

MEXICO CITY AIRPORT TRUST GREEN BOND

SECOND OPINION BY SUSTAINALYTICS

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PUBLIC

Vikram Puppala
Associate Director, Advisory Services
Vikram.puppala@sustainalytics.com
(+1) 647 317 3694

Charlotte Peyraud
Senior Advisor, Institutional Relations
Charlotte.peyraud@sustainalytics.com
(+1) 646 518 0184

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1. INTRODUCTION

Grupo Aeroportuario de la Ciudad de México (GACM) is wholly-owned by the Mexican Ministry of Communications and Transportation (Secretaría de Comunicaciones y Transportes). GACM is the project sponsor that holds the concession to build, develop, operate, and manage the new Mexico City International Airport (Spanish acronym 'NAICM'). NAICM will be located in the municipalities of Atenco, Ecatepec de Morelos and Texcoco in the State of Mexico. GACM is also the parent company of Aeropuerto Internacional de la Ciudad de México, S.A. de C.V. (AICM), the sponsor of the existing airport in Mexico City (Benito Juárez International Airport).

GACM intends to issue, through the Mexico City Airport Trust (a special purpose trust established to finance the development of NAICM), a Green Bond to fund certain environmentally beneficial projects associated with the design, construction, development, and operation of NAICM in accordance with its NAICM Green Bond Framework, which it has published in a separate document.

GACM has engaged Sustainalytics to provide a second-party opinion on the NAICM Green Bond Framework. As part of this engagement process, Sustainalytics held conversations with various teams involved in the development and financing of NAICM, including the GACM Treasury and the NAICM project management team from Parsons Corporation. These conversations clarified the use of proceeds, management of proceeds and reporting aspects of the Green Bond as well as the sustainability strategy of NAICM. Sustainalytics also reviewed relevant public documents and non-public documents relating to the design, planning, governance and construction of NAICM and provided its opinion on the NAICM Green Bond Framework. This document contains Sustainalytics' Opinion on the NAICM Green Bond Framework and should be read in conjunction with that framework.

2. SUSTAINALYTICS' OPINION

Economic and Environmental Context of Airports

NAICM will be located on a 4,431-hectare site in the municipalities of Atenco, Ecatepec de Morelos and Texcoco in the State of Mexico, approximately 7.6 miles from downtown Mexico City and only 3.1 miles northeast of the existing airport. NAICM is expected to be connected to the surrounding region by a transportation network that includes a subway line, a dedicated bus lane, a bus terminal and access roads linking major highways.

With over 38 million passengers in 2015¹ and increasing concentration of national freight flights and passenger traffic from all over the world, Mexico City's current airport is one of the most highly transited airports in Latin America. As a result of increasing traffic in the past two decades, the airport's capacity has become insufficient to keep pace with the country's rate development. NAICM is expected to be one of the largest airports in Latin America in terms of passenger traffic, with an initial capacity of approximately 57 million annual passengers during its initial phase of operations and approximately 125 million annual passengers by 2065². Therefore, NAICM is expected to play an important role in Mexico's economic development.

Sustainalytics recognizes that although airports can drive national, regional, and global economic growth, their operation inevitably has a number of negative environmental impacts. According to the David Suzuki Foundation, the aviation industry accounts for 4-9% of total climate change impact of human activity.³ Airports contribute to this number indirectly, through contributing to the growth of air travel and traffic, and directly, through their own operations. While discussing the negative impacts of aviation broadly is beyond the scope of this Opinion on the NAICM framework, the negative impact caused by the operation of airports are detailed below. Operational impacts from airports include emissions of greenhouse gases (GHGs), air pollution, disruption of biodiversity, water pollution and safe disposal of wastewater, and challenges in sustainable and efficient use of water.

