical	Relevant, always included	From time to time, the northern and central regions of Mexico experience torrential rains, hurricanes (particularly during the months of July through September) and, depending on the region, earthquakes and volcanic activity. In addition, the Mazatlán, Culiacán and Acapulco airports are susceptible to occasional flooding due to torrential rainfall. Natural disasters may impede or cause the suspension of operations, damage infrastructure necessary to our operations or adversely affect the destinations served by our airports.
Chronic physical	Relevant, not included	From time to time, the northern and central regions of Mexico experience torrential rains, hurricanes (particularly during the months of July through September) and, depending on the region, earthquakes and volcanic activity. In addition, the Mazatlán, Culiacán and Acapulco airports are susceptible to occasional flooding due to torrential rainfall. Natural disasters may impede or cause the suspension of operations, damage infrastructure necessary to our operations or adversely affect the destinations served by our airports.

C2.3**(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?**

Yes

C2.3a**(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.****Identifier**

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Storm (including blizzards, dust, and sandstorms)
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Primary potential financial impact

Decreased revenues due to reduced demand for products and services

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

For each non-operational day at our Monterrey, Tampico and Reynosa airports, revenues could decrease by MXN 7 million on a daily-basis

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

7

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

For each non-operational day at our Monterrey, Tampico and Reynosa airports, revenues could decrease by MXN 7 million on a daily-basis

Cost of response to risk

0

Description of response and explanation of cost calculation

Risk has been mitigated through insurance.

Comment

Identifier

Risk 2

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Other, please specify (Adverse climate conditions)
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Primary potential financial impact

Decreased revenues due to reduced demand for products and services

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Airplane accidents due to adverse climate conditions and mechanical failures

Time horizon

Short-term

Likelihood

Very unlikely

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

9

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

Our revenues would reduce by MXN 9 million daily for each day in which the airplane does not operate in our Monterrey airport.

Cost of response to risk

0

Description of response and explanation of cost calculation

Risk has been mitigated through insurance.

Comment

Identifier

Risk 3

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Other, please specify (Earthquake)
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Primary potential financial impact

Decreased revenues due to reduced demand for products and services

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Potential earthquake in Mexico City could adversely affect our operations in our NH Collection T2 Hotel.

Time horizon

Short-term

Likelihood

More likely than not

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

Revenue losses as a result of the interruption of operations, as well as potential CAPEX requirements to repair damages.

Cost of response to risk

0

Description of response and explanation of cost calculation

Risk has not been covered. Residual risk is 100%.

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Opp1

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Energy source

Primary climate-related opportunity driver

Use of lower-emission sources of energy

Primary potential financial impact

Reduced direct costs

Company-specific description

Power Purchase Agreement (PPA)

We signed a power purchase agreement ("PPA") with a wind energy provider. OMA's electricity has been partially supplied through this agreement since March of 2019. In 2020, 2021, and 2022, energy consumed through the PPA represented 77%, 84%, and 78%, respectively, of OMA's total electricity consumption.

Investment in Solar Panels at our 13 airports

In 2021, we invested more than Ps.250 million pesos in the installation of solar panels, with added capacity of 8.44 MWp among the 13 airports.

Approximately 17.8% of the company's energy consumption needs were produced by our solar panels in 2022. Note that this investment was financed by the issuance of our Green Bonds.

Investment in Energy-Efficient Systems

During this reporting period, the Company began switching runway lighting technology from halogen to LED and solar at the airports in Reynosa, Acapulco, Monterrey, Mazatlán, Durango, Torreón and Zacatecas.

Also in 2022, OMA finalized the installation and startup of battery banks with added storage capacity of 18.1 MWp in the airports in Monterrey, Chihuahua, Ciudad Juárez, Mazatlán, Acapulco, and Culiacán, allowing to reduce consumption of the grid in peak hours.

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

High

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure**Cost to realize opportunity****Strategy to realize opportunity and explanation of cost calculation****Comment**

Identifier

Opp2

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Energy source

Primary climate-related opportunity driver

Use of lower-emission sources of energy

Primary potential financial impact

Reduced direct costs

Company-specific description

OMA is in the process of evaluating a co-generation project to increase power supply at our Monterrey airports with cleaner sources of energy.

Time horizon

Medium-term

Likelihood

Very likely

Magnitude of impact

High

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

Impact would be positive as a result of lower consumption from public grid.

Cost to realize opportunity**Strategy to realize opportunity and explanation of cost calculation****Comment**

C3. Business Strategy

C3.1

(C3.1) Does your organization's strategy include a climate transition plan that aligns with a 1.5°C world?

