

airport carbon accreditation

ANNUAL REPORT

2019-2021

AIRPORTS COUNCIL INTERNATIONAL

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Welcome to the Annual Report

Generally, the Annual Report covers the previous reporting year (i.e., mid-May to mid-May) and presents the programme's evolution and achievements. However, the unprecedented COVID-19 impacts affected the programme's operation as well as the annual reporting process. Instead of an Annual Report, an Interim Report was published in February 2021, providing qualitative information regarding the development of the programme but excluding carbon performance metrics, in line with COVID-19 related adjustments to the programme.

We are delighted to revert to the regular Annual Report format with the use of Key Performance Indicators, analysis of global and regional trends and case studies highlighting the airports' commitment to continued climate action in spite of the current crisis. However, some methodological modifications were necessary. The main change is that Year 11 (mid-May 2019 to mid-May 2020) and Year 12 (mid-May 2020 to mid-May 2021) have been merged and are treated as one single reporting year. Depending on an airport's renewal timeline, its application as part of this reporting period was submitted either in Year 11 or Year 12, with implications for the timeframe covered by its carbon footprint. Furthermore, some airports had already decided to proceed with early applications that count towards Year 13. This has created some additional complexity for the compilation of KPIs, which is further outlined in Section 8. Methodology.

Since the start of the COVID-19 pandemic, airports worldwide have been reaffirming their commitments to climate action and their intention to Build Back Better. *Airport Carbon Accreditation*, having completed its 12th year, is not only growing but also evolving. At the height of the pandemic, in July 2020, *Airport Carbon Accreditation* passed the milestone of 300 accredited airports worldwide. Between May 2019 and May 2021, 30 net new airports have been accredited for the Year 11/12 reporting period, reaching 304 airports in total. In the same timeframe, another 38 airports have proceeded with accreditations that count for the Year 13 reporting period.

When it comes to programme developments, in November 2020, *Airport Carbon Accreditation* introduced the first major, structural change to the programme since its inception back in 2009. Two new accreditation levels – Level 4 Transformation and Level 4+ Transition – were launched, bringing the programme in line with the latest scientific and policy developments. These levels also reflect enhanced public expectations, according to which the airport operator has to show that it does not only address its own emissions, but uses its influence to drive emissions reductions from third parties operating on its site.

Christchurch Airport in New Zealand became the first airport in the world to reach Level 4, while Dallas Fort Worth International Airport in the United States and Indira Gandhi International Airport in India were the first to achieve Level 4+. In April 2021, Rome Fiumicino and Ciampino airports were the first European airports to reach Level 4+, while in July 2021 Rotterdam The Hague Airport was world's first airport to be accredited straight in at Level 4+.[1]

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[1] Level 4 and 4+ accreditations are reported for information purposes only, as because of the methodological adjustments due to COVID-19, they are considered as early Year 13 applications and will be included in the next Annual Report. As such, emissions performance data of airports at these new levels are not part of the KPI analysis, nor the participation figures.

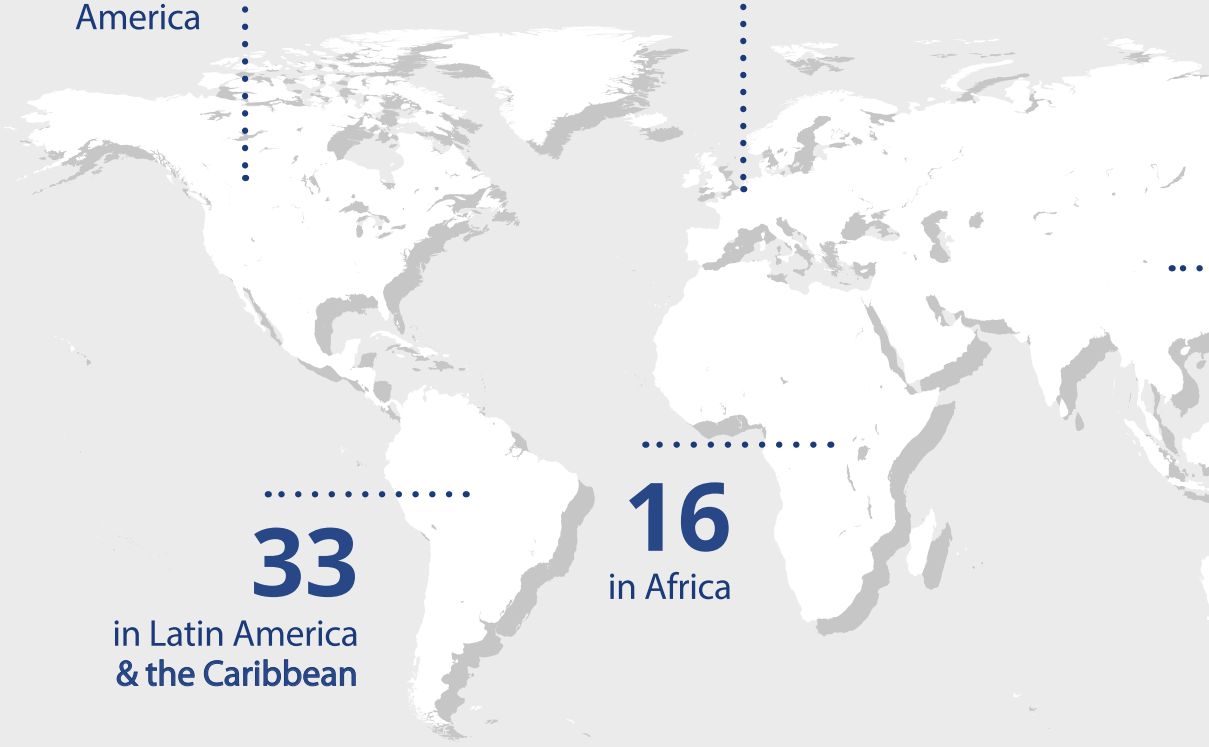
To enhance the collective spirit of *Airport Carbon Accreditation*, a Mentorship Initiative was launched in early 2021, whereby airports that are more advanced in the programme volunteer to team up and support smaller airports, especially those that might not have the necessary resources to join *Airport Carbon Accreditation* or progress through its levels.