GHG emissions from airports are caused by the use of heat and electricity by terminal buildings, the use of airport vehicles and ground support equipment, and aircrafts and surrounding air traffic. Airports are also criticized for the release of harmful air pollutants through their operations such as combustion of aviation fuel, and aircraft de-icing and cleaning. Additionally, airports can in some cases cause loss of agricultural land or the disruption of plant and animal habitat in surrounding areas if built on previously arable or forested land. Furthermore, water pollution and the safe disposal of wastewater are important environmental challenges for airports. Airports are a large source of wastewater from construction and rainwater run-off, de-icing of planes, and other chemical heavy aircraft operations. Wastewater from airports typically requires substantial treatment before disposal, and can cause significant water pollution. Sustainable and efficient use of water for operation such as construction, cement mixing, and for use in

¹ <http://www.aeropuertosdelmundo.com.ar/americalnorte/mexico/aeropuertos/mexico-df.php>

² <http://www.aeropuerto.gob.mx/documentos/infonaicmok.pdf>; Latest estimates from GACM as of September 1, 2016.

³ David Suzuki Foundation, <http://www.davidsuzuki.org/issues/climate-change/science/climate-change-basics/air-travel-and-climate-change/>

airport buildings also presents a challenge.⁴ Airports also have significant indirect negative environmental impacts. For example, NAICM is expected to result in higher emissions due to increased car traffic: the Mexican government expects an increase in car traffic of 84% compared to traffic levels caused by the current airport.⁵

GACM's Green Bond Framework is designed to mitigate a number of these concerns. Within the context of the economic need for the airport, Sustainalytics is of the opinion that GACM's strong management practices and the framework's use-of-proceeds criteria make the NAICM Green Bond Framework credible and impactful.

GACM's Environmental Commitment

Two ways in which GACM demonstrates a strong environmental commitment is by (i) assuring continuous monitoring, registration, and evaluation of environmental impacts of the NAICM project, as required by SEMARNAT, and (ii) applying international best practice standards in the development of NAICM.

The project received a green light from the Mexican Ministry of Environment and Natural Resources (SEMARNAT⁶) after GACM submitted an environmental impact assessment⁷ for the NAICM project, and established the necessary structure to comply with all SEMARNAT's requirements, such as creating an Environmental Surveillance Committee (Comité de Vigilancia Ambiental⁸) responsible for the monitoring and evaluation of environmental impacts, as further explained in Section 4 reporting of Appendix B below. Another condition of SEMARNAT's approval of the NAICM environmental impact assessments was the establishment of a Plan for Monitoring, Registration and Verification of greenhouse gas emissions, and the requirement that GACM demonstrate that it has established a carbon neutral footprint for NAICM by reducing its electricity consumption by 40% and using clean energy sources.

With respect to GACM applying international best practice standards in the development of NAICM, Sustainalytics has reviewed the reports of an independent consultant that confirms the NAICM project's compliance with the Equator Principles.⁹ These are financial sector guidelines used to identify, assess and manage the environmental and social risks of projects. The project also complies with the Policy and Performance Standards on Environmental and Social Sustainability of the International Finance Corporation (IFC).¹⁰

Furthermore, GACM has established all the relevant committees and technical teams for environmental assessments to meet all requirements and guidelines of national agencies (SEMARNAT, SENER¹¹ and

⁴ Aviation Environment Federation, <http://www.aef.org.uk/uploads/PlanningGuide2.pdf> ; Federal Aviation Administration's Airport Environmental Program, <http://www.faa.gov/airports/environmental/>

⁵ Car traffic levels are expected to increase from 322,000 cars (traffic levels caused by the current airport in 2014) to 593,000 cars (traffic levels caused by NAICM and facilities in 2020).

⁶ <http://www.gob.mx/semarnat>

⁷ <http://www.aeropuerto.gob.mx/documentos/15em2014v004411.pdf>

⁸ <http://eleconomista.com.mx/industrias/2015/12/06/instauran-comite-vigilancia-ambiental-naicm>

⁹ http://www.equator-principles.com/resources/equator_principles_III.pdf

¹⁰ http://www.ifc.org/wps/wcm/connect/115482804a0255db96fbffd1a5d13d27/PS_English_2012_Full-Documents.pdf?MOD=AJPERES

¹¹ <http://www.gob.mx/sener>

STyPS¹²) and international standards. For example, in order to meet all its SEMARNAT measurement and reporting commitments, GACM has an internal Sustainability team and has engaged internal and external experts such as Mexico's Instituto Politécnico Nacional (IPN), as further described in Section 4 of Appendix B.