Row 1

Climate transition plan

No, but our strategy has been influenced by climate-related risks and opportunities, and we are developing a climate transition plan within two years

Publicly available climate transition plan

<Not Applicable>

Mechanism by which feedback is collected from shareholders on your climate transition plan

<Not Applicable>

Description of feedback mechanism

<Not Applicable>

Frequency of feedback collection

<Not Applicable>

Attach any relevant documents which detail your climate transition plan (optional)

<Not Applicable>

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future

OMA has been working on different strategies to reduce its carbon footprint, whether by self-generated energy or by new technologies. However, we have not defined a strategy that aligns to the 1.5C plan. We expect to evaluate our strategy going forward and will seek the best way to align to that of a 1.5C World.

Explain why climate-related risks and opportunities have not influenced your strategy

<Not Applicable>

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	No, but we anticipate using qualitative and/or quantitative analysis in the next two years	Important but not an immediate priority	OMA has been working on different strategies to reduce its carbon footprint, whether by self-generated energy or by new technologies. However, we are still working on defining our strategy for the next years, which may include a climate-related scenario analysis.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Even though we have not performed a climate-related scenario analysis, we have heavily invested in initiatives focused on generating a positive impact and reduce our carbon footprint. Our operations have benefitted from initiatives such as implementation of solar panels, new technologies, as well as leveraging our position in Mexico to participate in relevant environmental projects, such as our Power Purchase Agreement, which provides us with wind-generated energy. As a result of the aforementioned, our services are provided using cleaner sources of energy.
Supply chain and/or value chain	No	We do not currently measure scope 3 emissions. As a result, we are not aware of risks and opportunities related to our supply chain.
Investment in R&D	No	Our current operations do not require R&D processes.
Operations	Yes	Even though we have not performed a climate-related scenario analysis, we have heavily invested in initiatives focused on generating a positive impact and reduce our carbon footprint. Our operations have benefitted from initiatives such as implementation of solar panels, new technologies, as well as leveraging our position in Mexico to participate in relevant environmental projects, such as our Power Purchase Agreement, which provides us with wind-generated energy.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Direct costs Indirect costs Capital expenditures Access to capital Assets	OMA is committed to reducing greenhouse gas emissions, as reflected in its defined goals and annual investments, which contribute to enhancing the efficiency of our airports. GREEN INVESTMENTS, ENERGY EFFICIENCY, AND CLIMATE ACTION At OMA, we strive for our airports to be increasingly efficient and sustainable. To continually decrease our carbon footprint, various strategies have been defined that focus on reducing the use of fossil fuels, electricity from non-renewable sources, water consumption, and optimizing waste treatment. These strategies have created a positive impact on the performance of the airports in recent years. Some of the projects that have been invested in or implemented in recent years, with the objective of reducing Scope 1 and 2 carbon emissions are: POWER PURCHASE AGREEMENTS (PPA) We signed a power purchase agreement ("PPA") with a wind energy provider. OMA's electricity has been partially supplied through this agreement since March of 2019. In 2020, 2021, and 2022, energy consumed through the PPA represented 77%, 84%, and 78%, respectively, of OMA's total electricity consumption. INVESTMENT IN SOLAR PANELS AT OUR 13 AIRPORTS In 2021, we invested more than Ps.250 million pesos in the installation of solar panels, with added capacity of 8.44 MWp among the 13 airports. Approximately 17.8% of the company's energy consumption needs were produced by our solar panels in 2022. Note that this investment was financed by the issuance of our Green Bonds. INVESTMENT IN ENERGY-EFFICIENT SYSTEMS During this reporting period, the Company began switching runway lighting technology from halogen to LED and solar at the airports in Reynosa, Acapulco, Monterrey, Mazatlán, Durango, Torreón and Zacatecas. Also in 2022, OMA finalized the installation and startup of battery banks with added storage capacity of 6.6 MWp in the airports of Monterrey, Chihuahua, Ciudad Juárez, Mazatlán, Acapulco, and Culiacán, allowing to reduce consumption of the grid in peak hours. AIRPORT CARBON ACCREDITATION PROGRAM The Group's 13 airports currently 14 have Level 1 Accreditation from the Airport Carbon Accreditation ("ACA") Program, which is issued by the International Association of Airports for Latin America and the Caribbean ("ACI-LAC"). This global standard is unique, as it certifies carbon management for the airport sector, and its objective is to evaluate and recognize the efforts made by airports to reduce their carbon emissions. In addition to being proud of receiving this public recognition, which positions OMA as a cutting-edge group, through these initiatives we not only support the implementation of best practices, but also knowledge transfer, raising the profile and credibility of our airports, standardizing processes, and raising awareness and specialization. OMA is also in the process of evaluating the requirements and implementing the actions necessary to obtain Level 2 Accreditation from the ACA Program at all its airports.

C3.5

(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	No, but we plan to in the next two years	<Not Applicable>

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Intensity target

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number

Int 1

Is this a science-based target?