All these developments go hand in hand with a renewed, fresh branding of the programme. Its new visual identity is clear and future-proof – as more is to come. *Airport Carbon Accreditation* will continue to evolve, as it has done over the last decade, with the ultimate objective of supporting airports in reaching Net Zero CO_2 emissions. As in the past, this will be achieved through relentless teamwork within the airport community as well as with our partners and stakeholders.



Ljubljana Airport / LJU

Executive summary



304
accredited airports

30
net new accreditations[2]

44%
global passengers welcomed by accredited airports

[2] The number is in comparison to the previous full Annual Report that reported accredited airports by May 2019.



57
in Asia-Pacific

+11%
Growth of accreditations since the previous period.

-347,718 (-5.5%)
Aggregate scope 1 and 2 absolute emissions reductions from airports at all levels (in tonnes and %).

-0.09 (-5%)
Scope 1 and 2 relative emissions reductions per passenger from airports at all levels (in kgs and %).

766,728
Tonnes of CO_{2e} offset.

71
countries with accredited airports

63
carbon neutral airports

51
airports upgrading to a **higher level of accreditation**

1. The global context

The impact of COVID-19 has been unprecedented. In 2020 there were 6.1 billion less passengers passing through world's airports compared to the projected pre-COVID-19 global passenger traffic, representing a decline of around 65%. Given the various measures taken to contain the pandemic across the world, international passenger traffic was virtually non-existent in the second half of 2020. In 2020, international passenger traffic "lost" around 1 billion passengers, a decrease of more than 75% compared to 2019.[3] Despite this significant drop in traffic numbers, there can be no doubt that climate change remains a major global challenge that needs to be fully addressed. Significant work continues on the international scene.

In June 2021, ACI announced a long-term carbon goal, following the conclusions of an in-depth study on the decarbonisation potential of airports across the world. Specifically, ACI member airports at a global level committed to reach Net Zero carbon emissions by 2050 and urged governments to provide the necessary support in this endeavour. This goal relates to the carbon emissions under the direct control of airport operators and will be a crucial component of the aviation industry's response to global warming.

The first airport industry commitment to Net Zero carbon emissions by 2050 had been launched by ACI EUROPE in June 2019 and reaffirmed in May 2021. Based on 2019 traffic volumes and estimated aggregated carbon footprint of Europe's airports, as soon as all of them reach Net Zero, a total of 3.14 million tonnes of annual CO_2 emissions will be eliminated. Across Europe, 242 airports committed to Net Zero by 2050 at the latest, up from 211 pre-pandemic. These 242 airports accounted for 68% of European passenger traffic in 2019. Reflecting stepped up ambitions, more than a half of the total number of signatories (i.e., 149), have effectively committed to an earlier target year, ranging from 2025 to 2045, which goes beyond the IPCC 1.5° scenario. Amongst these, 10 have already achieved Net Zero CO_2 (all within the Swedish network operated by Swedavia), while a further 84 airports have advanced the timeline of their targets to 2030 – notwithstanding the on-going devastating impact of the COVID-19 pandemic. *Airport Carbon Accreditation* will be the platform to support the achievement of these commitments.

Work is also continuing relentlessly on other fronts. ICAO is monitoring closely the aviation traffic developments and the associated impacts on the implementation of CORSIA.[4] An increasing number of countries notify ICAO about their intent to voluntarily participate in the scheme. Based on the latest notifications, 107 countries will be part of CORSIA in January 2022. ICAO is also pursuing work on the long-term aspirational goal for aviation through stakeholder engagement, expert contributions, information sharing, and provision of a forum for the agreement of possible options.

[3] Information based on the ACI Advisory Bulletin of March 2021.
[4] See Committee on Aviation Environmental Protection (CAEP), Update to Scenario-Based Analysis of Potential Impacts of COVID-19 on CORSIA, Executive Summary, May 2021; https://www.icao.int/environmental-protection/Pages/LTAG.aspx, https://www.icao.int/environmental-protection/SAC/Pages/GCSA%20main%20page.aspx, https://www.icao.int/environmental-protection/SAC/Pages/Technology.aspx, https://www.icao.int/environmental-protection/SAC/Pages/Operations.aspx, https://www.icao.int/environmental-protection/Pages/SAF.aspx accessed on 09/12/2021.