GACM's Social and Transparency Commitment

In Sustainalytics' view, GACM is an organization with a strong commitment to social and transparency. GACM has established robust and transparent public procurement processes.

For example, GACM has also established a transparency unit¹³ whose mission is to ensure that relevant information is disclosed on GACM's website in a timely manner, including engineering and third-party technical reports as well as easily accessible information on the infrastructure plans, procurement process, environmental assessments and the organization's teams and governance structure.

The plan to build a new international airport terminal in Mexico City has faced social protests, including a significant episode of violence in 2006 against the people of San Salvador Atenco and the opposition group called the People's Front in Defense of the Land, or FPDT in Spanish. A report from the National Human Rights Commission stated that the police had used excessive force, made over a hundred arbitrary arrests and violated protesters' human rights¹⁴. Currently environmentalists and community leaders in the town still claim that a lack of transparency on the part of the government could jeopardize local residents and vast tracts of wetlands on the outskirts of Mexico City.

In 2015, The Government of Mexico called on the OECD to assist GACM to deliver on its mandate to manage the construction of the new airport. In responding to this request, the OECD brought together practices and expertise on the governance of infrastructure projects, public procurement, integrity frameworks and the related communication strategies¹⁵. The project's social risks are managed or mitigated through the implementation of several mechanisms required by the Equator Principles, such as the disclosure of extensive project-related information, the stakeholder engagement process on key issues (e.g. communal land grabbing), and the availability of risk and impact assessment documentation on a dedicated website.

In Sustainalytics' view, GACM has taken significant steps to understand and mitigate the negative environmental impact of construction and operation of NAICM and has a robust and transparent process in place for the development of the NAICM project. Thus, GACM is well positioned to issue a green bond.

Impact of Use of Proceeds

Sustainalytics is of the opinion that GACM's eligibility criteria contribute to mitigating the specific negative impacts of airport construction and operation, as described in the 'Economic and Environmental Context of Airports' section above. The LEED-certified buildings and climate change mitigation projects (as described below) will reduce GHG emissions from airport buildings, mitigating the risk of water pollution

¹² <http://www.gob.mx/stps/>

¹³ <http://www.aeropuerto.gob.mx/gacm/comite-de-informacion.php>

¹⁴ <http://www2.ohchr.org/english/bodies/cat/docs/ngos/omct.pdf>

¹⁵ <http://www.oecd.org/governance/ethics/Full-Mexico-Airport.pdf>

through more efficient wastewater management while concurrently promoting the sustainable use of water and conserving the biodiversity of surrounding land. The new airport facilities will have an overall lower carbon footprint than the existing airport it replaces. The sections below describe the impact of the use of proceeds in detail.

LEEDV4 Certified Buildings

Energy efficient buildings are explicitly recognized by the Green Bond Principles as offering clear environmental benefits. Buildings are a significant contributor to GHG emissions. For example, in the U.S., buildings account for 38% of all carbon dioxide emissions, 73% of all national electricity consumption, and 13.6% of all potable water consumption. Improving their energy efficiency is a robust way to mitigate the effects of climate change. LEED certification is an independent verification of a building's energy and resource efficiency; for example, LEED Gold certified buildings can generate up to 34% less GHG emissions than the average commercial building.

Based on LEED trackers and other LEED strategy and commissioning documents reviewed by Sustainalytics, the NAICM passenger terminal is registered and on track to achieve LEEDv4 Platinum certification. Furthermore, both the Air Traffic Control Center and the Ground Transportation Center buildings are on track to achieve LEEDv4 Gold Certification. As a part of the LEED certification strategy, robust targets have been established for energy and water use efficiency for these three buildings. Please see a summary of key performance indicators in Appendix A.

Climate Change Mitigation Projects

Under the NAICM Green Bond Framework, eligible green projects may include climate change mitigation projects such as on-site renewable energy production, water and waste management, pollution prevention and control, and energy efficiency projects in addition to the LEED certification which applies to the Passenger Terminal, Air Traffic Control Tower and Ground Transportation Center buildings ("Sustainable Buildings"). All these aspects come together to promote a sustainable airport infrastructure with efficient resource use.