No, but we anticipate setting one in the next two years

Target ambition

<Not Applicable>

Year target was set

2022

Target coverage

Company-wide

Scope(s)

Scope 1

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Intensity metric

Other, please specify (Kilograms of CO2e per passenger)

Base year

2018

Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)

0.06

Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)

1.47

Intensity figure in base year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

1.53

% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

100

% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

100

% of total base year emissions in Scope 3, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure

<Not Applicable>

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure

<Not Applicable>

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

<Not Applicable>

% of total base year emissions in all selected Scopes covered by this intensity figure

100

Target year

2025

Targeted reduction from base year (%)

57.51

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]

0.650097

% change anticipated in absolute Scope 1+2 emissions

57.51

% change anticipated in absolute Scope 3 emissions

0

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

0.05

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)

0.05

Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)

<Not Applicable>

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

0.1

Does this target cover any land-related emissions?

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]

162.517913906419

Target status in reporting year

Achieved

Please explain target coverage and identify any exclusions

Target encompasses all airport operations and our corporate offices.

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on establishing its target only in respect of Scope 1 and 2 emissions. We expect to measure scope 3 and set targets in the near future.

Plan for achieving target, and progress made to the end of the reporting year

<Not Applicable>

List the emissions reduction initiatives which contributed most to achieving this target

POWER PURCHASE AGREEMENTS (PPA)

We signed a power purchase agreement ("PPA") with a wind energy provider. OMA's electricity has been partially supplied through this agreement since March of 2019. In 2020, 2021, and 2022, energy consumed through the PPA represented 77%, 84%, and 78%, respectively, of OMA's total electricity consumption.

INVESTMENT IN SOLAR PANELS AT OUR 13 AIRPORTS

In 2021, we invested more than Ps.250 million pesos in the installation of solar panels, with added capacity of 8.44 MWp among the 13 airports. Approximately 17.8% of the company's energy consumption needs were produced by our solar panels in 2022. Note that this investment was financed by the issuance of our Green Bonds.

INVESTMENT IN ENERGY-EFFICIENT SYSTEMS

During this reporting period, the Company began switching runway lighting technology from halogen to LED and solar at the airports in Reynosa, Acapulco, Monterrey, Mazatlán, Durango, Torreón and Zacatecas.

Also in 2022, OMA finalized the installation and startup of battery banks with added storage capacity of 6.6 M Wp i n t he a irports i n M onterrey, Chihuahua, Ciudad Juárez, Mazatlán, Acapulco, and Culiacán, allowing to reduce consumption of the grid in peak hours.

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?

No other climate-related targets

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation		
To be implemented*	1	
Implementation commenced*	1	
Implemented*		
Not to be implemented		

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Dedicated budget for other emissions reduction activities	In 2021, OMA issued a MXN\$1.0 billion Green Bond in the Mexican Market, through which we have identified and invested in green eligible projects in different categories (renewable energy, energy efficiency, among others). OMA identified a Green Project Portfolio of which as of January 31, 2023, the Company has contracted a total 71.9% of the total Green Bond proceeds and has recorded invoices worth 65.0% of the total Green Bond proceeds. We are in the process of evaluating other opportunities for carbon reduction, such as co-generation plants and other new technologies to reduce the use of fossil fuels; however, we do not have any estimates on potential impact to the environment.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?

No

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?

Yes

C5.2

(C5.2) Provide your base year and base year emissions.

Scope 1

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

1222.6

Comment

Scope 2 (location-based)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 2 (market-based)

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

14280.02

Comment

Scope 3 category 1: Purchased goods and services

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 2: Capital goods

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 5: Waste generated in operations

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 6: Business travel

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 7: Employee commuting

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 12: End of life treatment of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 14: Franchises

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

The Greenhouse Gas Protocol: Scope 2 Guidance

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)

1123.5

Start date

January 1 2022

End date

December 31 2022

Comment

Emissions encompass our airport operations and our corporate offices.

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)

939.76

Start date

January 1 2021

End date

December 31 2021

Comment

Emissions encompass our airport operations and our corporate offices.

Past year 2

Gross global Scope 1 emissions (metric tons CO2e)

904.4

Start date

January 1 2020

End date

December 31 2020

Comment

Emissions encompass our airport operations and our corporate offices.

Past year 3

Gross global Scope 1 emissions (metric tons CO2e)

1222.6

Start date

January 1 2019

End date

December 31 2019

Comment

Emissions encompass our airport operations and our corporate offices.

C6.2

(C6.2) Describe your organization’s approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based

We are not reporting a Scope 2, location-based figure

Scope 2, market-based

We are reporting a Scope 2, market-based figure

Comment

To accurately measure emissions, OMA adheres to Mexico’s SEMARNAT regulations, including the General Law on Climate Change (LGCC), its Regulation, and the National Emissions Registry (RENE). However, for purposes of reporting, OMA utilizes the market-based methodology of the GHG Protocol to calculate the total quantity of Scope 1 and 2 CO2 emissions. This approach considers the emissions intensity factor for each energy source used by OMA (Federal Electricity Commission (CFE), Power Purchase Agreement, and solar panels) and provides an accurate representation of both direct and indirect emissions. It also allows for the inclusion of the benefits derived from installed and acquired renewable energy.