In September 2020, the Air Transport Action Group (ATAG) issued the Waypoint 2050 report, examining how aviation can halve 2050 CO_2 emissions compared with 2005, by looking into operations, technology, fuels and market-based measures. The second edition of this report, which was issued in September 2021, explores *"how the sector could meet a greater ambition of reaching Net Zero carbon emissions globally by 2050."* Along those lines ATAG's key stakeholders, including ACI, IATA, CANSO, Airbus, Boeing, ATR, General Electric, CFM, etc., agreed on a new long-term commitment to achieve Net Zero carbon emissions by 2050 based on Sustainable Aviation Fuel (SAF), new technologies, operational efficiencies, as well as market-based measures where necessary. This follows the release of Destination 2050 - A Route to Net Zero European Aviation in February 2021, which represents the first decarbonisation roadmap of a regional aviation sector, leading to Net Zero CO_2 from all flights departing the EU/UK/EFTA by 2050. It has been prepared by Airlines for Europe (A4E), ACI EUROPE, the Aerospace & Defence Industries Association of Europe (ASD), the European Regions Airline Association (ERA), and the Civil Aviation Navigation Services Organisation (CANSO), and is underpinned by a detailed study by the Royal Netherlands Aerospace Centre (NLR) and SEO Amsterdam Economics.

These commitments and reports point to the key role that airports are playing in supporting and facilitating the decarbonisation of the aviation sector – a role that is going to become even more critical in the future. Thus, the availability of the necessary infrastructure, energy and handling services at airports will be pivotal to enable the entry into service of electrified and hydrogen-powered aircraft. Through the stakeholder engagement requirements defined for Levels 3/3+ and enhanced for Levels 4/4+, *Airport Carbon Accreditation* already provides a platform to support and recognise related airport initiatives, and moving forward will also explore additional ways of doing so.[5]



Brisbane Airport / BNE

[5] See: https://www.destination2050.eu/wp-content/uploads/2021/02/Destination2050_Report.pdf and https://www.destination2050.eu/press_release_launch/ accessed on 26/10/2021.



Belfast International Airport / BFS



Indira Gandhi International Airport / DEL

Airport Carbon Accreditation overview

Airport Carbon Accreditation is the global standard for carbon management in the airport industry. The aim is to encourage and enable airports to implement best practices in carbon management. It has been developed in line with international standards, including the Greenhouse Gas Protocol and ISO 14064, and is reviewed and updated accordingly as these standards evolve. The programme focuses on CO_2 emissions, as they comprise the large majority of airport greenhouse gas emissions, while independent administration and verification ensure the programme's credibility. The programme's milestones are presented in Figure 1.

As *Airport Carbon Accreditation* is a dynamic programme, it needs to reflect the latest scientific and political calls for more ambitious climate action, while continuing to engage airports from various regions and at different stages in their carbon management journey. *Airport Carbon Accreditation* has to remain a tool that accommodates the needs of all airports. It is a programme for airports of all sizes, extending beyond hubs and regional airports with scheduled passenger traffic, to include general aviation and freight-focused airports. Airports can become accredited at six progressively ambitious levels of accreditation.

Level 1 Mapping requires a policy commitment to emissions reduction endorsed by top management and the development of a carbon footprint for emissions under the airport's control (i.e., scope 1 & 2 emissions).

Level 2 Reduction requires the fulfilment of all Level 1 accreditation requirements, formulation of a carbon emissions reduction target, development of a Carbon Management Plan to achieve the target and annual reduction of emissions under the airport's control (i.e., scope 1 & 2 emissions) versus the three-year rolling average.

Level 3 Optimisation requires fulfilment of all Level 2 accreditation requirements, development of a more extensive carbon footprint to include specific scope 3 emissions and the formulation of a Stakeholder Engagement Plan to promote wider airport-based emissions' reductions.

Level 4 Transformation requires a policy commitment to absolute emissions reductions, development of a more extensive carbon footprint, formulation of an absolute long-term emissions reduction target, development of a Carbon Management Plan (setting out the trajectory, interim milestones and the measures required to achieve the target), and development of a Stakeholder Partnership Plan to address third party emissions.

In addition, airports at Level 3 and Level 4 can choose to offset their residual emissions, thereby achieving **Level 3+ Neutrality** and **Level 4+ Transition** respectively.

FIGURE 1: ***AIRPORT CARBON ACCREDITATION*** **MILESTONES**

YEAR 1
(2009/2010)

Airport Carbon Accreditation is launched in Europe. Frankfurt Airport becomes the first airport to become accredited achieving Level 2 Reduction. Stockholm Arlanda becomes the first airport to achieve the highest level of accreditation, Neutrality.

YEAR 3
(2011/2012)

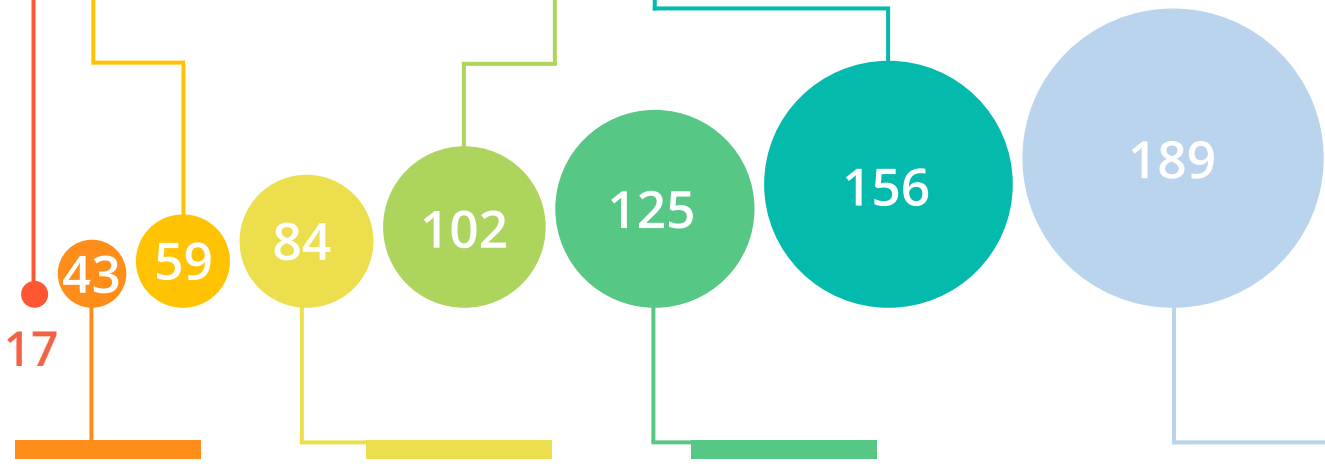
Airport Carbon Accreditation is extended to Asia-Pacific with the accreditation of Abu Dhabi International Airport in the UAE at level 1.