Onsite solar PV installations

The solar radiation levels in the airport location are significantly higher (5.1KWh/m² per day) than other airport locations that use Solar PV technology, which is why the design of the airport terminal, the Air Traffic Control center and Ground Transportation Center included onsite Solar PV installations which can produce up to 24GWh per year at a reasonable cost. This represents approximately 9% of the airport's total energy consumption.

Energy efficiency projects

The eligibility criteria under 'Energy Efficiency' allow the allocation of proceeds to projects other than those related to LEED certified buildings. This includes projects which will have an impact on energy consumption and energy performance in the airport management and operations (going beyond specific LEED certified buildings) and include distinct facilities such as Central Utility Plants for energy use modeling, monitoring and control as well as equipment such as high efficiency chillers, premium efficiency motors, variable speed drives and controls, waterside economizers, and thermal energy storage systems.

Water and wastewater management

The NAICM project includes various water treatment and management facilities and systems. The final objective is for 70% of the water consumed in the airport to come from on-site water and wastewater management projects.

The NAICM project is being built in the former Texcoco Lake area is where several rivers conduct mixed stormwater and sewage/wastewater from nearby municipalities. Because of this, the development of the NAICM project is occurring alongside important government water infrastructure projects including the construction of 24 water treatment plants (3 for supporting NAICM). Other extensive works include the construction of channels, tunnels and drainage systems to protect the new airport from potential flooding. The carbon footprint of these projects will be significant but it will increase the regulation of water, and the volume of water and wastewater treated for the benefit of the airport and the local population and is part of the larger environmental remediation project in the area. These water works projects were independently evaluated for environmental impact by CONAGUA and approved by SEMARNAT.

Pollution Prevention and Control

In the near future, the NAICM project intends to transform the issue of illegal waste dumping into an opportunity by transforming waste into energy at the 'Bordo Poniente' biogas plant through the construction of a centralized waste collection and sorting facility that will focus on diverting waste from landfill. As designed and in the best case scenario, the NAICM project's energy consumption will amount to 266 GWh while in the local area, 281 GWh¹⁶ of clean energy will be produced from solar produced on site (8%) natural gas (17%) and waste to energy (75%) sources.

The airport may become the sixteenth airport outside Europe to be carbon neutral provided it can compensate the level of emissions generated by the projects for its source of energy: the natural gas and biogas projects.¹⁷

Biodiversity and conservation

The biodiversity and conservation projects to be funded with the bond proceeds include design and environmental impact studies, the creation of an urban forest of 670 hectares and reforestation of 5,000 hectares in the nearby area of which 2,000 have already been planted. Three hundred hectares of humid areas certain for bird species will be created and preserved.

Adherence to the ICMA Green Bond Principles 2016

In Sustainalytics' opinion, the NAICM's Green Bond Framework adheres to the four pillars of the Green Bond Principles 2016. Please see Appendix B for more details.

¹⁶ SAADMCR Pre-Plan Maestro; Entrevistas; Subsecretaría de Fomento y Normatividad Ambiental (SEMARNAT)

¹⁷ <http://www.airportcarbonaccreditation.org/airport/participants/latin-america.html?filter=1>

Conclusion

Although there will be significant GHG emissions from the construction of the new airport, GACM has taken a number of steps to mitigate the negative environmental impacts of the airport construction. In addition, by following Equator Principles, a commitment for extensive disclosure and the stakeholder engagement process, GACM aims to reduce the impact of the airport on the surrounding communities.

GACM has strong systems and commitments to manage the negative environmental impacts from airport operations. With the aim of being carbon neutral and conserving the biodiversity of the surrounding areas, GACM plans to maintain and operate the airport in a sustainable manner. The NAICM Green Bond Framework and green bond issuance may also set a positive precedent for the promotion of sustainable infrastructure investment by public sector and state-owned enterprises in Mexico.

By defining strong eligibility criteria, demonstrating a structured and transparent project selection process, management of proceeds and reporting, the NAICM Green Bond Framework is in alignment with the four pillars of Green Bond Principles 2016.

Based on the above considerations, Sustainalytics is of the view that GACM's Green Bond is robust, credible and transparent.