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based

<Not Applicable>

Scope 2, market-based (if applicable)

1108.37

Start date

January 1 2022

End date

December 31 2022

Comment

Emissions encompass our airport operations and our corporate offices.

We signed a power purchase agreement ("PPA") with a wind energy provider. OMA's electricity has been partially supplied through this agreement since March of 2019. The reduction in the numbers shown for the years 2019, 2020, and 2021, mainly reflects the decrease in Scope 2 emissions, which is the result of the PPA. In 2019, 2020, 2021, and 2022, the PPA for wind energy represented 55%, 77%, 84% and 78%, respectively, of the Company's total consumption.

Past year 1

Scope 2, location-based

<Not Applicable>

Scope 2, market-based (if applicable)

3334.47

Start date

January 1 2021

End date

December 31 2021

Comment

Emissions encompass our airport operations and our corporate offices.

We signed a power purchase agreement ("PPA") with a wind energy provider. OMA's electricity has been partially supplied through this agreement since March of 2019. The reduction in the numbers shown for the years 2019, 2020, and 2021, mainly reflects the decrease in Scope 2 emissions, which is the result of the PPA. In 2019, 2020, 2021, and 2022, the PPA for wind energy represented 55%, 77%, 84% and 78%, respectively, of the Company's total consumption.

Past year 2

Scope 2, location-based

<Not Applicable>

Scope 2, market-based (if applicable)

4259.96

Start date

January 1 2020

End date

December 31 2020

Comment

Emissions encompass our airport operations and our corporate offices.

We signed a power purchase agreement ("PPA") with a wind energy provider. OMA's electricity has been partially supplied through this agreement since March of 2019. The reduction in the numbers shown for the years 2019, 2020, and 2021, mainly reflects the decrease in Scope 2 emissions, which is the result of the PPA. In 2019, 2020, 2021, and 2022, the PPA for wind energy represented 55%, 77%, 84% and 78%, respectively, of the Company's total consumption.

Past year 3

Scope 2, location-based

<Not Applicable>

Scope 2, market-based (if applicable)

14280.02

Start date

January 1 2019

End date

December 31 2019

Comment

Emissions encompass our airport operations and our corporate offices.

We signed a power purchase agreement ("PPA") with a wind energy provider. OMA's electricity has been partially supplied through this agreement since March of 2019. The reduction in the numbers shown for the years 2019, 2020, and 2021, mainly reflects the decrease in Scope 2 emissions, which is the result of the PPA. In 2019, 2020, 2021, and 2022, the PPA for wind energy represented 55%, 77%, 84% and 78%, respectively, of the Company's total consumption.

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

No

C6.5

(C6.5) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status
Not evaluated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to “aircraft” component (i.e. landing and take-off cycle (“LTO”) and taxiing). Since Scope 3 emissions are out of OMA’s direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Capital goods

Evaluation status
Not evaluated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to “aircraft” component (i.e. landing and take-off cycle (“LTO”) and taxiing). Since Scope 3 emissions are out of OMA’s direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

Evaluation status
Not evaluated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to “aircraft” component (i.e. landing and take-off cycle (“LTO”) and taxiing). Since Scope 3 emissions are out of OMA’s direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Upstream transportation and distribution

Evaluation status
Not evaluated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to “aircraft” component (i.e. landing and take-off cycle (“LTO”) and taxiing). Since Scope 3 emissions are out of OMA’s direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Waste generated in operations

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Business travel

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Employee commuting

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Upstream leased assets

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Downstream transportation and distribution

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Processing of sold products

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Use of sold products

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

End of life treatment of sold products

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Downstream leased assets

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Franchises

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Investments

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Other (upstream)

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

Other (downstream)

Evaluation status

Not evaluated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to "aircraft" component (i.e. landing and take-off cycle ("LTO") and taxiing). Since Scope 3 emissions are out of OMA's direct or indirect control, at this time, OMA has focused on measuring its Scope 1 and 2 emissions only.

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

No

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure
0.24

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
2231.87

Metric denominator
unit total revenue

Metric denominator: Unit total
9285.34

Scope 2 figure used
Market-based

% change from previous year
61.02

Direction of change
Decreased

Reason(s) for change
Change in renewable energy consumption
Other emissions reduction activities

Please explain
Intensity figure of 0.24 represents 0.24 tons of CO2e per each MXN\$1 million in Aeronautical and Non-Aeronautical revenues in 2022.