YEAR 5
(2013/2014)

Airport Carbon Accreditation is extended to Africa, with the accreditation of Enfidha-Hammamet International Airport in Tunisia. Accreditations surpass the 100 airports milestone. *Airport Carbon Accreditation* is named one of the top 3 low carbon projects for Europe in the context of the European Commission's 'World You Like' contest.

YEAR 7
(2015/2016)

ACI enters a cooperation agreement with the United Nations Framework Convention on Climate Change (UNFCCC) to promote their respective climate neutral initiatives.



YEAR 2
(2010/2011)

ACI EUROPE introduces the Eco-Innovation Award for environmental excellence to encourage airports to join *Airport Carbon Accreditation*. Stockholm and Izmir are the first joint winners.

YEAR 4
(2012/2013)

The first entire national airport group, Swedavia, becomes carbon neutral.

YEAR 6
(2014/2015)

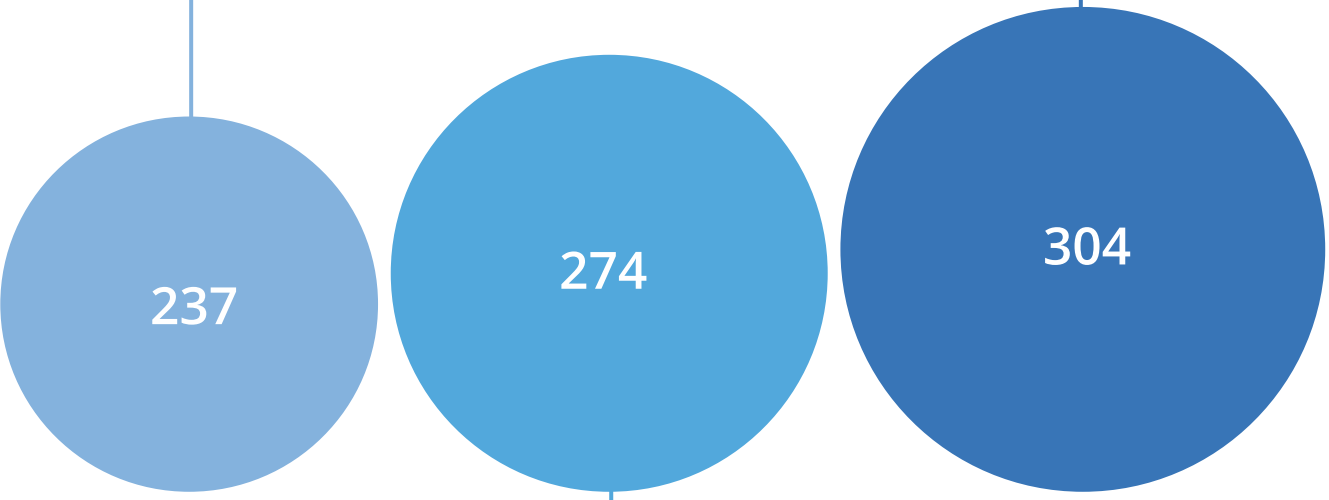
Airport Carbon Accreditation reaches global status after its extension to North America (with the accreditation of Seattle-Tacoma International Airport) and Latin America & the Caribbean (with the accreditation of Licenciado Gustavo Díaz Ordaz International Airport). "Life is about Movement," the programme's innovative animation, wins the Gold Totem at the 4th Deauville Green Awards 2015.

YEAR 9
(2017/2018)

The programme experiences the highest annual growth since its inception in terms of accredited airports, with 48 new net accreditations. Accreditations surpass the 200 airports milestone. During this year the programme achieves the highest aggregate emissions reductions. Galapagos and Queen Alia International are the first airports in Latin America & the Caribbean and the Middle East respectively to become carbon neutral. Overall, 44 airports are carbon neutral.

YEAR 11/12
(2019/2021)

Given the devastating impact of the COVID-19 crisis on the airport industry, temporary adjustments to *Airport Carbon Accreditation* were introduced. Two new accreditation levels were launched (Level 4 Transformation and Level 4+ Transition); aligning airports' carbon management strategies with the ambition of the Paris Agreement.