APPENDICES

Appendix A: Summary Key Performance Indicators

Overall NAICM Environmental Goals:

Source: <http://www.aeropuerto.gob.mx/acciones-ambientales.php>

- To have a carbon neutral footprint
- To sanitize 9 rivers
- Operate with 100% clean energy
- Achieve 30% water consumption reductions
- Achieve 40% energy use reduction relative to international standards
- To seek LEED certification
- To use solar energy for electricity generation
- To treat and re-use water on-site
- To preserve and protect bird habitats
- To remediate an area with environmental degradation

Mexico City Airport Trust Green Bond – Potential Green Use of Proceeds and Environmental KPIs		
Eligible Green Project Category	Examples of Potentially Eligible Projects	Potential Environmental Impact Indicators
1. Sustainable Buildings	Design, Planning and Construction of specific buildings seeking LEEDv4 Certification: <ul style="list-style-type: none"> - Passenger Terminal Building - Ground Transportation Center - Air Traffic Control Center <p style="color: green; font-weight: bold;">Currently on target for at least LEEDv4 Gold</p>	<ul style="list-style-type: none"> - LEEDv4 Scorecards - Third-party LEED Commissioning Agent (Revitaliza Consultores; retained in March 2016 until 10 months post-occupancy) responsible for measurement, verification, LEED credit documentation of commissioning and oversight to ensure project compliance with commissioning verification of LEED certification requirements
2. Renewable Energy	<ul style="list-style-type: none"> - Plans for on-site solar PV installation - Transmission infrastructure designed to incorporate potential future development of on-site and local renewable energy generation projects e.g. <ul style="list-style-type: none"> - Expansion of solar PV capacity - Development of biogas and landfill gas projects 	<ul style="list-style-type: none"> - Renewable energy generation capacity in MW - Renewable energy Production (MWh/year)
3. Energy Efficiency	<ul style="list-style-type: none"> - Two Central Utility Plant facilities focused on the modeling*, optimization, monitoring and control of energy consumption - Energy Star and other energy efficient equipment and systems 	<ul style="list-style-type: none"> - Energy consumption of various buildings and facilities (KWh/year) - Reduction in electricity and fuel consumption relative to industry baselines
4. Water and Wastewater Management	<ul style="list-style-type: none"> - Water Treatment Plants for potable and grey water - Sewage Treatment Plant 	<ul style="list-style-type: none"> - Potable and non-potable water consumption (m³) - Volume of water treated on-site (m³) - Volume of water recycled on-site (m³)
5. Pollution Prevention and Control	<ul style="list-style-type: none"> - Waste Collection, Sorting, and Treatment facility - Soil remediation and treatment projects 	<ul style="list-style-type: none"> - Volume of waste diverted from landfill (tons) - Volume of hazardous waste treated (tons)
6. Conservation and Biodiversity	Various projects scoped through Environmental Impact and Risk Studies and in consultation with regulators (e.g. SEMARNAT) and technical advisors (e.g. Instituto Politecnico Nacional) including: <ul style="list-style-type: none"> - Mitigation of impacts to wetlands ecology - Flora and fauna rescue and relocation - Monitoring and conservation of avian species 	<ul style="list-style-type: none"> - Qualitative descriptions of projects, initiatives and commitments - Reforestation (hectares) - Maintenance and conservation of wetlands (hectares)

*Note: NAICM project team is conducting detailed energy modeling based on ASHRAE 90.1- 2010 standards that incorporates Mexico City historical weather data as well as NAICM Master Architect's modeling of future occupancy, lighting, equipment usage for various on-site facilities.

Appendix B: Green Bond/Green Bond Programme External Review Form

Section 1. Basic Information

Issuer name: Mexico City Airport Trust

Green Bond ISIN or Issuer Green Bond Framework Name, if applicable: NAICM Green Bond Framework

Review provider's name: Sustainalytics

Completion date of this form: 30 August 2016

Publication date of review: 6 September 2016

Section 2. Review overview

SCOPE OF REVIEW

The review assessed the following elements and confirmed their alignment with the GBPs:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Use of Proceeds | <input checked="" type="checkbox"/> Process for Project Evaluation and Selection |
| <input checked="" type="checkbox"/> Management of Proceeds | <input checked="" type="checkbox"/> Reporting |

ROLE(S) OF REVIEW PROVIDER

- | | |
|---|--|
| <input checked="" type="checkbox"/> Consultancy (incl. 2 nd opinion) | <input type="checkbox"/> Certification |
| <input type="checkbox"/> Verification | <input type="checkbox"/> Rating |
| <input type="checkbox"/> Other (<i>please specify</i>): | |

EXECUTIVE SUMMARY OF REVIEW and/or LINK TO FULL REVIEW (*if applicable*)

Please refer to Green Bond Framework and Second Opinion Document above.