Intensity figure
0.1

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
2231.87

Metric denominator
Other, please specify (Passengers)

Metric denominator: Unit total
23220.75

Scope 2 figure used
Market-based

% change from previous year
59.47

Direction of change
Decreased

Reason(s) for change
Change in renewable energy consumption
Other emissions reduction activities

Please explain

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?
Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	1087.805	Other, please specify (ACUERDO que establece los gases o compuestos de efecto invernadero que se agrupan para efectos de reporte de emisiones, así como sus potenciales de calentamiento. Website: https://dof.gob.mx/nota_detalle.php?codigo=5404077&fecha=14/08/2015#gsc.tab=0)
CH4	10.672	Other, please specify (ACUERDO que establece los gases o compuestos de efecto invernadero que se agrupan para efectos de reporte de emisiones, así como sus potenciales de calentamiento. Website: https://dof.gob.mx/nota_detalle.php?codigo=5404077&fecha=14/08/2015#gsc.tab=0)
N2O	25.021	Other, please specify (ACUERDO que establece los gases o compuestos de efecto invernadero que se agrupan para efectos de reporte de emisiones, así como sus potenciales de calentamiento. Website: https://dof.gob.mx/nota_detalle.php?codigo=5404077&fecha=14/08/2015#gsc.tab=0)

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/area/region.

Country/area/region	Scope 1 emissions (metric tons CO2e)
Mexico	1108.37

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.
By business division

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
Acapulco	79.09
Ciudad Juárez	54.15
Culiacán	88.92
Chihuahua	126
Durango	57.03
Mazatlán	70.38
Monterrey	380.61
Reynosa	35.39
San Luis Potosí	52.56
Tampico	65.39
Torreón	32.14
Zacatecas	50.36
Zihuatanejo	31.47

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/area/region.

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Mexico		1108.37

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.
By business division

C7.6a

(C7.6a) Break down your total gross global Scope 2 emissions by business division.

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Acapulco		5.67
Ciudad Juárez		52.86
Culiacán		27.53
Chihuahua		146.38
Durango		7.26
Mazatlán		4.92
Monterrey		678.6
Reynosa		75.99
San Luis Potosí		10.57
Tampico		74.24
Torreón		8.38
Zacatecas		6.26
Zihuatanejo		9.72

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Yes

C7.7a

(C7.7a) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Subsidiary name

Aeropuerto de Acapulco, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (ACA)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

ACA

Scope 1 emissions (metric tons CO2e)

79.09

Scope 2, location-based emissions (metric tons CO2e)

Scope 2, market-based emissions (metric tons CO2e)

5.67

Comment

Subsidiary name

Aeropuerto de Ciudad Juárez, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (CJS)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

CJS

Scope 1 emissions (metric tons CO2e)

54.15

Scope 2, location-based emissions (metric tons CO2e)

Scope 2, market-based emissions (metric tons CO2e)

52.86

Comment

Subsidiary name

Aeropuerto de Culiacán, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (CUL)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

CUL

Scope 1 emissions (metric tons CO2e)

88.92

Scope 2, location-based emissions (metric tons CO2e)

Scope 2, market-based emissions (metric tons CO2e)

27.53

Comment

Subsidiary name

Aeropuerto de Chihuahua, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (CUU)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

CUU

Scope 1 emissions (metric tons CO2e)

126

Scope 2, location-based emissions (metric tons CO2e)**Scope 2, market-based emissions (metric tons CO2e)**

146.38

Comment

Subsidiary name

Aeropuerto de Durango, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (DGO)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

DGO

Scope 1 emissions (metric tons CO2e)

57.03

Scope 2, location-based emissions (metric tons CO2e)**Scope 2, market-based emissions (metric tons CO2e)**

7.26

Comment

Subsidiary name

Aeropuerto de Mazatlán, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (MZT)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

MZT

Scope 1 emissions (metric tons CO2e)

70.38

Scope 2, location-based emissions (metric tons CO2e)

Scope 2, market-based emissions (metric tons CO2e)

4.92

Comment

Subsidiary name

Aeropuerto de Monterrey, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (MTY)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

MTY

Scope 1 emissions (metric tons CO2e)

380.61

Scope 2, location-based emissions (metric tons CO2e)**Scope 2, market-based emissions (metric tons CO2e)**

678.6

Comment

Subsidiary name

Aeropuerto de Reynosa, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (REX)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

REX

Scope 1 emissions (metric tons CO2e)

35.39

Scope 2, location-based emissions (metric tons CO2e)**Scope 2, market-based emissions (metric tons CO2e)**

75.99

Comment

Subsidiary name

Aeropuerto de San Luis Potosí, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (SLP)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

SLP

Scope 1 emissions (metric tons CO2e)

52.56

Scope 2, location-based emissions (metric tons CO2e)**Scope 2, market-based emissions (metric tons CO2e)**

10.57

Comment

Subsidiary name

Aeropuerto de Tampico, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (TAM)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

TAM

Scope 1 emissions (metric tons CO2e)

65.39

Scope 2, location-based emissions (metric tons CO2e)**Scope 2, market-based emissions (metric tons CO2e)**

74.24

Comment

Subsidiary name

Aeropuerto de Torreón, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (TRC)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

TRC

Scope 1 emissions (metric tons CO2e)

32.14

Scope 2, location-based emissions (metric tons CO2e)**Scope 2, market-based emissions (metric tons CO2e)**

8.38

Comment

Subsidiary name

Aeropuerto de Zacatecas, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (ZCL)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

ZCL

Scope 1 emissions (metric tons CO2e)

50.36

Scope 2, location-based emissions (metric tons CO2e)

0

Scope 2, market-based emissions (metric tons CO2e)

6.26

Comment

Subsidiary name

Aeropuerto de Zihuatanejo, S.A. de C.V.