YEAR 8
(2016/2017)

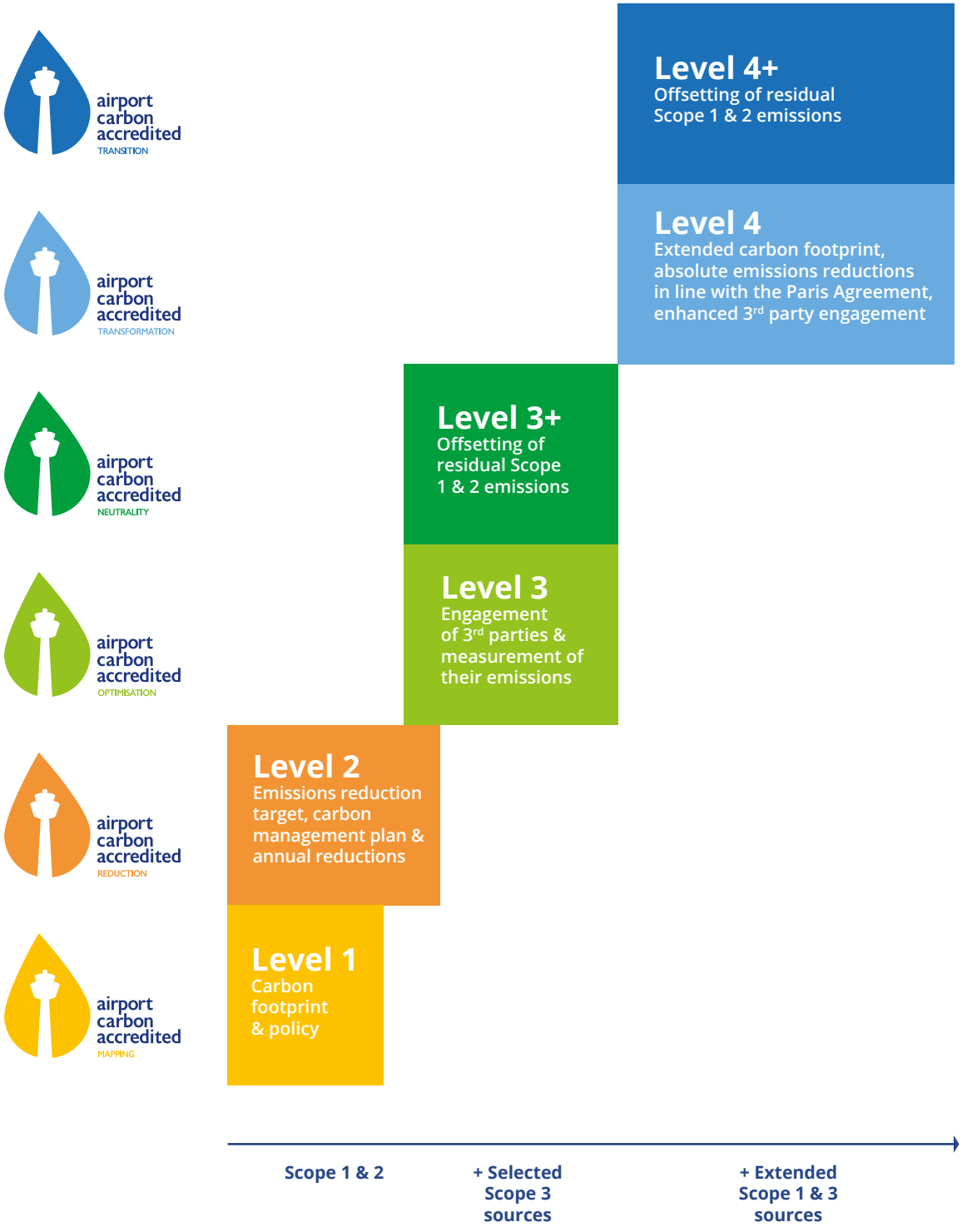
Indira Gandhi International, Dallas Fort Worth and Abidjan Félix-Houphouët-Boigny International airports are the first airports in Asia-Pacific, North America and Africa respectively to become carbon neutral. Overall, there are 34 carbon neutral airports. Nadi is the first airport from an island state (i.e., Fiji) to become accredited.

YEAR 10
(2018/2019)

2019 marks 10 years since the launch of *Airport Carbon Accreditation*. New offsetting requirements and recommendations were introduced raising the offsetting standards in the airport industry. 49 airports upgraded to a more demanding accreditation level; marking the highest rate of upgrades since the programme's launch. There are 50 carbon neutral airports across the world.

Figure 2 presents the main accreditation requirements, while Figure 3 provides an indicative classification of the main airport related emissions.