Section 3. Detailed review

1. USE OF PROCEEDS

Overall comment on section:

The proceeds of NAICM project Bond will be allocated towards projects that fall into the categories of renewable energy, energy efficiency (including efficient buildings), sustainable waste management, biodiversity conservation, sustainable water management and eco-efficient products, production technologies and processes. Overall, Sustainalytics is of the opinion that NAICM's project eligibility criteria are credible and robust, and that by selecting projects based on these criteria, GACM is effectively targeting its green bond proceeds at projects with demonstrable environmental benefits

Use of proceeds categories as per GBP:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Renewable energy | <input checked="" type="checkbox"/> Energy efficiency |
| <input checked="" type="checkbox"/> Pollution prevention and control | <input type="checkbox"/> Sustainable management of living natural resources |
| <input checked="" type="checkbox"/> Terrestrial and aquatic biodiversity conservation | <input type="checkbox"/> Clean transportation |
| <input checked="" type="checkbox"/> Sustainable water management | <input type="checkbox"/> Climate change adaptation |
| <input checked="" type="checkbox"/> Eco-efficient products, production technologies and processes | <input type="checkbox"/> Other (<i>please specify</i>): |
| <input type="checkbox"/> Unknown at issuance but currently expected to conform with GBP categories, or other eligible areas not yet stated in GBPs | |

2. PROCESS FOR PROJECT EVALUATION AND SELECTION

Overall comment on section:
 In first instance, the projects assessment team, comprising of the Planning and Infrastructure teams and GACM’s Environmental team and sustainability experts from the airport design and engineering team will assess and determine each individual project eligibility to identify projects satisfying the eligibility criteria outlined in the Green Bond Framework. The team will then recommend an allocation of proceeds to eligible projects to the Green Bond Committee established by GACM which will review all proposed green projects and allocations.
 The NAICM Green Bond Committee is composed of sustainability experts and senior managers from the GACM Environmental and Sustainability, Infrastructure, Planning and Treasury teams, as well as from Parsons Corporation, the NAICM Project Manager.
 These teams demonstrate strong internal expertise in the identification, evaluation and assessment of environmental projects and in the measurement of the impacts of these projects. The aforementioned project selection process and commitments are aligned with green bond market expectations. This practice will enable GACM to ensure the allocation of Green Bond proceeds to projects with clear environmental benefits that meet the eligibility criteria.

Evaluation and selection

- | | |
|--|---|
| <input checked="" type="checkbox"/> Defined and transparent criteria for projects eligible for Green Bond proceeds | <input checked="" type="checkbox"/> Documented process to determine that projects fit within defined categories |
| <input checked="" type="checkbox"/> Summary criteria for project evaluation and selection publicly available | <input type="checkbox"/> Other (<i>please specify</i>): |

Information on Responsibilities and Accountability

- Evaluation / Selection criteria subject to external advice or verification
- In-house assessment
- Other (*please specify*):

3. MANAGEMENT OF PROCEEDS

Overall comment on section:

GACM will use these net proceeds for financing the design, construction, development, and operation of NAICM in accordance with the NAICM Green Bond Framework.

Until the net proceeds are fully allocated to eligible green projects, GACM Treasury will maintain internal records showing the allocation of net proceeds to fund eligible green projects.

Any balance of the net proceeds not allocated to fund eligible green investments will be managed by GACM's Treasury and held in accordance with GACM's normal liquidity management policy.

Pending the allocation of net proceeds to existing and new eligible green projects, the net proceeds may be used to repay amounts of outstanding debt.