Primary activity

Transportation infrastructure & other construction

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify (ZIH)

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

ZIH

Scope 1 emissions (metric tons CO2e)

31.47

Scope 2, location-based emissions (metric tons CO2e)

Scope 2, market-based emissions (metric tons CO2e)

9.72

Comment

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Decreased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	2042.36	Decreased	47.78	Reduction in 2022 versus 2021 is mainly explained by two factors: 1) INVESTMENT IN SOLAR PANELS AT OUR 13 AIRPORTS In 2021, we invested more than Ps.250 million pesos in the installation of solar panels, with added capacity of 8.44 MWp among the 13 airports. Approximately 17.8% of the company's energy consumption needs were produced by our solar panels in 2022. 2) POWER PURCHASE AGREEMENT (PPA) We signed a power purchase agreement ("PPA") with a wind energy provider. OMA's electricity has been partially supplied through this agreement since March of 2019. In 2020, 2021, and 2022, energy consumed through the PPA represented 77%, 84%, and 78%, respectively, of OMA's total electricity consumption. All in all, in 2022, 95% of OMA's total energy consumption was provided by green sources, as compared to 84% in 2021.
Other emissions reduction activities		<Not Applicable>		
Divestment		<Not Applicable>		
Acquisitions		<Not Applicable>		
Mergers		<Not Applicable>		
Change in output		<Not Applicable>		
Change in methodology		<Not Applicable>		
Change in boundary		<Not Applicable>		
Change in physical operating conditions		<Not Applicable>		
Unidentified		<Not Applicable>		
Other		<Not Applicable>		

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Market-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 0% but less than or equal to 5%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	Please select			
Consumption of purchased or acquired electricity	<Not Applicable>	49092.69	2547.98	51640.67
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	11224.1	<Not Applicable>	11224.1
Total energy consumption	<Not Applicable>	60316.79	2547.98	62864.77

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	No
Consumption of fuel for the generation of heat	No
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

Heating value

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Other biomass

Heating value

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Other renewable fuels (e.g. renewable hydrogen)

Heating value

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Coal

Heating value

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Oil

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

3198.77

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Gas

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

1179.85

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Other non-renewable fuels (e.g. non-renewable hydrogen)

Heating value

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Total fuel

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

4378.62

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Total fuel consumption in our airports

C8.2d

(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	11224.1	11224.1	11224.1	11224.1
Heat				
Steam				
Cooling				

C8.2e

(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in C6.3.

Country/area of low-carbon energy consumption

Mexico

Sourcing method

Physical power purchase agreement (physical PPA) with a grid-connected generator

Energy carrier

Electricity

Low-carbon technology type

Wind

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

49092.69

Tracking instrument used

Contract

Country/area of origin (generation) of the low-carbon energy or energy attribute

Mexico

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

<Not Applicable>

Comment

C8.2g

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

Country/area

Please select

Consumption of purchased electricity (MWh)

51640.67

Consumption of self-generated electricity (MWh)

11224.1

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

62864.77

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

Description

Waste

Metric value

1710.22

Metric numerator

tons of waste

Metric denominator (intensity metric only)

% change from previous year

4.03

Direction of change

Increased

Please explain

Increased mainly as a result of a higher number of passenger traffic served in our airports.

Description

Other, please specify (Water consumption per passenger)

Metric value

0.03

Metric numerator

m3 of water consumption during reporting year

Metric denominator (intensity metric only)

total passenger traffic

% change from previous year

35.9

Direction of change

Decreased

Please explain

Due to the diligent implementation of our water conservation strategy, water consumption per passenger in 2022 decreased significantly versus 2021. Despite a 28.82% increase in passenger traffic, we were able to curtail water usage by a remarkable 17.36% compared to the previous year. This led to a decrease of 35.90% in our water consumption per passenger ratio during 2022.

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	No emissions data provided

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

Dictamen.pdf

Page/ section reference

Relevant standard

NMX-SAA-14064-3-IMNC: Instituto Mexicano de Normalización y Certificación A.C

Proportion of reported emissions verified (%)

100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach

Scope 2 market-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

Dictamen.pdf

Page/ section reference

Relevant standard

NMX-SAA-14064-3-IMNC: Instituto Mexicano de Normalización y Certificación A.C

Proportion of reported emissions verified (%)

100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?

No, we do not verify any other climate-related information reported in our CDP disclosure

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

No, and we do not anticipate being regulated in the next three years

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?

No

C11.3

(C11.3) Does your organization use an internal price on carbon?

No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?

