

Environmental and Social Data Sheet

Overview

Project Name:	Airport Safety Infrastructure
Project Number:	2012-0031
Country:	Spain
Project Description:	The project consists of infrastructure enhancements at Spanish airports that are required under national legislation and the airport certification process implemented by the State Agency for Aviation Security (AESA). Currently, all airports meet minimum ICAO safety standards but there are a number of additional 'recommended' safety elements which are not being met at some. AESA is aiming to maximize the degree to which those 'recommended' elements are met, which mainly concerns widening and re-grading the runway and taxiway strips, removing obstacles which may present a hazard to the safe operation of aircraft, and the upgrading of airfield lighting and navigational aids.
EIA required:	YES
Project included in Carbon Footprint Exercise ¹ :	NO
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project will improve safety at 23 airports of the Spanish network. No capacity increase is foreseen.

Project components fall under Annex II of the EIA Directive 2011/92/EC, leaving to the Competent Authority the decision whether an EIA is required or not.

The Promoter has already submitted the majority of the components for environmental evaluation to the Competent Authority and environmental clearance has been given. These amount to 85% of the total project cost.

The Competent Authority has decided that an EIA process should be carried out for the seven airports with components outside their current boundaries. The relevant permit (Declaración de Impacto Ambiental, DIA) has already been granted for there.

There are some components that have not been evaluated yet and may also fall within the scope of Annex II of the Directive. Of these, there are only 3 elements of any real significance, which are now at different stages of evaluation. Receiving evidence of environmental clearance from the Competent Authority will be included as condition for disbursement.

For airports close to environmentally protected areas and with components screened in, it is understood that the investments will have no significant environmental impact. Nevertheless, this should be confirmed by the Competent Authority accordingly.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

The environmental conditions below will therefore be applied:

“Disbursement of the amount corresponding to the elements pending environmental clearance from the Competent Authority (equivalent to 15% of the total eligible project cost) will be conditional on the satisfactory receipt by the Bank of the DIAs or relevant documentary evidence.”

“Prior to disbursement, the promoter will submit to the Bank a copy of the opinion of the competent nature conservation authority, confirming that the project does not impact significantly on environmentally protected areas (Form A) for the airports of Barcelona-El Prat, Madrid-Barajas, La Palma, Lanzarote and Tenerife-Sur.”

Subject to the above conditions being met, the project is acceptable for EIB financing with positive or neutral residual impacts.

Environmental and Social Assessment

Environmental Assessment

The project will allow the Spanish airport network to be exemplary in terms of application of internationally recognized recommended practices for safety in airfields. The project will have a positive impact from an operational point of view since it will decrease the risk of accidents. No capacity increase is foreseen.

Works comprise mainly physical adaptation of airfields such as strip widening and re-profiling, extending and levelling Runway End Safety Areas (RESAs), obstacle removal and airfield lighting and navigational aid upgrades and are usually carried out within airport boundaries. Nevertheless, in some cases, it is required to extend the airfield footprint to accommodate enlarged facilities such as widened strips or lengthened RESAs. There are few cases where works, consequently, entail the acquisition of land or the diversion and replacement of nearby utilities such as water channels or airport access roads. The land occupied is, in most cases, public and the privately-owned has already been purchased. In any case, our understanding is that there are no resettlement issues and that AENA is an experienced promoter that has the commitment and capacity to fairly deal with expropriation processes, in line with the applicable Spanish Legislation. Therefore, residual impacts should be minor.

Two Natura 2000 sites are located close to airports with works outside their current footprint:

- Montaña de la Centinela, located at 700 m to La Palma airport.
- Seadales de Guasimeta, located next to Lanzarote airport.

Although both DIAs state clearly that these two sites are not affected by the project, Form A has been requested as a condition for disbursement.

The most notable impacts during construction are those related to earthworks and repaving and typical mitigation measures include limitation of working hours, limitation of noise levels by using proper machinery, revegetation and regular water quality and piezometric level testing. Residual risks during construction should be minor and manageable.

Airfield lighting upgrades include, where possible, photovoltaic panels for energy generation.

The Promoter has already submitted the majority of the components for environmental evaluation to the Competent Authority.

In most cases, it has been considered these to have no significant adverse environmental impacts and, therefore, screened out.

Nevertheless, for airports with some works outside their current boundaries, the Competent Authority has decided that an EIA process should be carried out. The relevant permit (Declaración de Impacto Ambiental, DIA) has already been granted for the airfield adaptation works for following airports:

- Bilbao Airport. DIA obtained in April 2009.
- Fuerteventura Airport. DIA obtained in May 2002.
- Girona Airport. DIA obtained in October 2008.
- La Palma Airport. DIA obtained in January 2010.
- Lanzarote Airport. DIA obtained in April 2011.
- Reus Airport. DIA obtained in March 2006.
- Tenerife Norte. DIA obtained in May 2006.

Some components, which may also fall within the scope of Annex II of the Directive but will not be implemented until slightly later in the investment programme, would need to seek an opinion from the Competent Authority as to whether a formal EIA is required or not. The review has found that only 3 elements are of any real significance:

- Barcelona Airport. Adaptation of the taxiways for the certification of the airport.
- Madrid Airport. Improvements in runway 36L/18R for the certification of the airport.
- Tenerife Sur Airport. Refill and resurfacing of the North Strip of Runway 08 and floodable areas.

Requesting the opinion of the Competent Authority as to whether an EIA is required for these items or not, and the undertaking of an EIA if one is required, is at different stages for each item.

Public Consultation and Stakeholder Engagement, where required

Public Consultation has been made for all the airports where components have been screened in by the Competent Authority and comments have been taken into consideration in the final environmental permits (DIAs). Relevant dates are summarised below:

- Bilbao Airport. Public consultation held between 18th July and 30th September 2008.
- Fuerteventura Airport. Public consultation held between 20th December 2001 and 20th January 2002.
- Girona Airport. Public consultation held between 14th January 2010 and 14th February 2011.
- La Palma Airport. Public consultation held between 2nd September 2009 and 2nd October 2009.
- Lanzarote Airport. Public consultation held between 26th January 2011 and 26th February 2011
- Reus Airport. Public consultation held between 21st January and 21st February 2004.
- Tenerife Norte. Public consultation held between 9th June 2004 and 9th July 2004.

Public consultation for the components pending environmental clearance will be held according to their own EIA process.

Other Environmental and Social Aspects

E&S Management Arrangements

The Promoter is committed to ensuring environmental sustainability and aims to employ best practice towards achieving that.