Tracking of proceeds:

- Green Bond proceeds segregated or tracked by the issuer in a systematic manner
- Disclosure of intended types of temporary investment instruments for unallocated proceeds
- Other (*please specify*):

Additional disclosure:

- Allocations to future investments only
- Allocations to both existing and future investments
- Allocation to individual disbursements
- Allocation to a portfolio of disbursements
- Disclosure of portfolio balance of unallocated proceeds
- Other (*please specify*):

4. REPORTING

Overall comment on section:

Within three months of the issuance of Green Bonds, GACM will publish a NAICM Green Bond Report on the NAICM website (<http://www.aerpuerto.gob.mx>).

An updated report will be published on a quarterly basis until the net proceeds are fully allocated to eligible green projects and as necessary thereafter in the event of new developments. The latest version of this report will be available on the NAICM website as long as the Green Bonds are outstanding. The NAICM Green Bond report will also provide details of the environmental outcomes of the Eligible Projects. Reporting will be approved by NAICM internal Green Bond Committee which will oversee the work of Internal and external experts including:

- GACM's Environmental and Sustainability team.
- Environment and Sustainability experts from Parsons Corporation, the NAICM Project Manager.

- the LEED certification committee made up of various teams in the Master Architect Group (Foster + Partner, ARUP, FR-EE). Impact measurement for the LEED certification will be made at a frequency in line with standard industry practice.

Use of proceeds reporting:

- Project-by-project
- On a project portfolio basis
- Linkage to individual bond(s)
- Other *(please specify)*:

Information reported:

- Allocated amounts
- GB financed share of total investment
- Other *(please specify)*:

Frequency:

- Annual
- Semi-annual
- Other *(Quarterly basis)*:

Impact reporting:

- Project-by-project
- On a project portfolio basis
- Linkage to individual bond(s)
- Other *(please specify)*:

Frequency:

- Annual
- Semi-annual
- Other *(Quarterly basis)*:

Information reported (expected or ex-post):

- GHG Emissions / Savings
- Energy Savings
- Other ESG indicators *(please specify)*:

Means of Disclosure

- Information published in financial report
- Information published in sustainability report
- Information published in ad hoc documents
- Other *(please specify)*:
- Reporting reviewed *(if yes, please specify which parts of the reporting are subject to external review)*:

USEFUL LINKS *(e.g. to review provider methodology or credentials, to issuer's documentation, etc.)*

<http://www.aerpuerto.gob.mx>
<http://www.climatebonds.net/files/files/SotM%202016%20Spanish%20Interactive%20A3.pdf>

SPECIFY OTHER EXTERNAL REVIEWS AVAILABLE, IF APPROPRIATE

Type(s) of Review provided:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Consultancy (incl. 2 nd opinion) | <input type="checkbox"/> Certification |
| <input type="checkbox"/> Verification / Audit | <input type="checkbox"/> Rating |
| <input type="checkbox"/> Other (<i>please specify</i>): | |

Review provider(s): N/A

Date of publication: N/A

ABOUT ROLE(S) OF REVIEW PROVIDERS AS DEFINED BY THE GBP

- (i) **Consultant Review:** An issuer can seek advice from consultants and/or institutions with recognized expertise in environmental sustainability or other aspects of the issuance of a Green Bond, such as the establishment/review of an issuer's Green Bond framework. "Second opinions" may fall into this category.
- (ii) **Verification:** An issuer can have its Green Bond, associated Green Bond framework, or underlying assets independently verified by qualified parties, such as auditors. In contrast to certification, verification may focus on alignment with internal standards or claims made by the issuer. Evaluation of the environmentally sustainable features of underlying assets may be termed verification and may reference external criteria.
- (iii) **Certification:** An issuer can have its Green Bond or associated Green Bond framework or Use of Proceeds certified against an external green assessment standard. An assessment standard defines criteria, and alignment with such criteria is tested by qualified third parties / certifiers.
- (iv) **Rating:** An issuer can have its Green Bond or associated Green Bond framework rated by qualified third parties, such as specialised research providers or rating agencies. Green Bond ratings are separate from an issuer's ESG rating as they typically apply to individual securities or Green Bond frameworks / programmes.