Yes, our suppliers

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement

Engagement & incentivization (changing supplier behavior)

Details of engagement

Run an engagement campaign to educate suppliers about climate change

% of suppliers by number

100

% total procurement spend (direct and indirect)

100

% of supplier-related Scope 3 emissions as reported in C6.5

Rationale for the coverage of your engagement

We have a Code of Ethics applicable and shared with all our Suppliers, which among other matters, establishes the following:

Our foremost priority is the health and security of our employees and all the personnel involved in our operations. We are also sure that complying with environmental regulations helps reduce our operations' impact on the environment. We, therefore, expect our Strategic Partners to:

- Ensure that their work is conducted within a safe and secure environment designed to prevent accidents and minimize health hazards and that they are in compliance with current labor and health laws and minimize damaging effects on the community in general; Implement safety measures for all aspects of their work (including regulatory and contractual requirements) and promote safety in each phase of its work processes with the collaborative conduct and commitment of all its employees;
- Conduct all its operations with the utmost responsibility, following applicable environmental laws, sustainability policies, and standards.

Impact of engagement, including measures of success

100% of our suppliers receive and abide by our Code of Ethics for Suppliers.

Comment

To see the Code mentioned please refer to the following link: <https://ir.oma.aero/wp-content/uploads/2023/07/01.-Code-of-Ethics-and-Rules-of-Conduct-for-Suppliers-Subcontractors-and-Business-Partners-1.pdf>

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?

No, but we plan to introduce climate-related requirements within the next two years

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

Not assessed

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?

No, and we do not plan to have one in the next two years

Attach commitment or position statement(s)

<Not Applicable>

Describe the process(es) your organization has in place to ensure that your external engagement activities are consistent with your climate commitments and/or climate transition plan

In compliance with our Code of Ethics, at OMA, making political contributions, donations to governments, lobbying or activities that seem like lobbying to any government agency or public servant are prohibited.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication

In voluntary communications

Status

Complete

Attach the document

OMA_Sustainability-Linked-Financing-Framework_Feb22-vf.pdf

Page/Section reference

https://ir.oma.aero/wp-content/uploads/2022/06/OMA_Sustainability-Linked-Financing-Framework_Feb22-vf.pdf

Content elements

Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

In March 2022, OMA unveiled the Sustainability-Linked Financing Framework (the "SLB Framework") as a complement to our existing Green Bonds Framework. This strategic initiative underscores OMA's unwavering dedication to sustainability by aligning our sustainability objectives with our corporate and financial strategies.

Under this comprehensive framework, OMA successfully issued long-term unsecured sustainabilitylinked notes in the Mexican market, totaling Ps.4 billion in March 2022 and Ps.3.2 billion in March 2023. The placement of these pioneering unsecured notes in 2022 positioned OMA as the first airport group in Latin America and the second globally to issue such a bond, solidifying our leadership in sustainable financing.

These groundbreaking strategies serve to reinforce our commitment to operational efficiency, mitigating environmental impacts, and enhancing long-term sustainability indicators across all our airport operations.

One of the main objectives of issuing these bonds is to minimize the environmental impact of operations by a 58% reduction in Scope 1 and 2 greenhouse gas emissions (GHG) by 2025; we have also committed to releasing our GHG emissions numbers (tCO2e) as an aggregated number. In this way OMA contributes to achieving SDG 13 – Climate Action, and SDG 7 – Affordable and Clean Energy.

Publication

In voluntary communications

Status

Complete

Attach the document

OMA_Green_Bond_Report_Jul22-vf.pdf
OMA-Green-Bond-Framework_vF.pdf

Page/Section reference

https://ir.oma.aero/wp-content/uploads/2021/11/OMA-Green-Bond-Framework_vF.pdf

https://ir.oma.aero/wp-content/uploads/2022/07/OMA_Green_Bond_Report_Jul22-vf.pdf

Content elements

Governance
Strategy
Other metrics
Other, please specify (Investment in Eligible Green Projects)

Comment

With the objective of complying with sustainability commitments and financing projects that will improve environmental performance and support OMA's business strategy, in April 2021, OMA created the Green Bonds Framework (the "Green Framework"), through which it issued debt in the Mexican market for a total of Ps. 1,000 million, to fund Eligible Green Projects between 2021 and 2024.

This Green Framework also describes the mechanisms by which OMA's green bonds support compliance with the Sustainable Development Goals (SDG), noting their contribution to: SDG 13 Climate Action, SDG 7 Affordable and Clean Energy, SDG 6 Clean Water and Contamination, and SDG 15 Life on Land.