FIGURE 2: **MAIN REQUIREMENTS OF *AIRPORT CARBON ACCREDITATION***



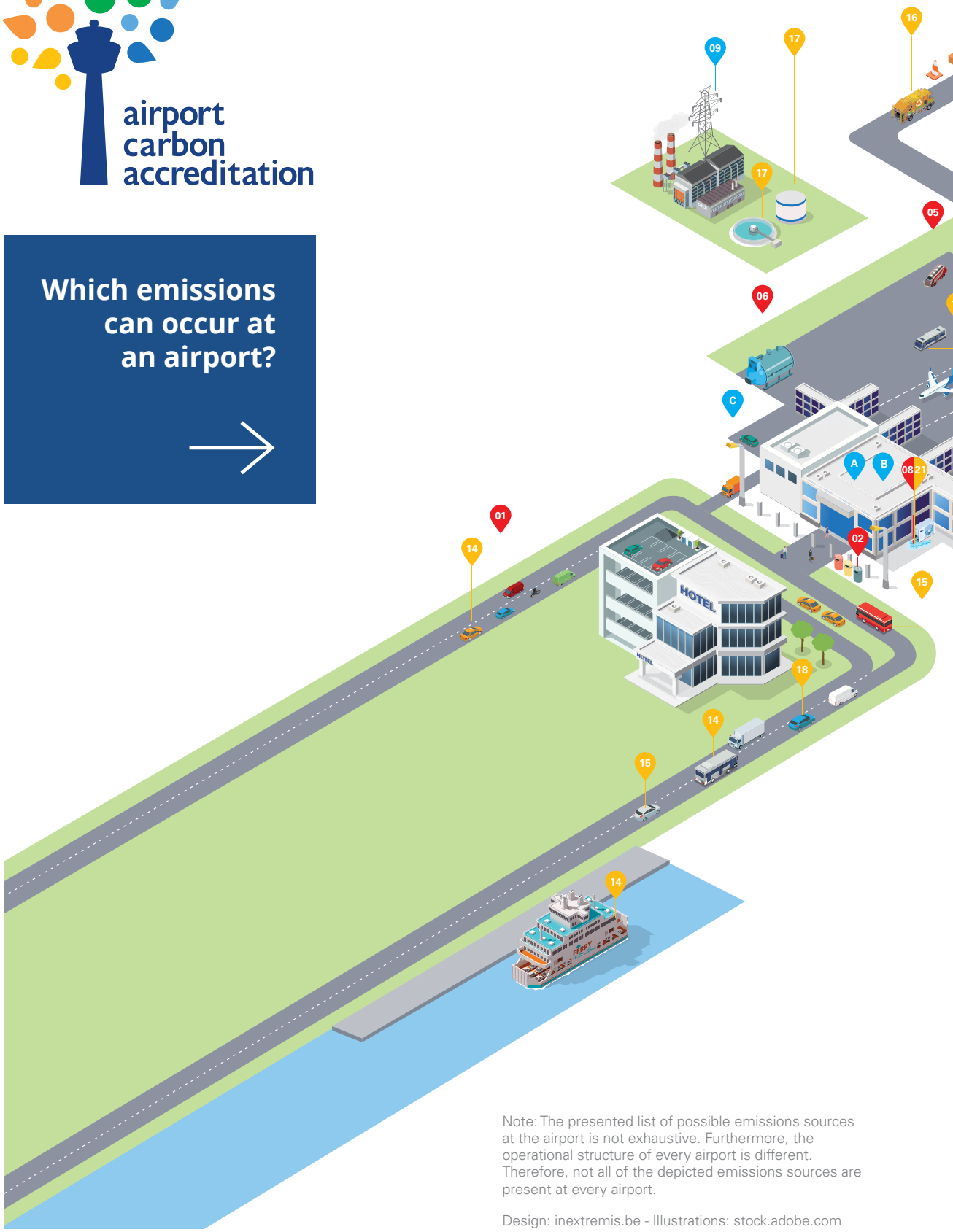


Josep Tarradellas Barcelona-El Prat Airport / BCN

FIGURE 3: **INDICATIVE CLASSIFICATION OF AIRPORT-RELATED EMISSIONS**

airport carbon accreditation

Which emissions can occur at an airport?



Note: The presented list of possible emissions sources at the airport is not exhaustive. Furthermore, the operational structure of every airport is different. Therefore, not all of the depicted emissions sources are present at every airport.

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Scope 1

Emissions from airport controlled sources

- 01 Vehicles/ground support equipment belonging to the airport
- 02 On-site waste management
- 03 On-site waste water management
- 04 On-site power generation
- 05 Firefighting exercises
- 06 Boilers, furnaces
- 07 De-icing substances
- 08 Refrigerant losses

Scope 2

Emissions from purchased electricity

- 09 Off-site electricity generation
  - A Heating
  - B Cooling
  - C Lighting

Scope 3

Emissions from other sources related to the activities of an airport

- 10 Flights
- 11 Aircraft ground movements
- 12 Auxiliary Power Unit
- 13 3rd party vehicles/ground support equipment
- 14 Passenger travel to the airport
- 15 Staff commute
- 16 Off-site waste management
- 17 Off-site water management
- 18 Staff business travel
- 19 Non-road construction vehicles and equipment
- 20 De-icing substances
- 21 Refrigerant losses

How is *Airport Carbon Accreditation* governed?

airport carbon accreditation

ACI

ACI EUROPE has the overall responsibility for *Airport Carbon Accreditation*, and manages it in close cooperation with the other ACI regions and support by ACI World.

AIRPORTS COUNCIL INTERNATIONAL

ADMINISTRATOR

The independent programme Administrator guides airports through the application process (i.e., help desk service), reviews and approves accreditations and oversees the appointment and training of verifiers. The environmental consultancy WSP serves as the programme's Administrator.

WSP

TASK FORCE

A technical Task Force meets twice a year to review technical issues, make recommendations and overall ensure that the programme is aligned with international standards and developments, as well as the evolving airport needs. The Task Force is comprised of airport environmental representatives from selected accredited airports, ACI regional representatives and the Administrator.

ADVISORY BOARD

An independent Advisory Board determines policy direction, oversees the programme's development and encourages external recognition. The Advisory Board is comprised of institutional representatives from the fields of aviation and the environment including:

- EUROCONTROL
- European Commission, Directorate General Climate Action
- European Commission, Directorate General Mobility and Transport
- Federal Aviation Administration of the United States
- European Civil Aviation Conference
- International Civil Aviation Organisation (Focal Point)
- Manchester Metropolitan University
- United Nations Framework Convention on Climate Change
- Aviation Environment Federation (Director in his personal capacity)

What are the benefits from accreditation?

Through *Airport Carbon Accreditation* airport professionals can:

1. Identify the **sources** of airport emissions.
2. Achieve real and **measurable emissions reductions.**
3. Inspire **bold climate initiatives.**
4. **Streamline** internal processes.
5. Think and **act strategically** regarding carbon management.
6. **Join forces** with third parties to enhance climate action.
7. **Share best practices** and learn from other airports.
8. Drive operational and cost **efficiencies.**
9. Elevate the **public credibility** of the airport.
10. Boost **employee motivation.**
11. Access **green finance.**
12. Become part of a **global** industry effort.