Appendix C: Documents Reviewed

Sustainalytics reviewed the following documents for the purposes of writing this report:

Number	Document Name
1	Environmental Master Plan
2	Environmental Programs related to EIA Resolution
3	Environmental Impact Assessment (EIA) - Reports
4	Environmental Feasibility Studies
5	GACM press releases 2016
6	NAICM Green Bond Project portfolio
7	Technical Reports
8	LEED v4 – LEED Credit Trackers (Spanish) and Commissioning Plans.
9	Solar PV Studies
10	Equator Principles Compliance Assessment
11	Equator Principles Quarterly Compliance Reports
12	Hidraulic Plan
13	NAICM and Sustainability presentations
14	LEED in Motion: Mexico report

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The Opinion was drawn up with the aim to explain why the analyzed bond is considered sustainable and responsible. Consequently, this Opinion is for information purposes only and Sustainalytics will not accept any form of liability for the substance of the opinion and/or any liability for damage arising from the use of this Opinion and/or the information provided in it.

As the Opinion is based on information made available by the client, Sustainalytics does not warrant that the information presented in this Opinion is complete, accurate or up to date.

Nothing contained in this Opinion shall be construed as to make a representation or warranty, express or implied, regarding the advisability to invest in or include companies in investable universes and/or portfolios. Furthermore, this Opinion shall in no event be interpreted and construed as an assessment of the economic performance and credit worthiness of the bond, nor to have focused on the effective allocation of the funds’ use of proceeds.

The client is fully responsible for certifying and ensuring its commitments` compliance, implementation and monitoring.

SUSTAINALYTICS

Sustainalytics is the largest independent provider of sustainability research, analysis, and services to investors. We serve over 250 institutional investors which include some of the world's largest asset owners and asset managers. Through over 20 years of experience serving the responsible investment (RI) market, we have gained a reputation for providing high-quality ESG research solutions and excellent client service.

Sustainalytics is headed by seasoned professionals in the field of business, finance, and sustainability, with a wealth of experience in the Responsible Investment area. After more than 20 years of local experience and expertise in the Responsible Investment (RI) market Sustainalytics has developed a comprehensive understanding of trends and best practices and a solid process to assist organisations in integrating ESG considerations into their policies and strategies. We have worked with some of the world's financial institutions including pension plans, investment managers and banks providing customised support to help them achieve their RI objectives. Clients include ABN AMRO, APG, BBVA, BNP Paribas, Deutsche Bank, ING Bank, Lombard Odier, Lloyds Bank, Triodos Bank, UBS and over 250 other financial institutions and organisations.

Sustainalytics now has a staff of 250 employees globally, including over 120 analysts, with operations in Amsterdam, Boston, Bucharest, Frankfurt, New York, Paris, London, Singapore, Sydney, Timisoara, and Toronto, and representation in Brussels and Washington DC.



In 2015, Sustainalytics was named the Best SRI or Green Bond Research Firm by GlobalCapital. In December 2014, for the third year in a row, Sustainalytics was named best sustainable and responsible investment research firm in the Independent Research in Responsible Investment (IRRI) Survey, conducted by Thomson Reuters and SRI-CONNECT.

SUSTAINALYTICS At a Glance

Our Team

Michael Jantzi, CEO

More than 200 staff members, including over 120 analysts with multidisciplinary and industry expertise

Shareholders: ABN AMRO MeesPierson, Michael Jantzi and senior staff, Mooncrest Holdings Limited, PGGM, Renewal Partners, Silver Box Holdings Limited and Triodos

Board Members:
Else Bos, CEO, PGGM

Alan Broadbent, CEO, Avana Capital Corporation

Melissa Brown, Partner, Daobridge Capital

Michael Jongeneel, COO and Managing Director, Triodos Investment Management

Mike Musuraca, Managing Director, Blue Wolf Capital Partners LLC

Glen Saunders, Treasurer and Board member, Principles for Responsible Investment (PRI)

Our Offices

Offices in Amsterdam (Headquarters), Boston, Frankfurt, London, New York City, Paris, Singapore, Timisoara, and Toronto. Representative offices in Bogotá, Brussels, Bucharest, Copenhagen and Washington D.C.

Our Clients

Our 250+ clients worldwide include financial institutions, asset managers, mutual funds, pension funds, private companies, international organizations and academic networks

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