An equivalent amount of net funds collected from OMA'S Green Bond issued under this Green Framework is being used to finance or refinance the following Eligible Green Projects:

1. Renewable Energy: investments dedicated to energy generation through renewable sources, mainly solar energy and battery banks that use it.
2. Energy Efficiency: investments that reduce energy consumption, which include: heating, ventilation, air conditioning, cooling, lighting, and energy-efficient electric equipment; as well as projects that allow monitoring and optimizing the amount and time of energy consumption, such as smart meters, load-controlling systems, and building information systems or sensors.
3. Sustainable Management of Water and Wastewater: investments that improve the quality of water or water efficiency, and that include technologies and projects to capture, distribute, treat, recycle or reuse water, rainwater, or wastewater.
4. Biodiversity: investments related to preserving biological diversity in or near OMA's airport facilities, including the conservation plan and study related to the wildlife and plant life in danger of extinction, and preserving local vegetation, such as wetlands and mangroves.

Publication

In voluntary sustainability report

Status

Underway – this is our first year

Attach the document

Sustainability Report 2022 OMA_VF (REDUCIDO).pdf

Page/Section reference

Content elements

Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

Our 2022 Sustainability Report remains as a draft and is expected to be published and made available to all stakeholders on July 25th or 26th, 2023.

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Other, please specify (Airport Carbon Accreditation)	AIRPORT CARBON ACCREDITATION PROGRAM The Group's 13 airports currently have Level 1 Accreditation from the Airport Carbon Accreditation ("ACA") Program, which is issued by the International Association of Airports for Latin America and the Caribbean ("ACI-LAC"). This global standard is unique, as it certifies carbon management for the airport sector, and its objective is to evaluate and recognize the efforts made by airports to reduce their carbon emissions. In addition to being proud of receiving this public recognition, which positions OMA as a cutting-edge group, through these initiatives we not only support the implementation of best practices, but also knowledge transfer, raising the profile and credibility of our airports, standardizing processes, and raising awareness and specialization. OMA is also in the process of evaluating the requirements and implementing the actions necessary to obtain Level 2 Accreditation from the ACA Program at all its airports.

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, executive management-level responsibility	The environmental challenges being faced globally require the commitment of all members of society to mitigate impacts and to preserve resources for these and future generations. Therefore, at OMA we have implemented strategies that seek to protect the biodiversity that exists in the areas surrounding the Group's airports. One example of our commitment to biodiversity is the establishment of the Management Unit for the Conservation and Sustainable Use of Wildlife (UMA) at the Zihuatanejo airport (as a type of nursery), with the following objectives: • Reforest buttonwood mangrove • Contribute to regenerating coastal lagoon ecosystems • Raise awareness about the importance of mangroves This nursery has the necessary infrastructure to achieve optimal development of plants, from their germination into seedlings, until they grow into young trees two meters tall. From 2012, when the program began, to the end of 2022, we have reforested five hectares of buttonwood mangrove. Furthermore, another UMA was established at the Monterrey airport, based on the At-Risk Fauna Management Plan for Aviation, integrating the objectives established for proper management and conservation of the species present in the airport buildings, and to provide protection and care for species at risk due to our daily operations. This UMA has the following environmental services: • Rescue of animals that might have come to harm, whether due to operations or natural events • Exhibition of protected species for airport visitors • Development of activities to announce matters related to the environment and the fauna • Extracting certain plants or animals that could be successfully located outside the airport building, with the goal of reintroducing species into their natural habitat	<Not Applicable>

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	No, but we plan to do so within the next 2 years	<Not Applicable>	<Not Applicable>

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

No, but we plan to within the next two years

Value chain stage(s) covered

<Not Applicable>

Portfolio activity

<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity

<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

No, but we plan to within the next two years

Value chain stage(s) covered

<Not Applicable>

Portfolio activity

<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity

<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

<Not Applicable>

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?

Yes

C15.4a

(C15.4a) Provide details of your organization's activities in the reporting year located in or near to biodiversity -sensitive areas.

Classification of biodiversity -sensitive area

Other biodiversity sensitive area, please specify (Mexican mangroves)

Country/area

Mexico

Name of the biodiversity-sensitive area

Mangroves at Zihuatanejo Airport

Proximity

Adjacent

Briefly describe your organization's activities in the reporting year located in or near to the selected area

We established the Management Unit for the Conservation and Sustainable Use of Wildlife (UMA) at the Zihuatanejo airport (as a type of nursery), with the following objectives:

- Reforest buttonwood mangrove
- Contribute to regenerating coastal lagoon ecosystems
- Raise awareness about the importance of mangroves

This nursery has the necessary infrastructure to achieve optimal development of plants, from their germination into seedlings, until they grow into young trees two meters tall.

From 2012, when the program began, to the end of 2022, we have reforested five hectares of buttonwood mangrove.

Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

No

Mitigation measures implemented within the selected area

<Not Applicable>

Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	No, we are not taking any actions to progress our biodiversity-related commitments, but we plan to within the next two years	<Not Applicable>

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	No, we do not use indicators, but plan to within the next two years	Please select

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
In voluntary sustainability report or other voluntary communications	Content of biodiversity-related policies or commitments	Page 83 Sustainability Report 2022 OMA_VF (REDUCIDO).pdf

C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Investor Relations Officer	Chief Sustainability Officer (CSO)

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below

I have read and accept the applicable Terms