Porto Santo Airport / PXO



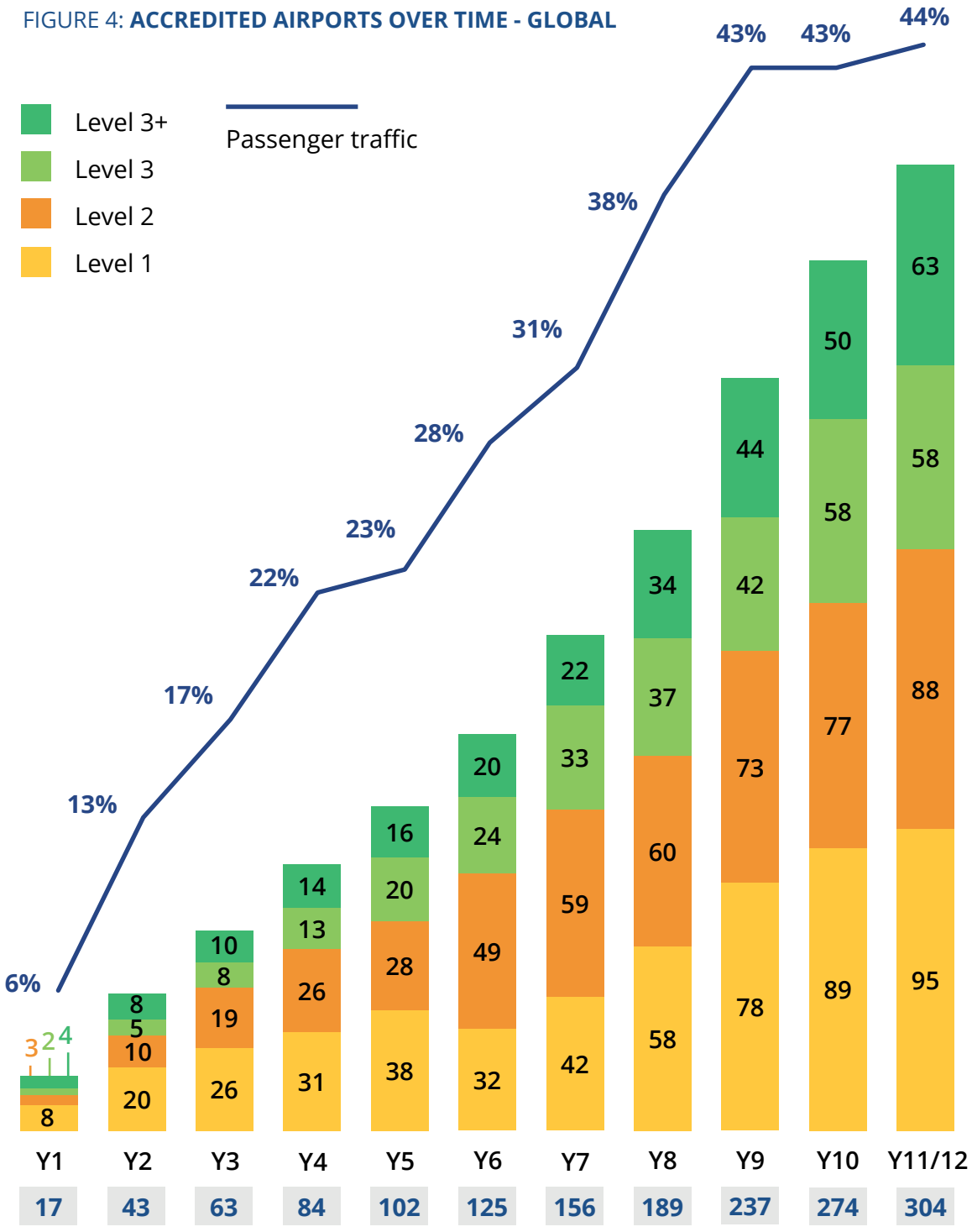
Dubai International Airport / DXB

2. Trends

Global

Airport Carbon Accreditation experienced noteworthy growth given the pandemic conditions, with 36 new accreditations and six withdrawals (i.e., 30 net new accreditations compared to mid-May 2019), bringing the total number of accredited airports to 304; an increase of 11%.

FIGURE 4: **ACCREDITED AIRPORTS OVER TIME - GLOBAL**



As of May 15th, 2021, there were 304 accredited airports across the world, of which 95 were accredited at Level 1 Mapping, 88 at Level 2 Reduction, 58 at Level 3 Optimisation, and 63 at Level 3+ Neutrality. The percentage of global passenger traffic travelling through accredited airports increased from 43% during the previous reporting period to 44%, suggesting that the newly accredited airports represent a comparatively small share of global passenger traffic.

Because of methodological adjustments due to COVID-19, Level 4 and 4+ accreditations are considered as early Year 13 applications and will be included in the next Annual Report. As such, participation figures and emissions performance data of airports at these levels are not part of the analysis.

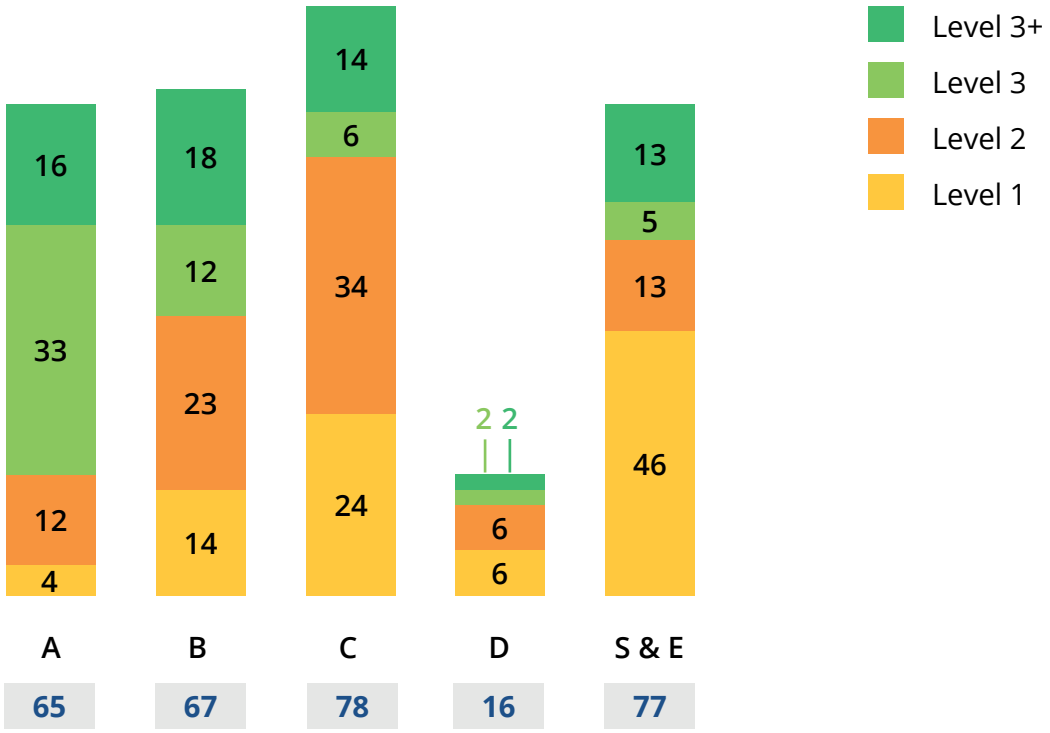
	LEVELS				
REGION	1	2	3	3+	TOTAL
Europe	50	37	17	51	155
Asia-Pacific	10	17	23	7	57
North America	15	10	16	2	43
Latin America & the Caribbean	14	16	1	2	33
Africa	6	8	1	1	16
Global	95	88	58	63	304

In total, 51 airports upgraded to a more demanding accreditation level and only three downgraded to a lower level. The number of upgrades is significant, confirming that airports wish to exhibit continuous improvement. Specifically, 26 airports upgraded to Level 2, 12 airports to Level 3 and 13 airports to Level 3+.

Furthermore, as shown in Figure 5, airports of all sizes have achieved accreditation, thanks to efforts to ensure the programme is accessible even to smaller airports.[6] The distribution among airport sizes has been relatively steady over the years.

[6] *Airport Carbon Accreditation* differentiates between six airport categories, defined as Bands: Band A (>20 m. pax/year); B (6-20 m. pax/year); Band C (1-6 m. pax/year); Band D (0.5-1 m. pax/year); Band S (<0.5 m. pax/year); and Band E (airport groups with airports of Band S).

FIGURE 5: **CERTIFIED AIRPORTS PER BAND**



In the 2019/2021 reporting period, aggregate scope 1 and 2 emissions from airports at all levels of accreditation were 6,580,541 tonnes of CO_{2e}. Airports achieved a reduction of 347,718 tonnes of CO_{2e} (5.5%) compared to the three-year rolling average, which represents the standard baseline of the programme to ensure unbiased assessments.[7] This represents an important achievement, as airports continue to show year to year reductions.

Emissions per passenger declined to 1.63 kgs of CO_{2e} and emissions per traffic unit to 1.41 kgs of CO_{2e}. Compared to the three-year rolling average, accredited airports have achieved a reduction by 5% and 5.1% respectively for each of the metrics. This development suggests a more efficient use of infrastructure and resources.

The 63 carbon neutral airports offset 766,728 tonnes of CO_{2e} (compared to 710,673 tonnes in 2018/2019), an increase of 7.9%. More details on offsetting are provided in the dedicated section further in the report. Finally, the scope 3 emissions of the airports at Level 3 and 3+ reached over 70 million tonnes of CO_{2e}, an increase of 18.5% compared to the previous reporting year.

[7] For more information on the use of the three-year rolling average, please refer to the Methodology section.

TABLE 1: ***AIRPORT CARBON ACCREDITATION*** **KEY PERFORMANCE INDICATORS**

Indicator	Unit	2019-2021	Absolute change compared to the three-year rolling average	Change (%)
Aggregate scope 1 & 2 emissions from airports at all levels	tCO_2	6,580,541	-347,718	-5.5%
Scope 1 & 2 emissions per passenger from airports at all levels	Kgs of CO_2	1.63	-0.09	-5%
Scope 1 & 2 emissions per traffic unit[6] from airports at all levels	Kgs of CO_2	1.41	-0.12	-5.1%

Indicator	Unit	2019-2021	Absolute change (vs. previous year)	Change (%)
Offsetting of aggregate scope 1 & 2 & staff business travel emissions from airports at Level 3+	tCO_{2e}	766,728	56,055	7.9%

Indicator	Unit	2019-2021	Absolute change (vs. previous year)	Change (%)
Scope 3 emissions from airports at Levels 3 and 3+	tCO_{2e}	71,376,006	11,122,321	18.5%

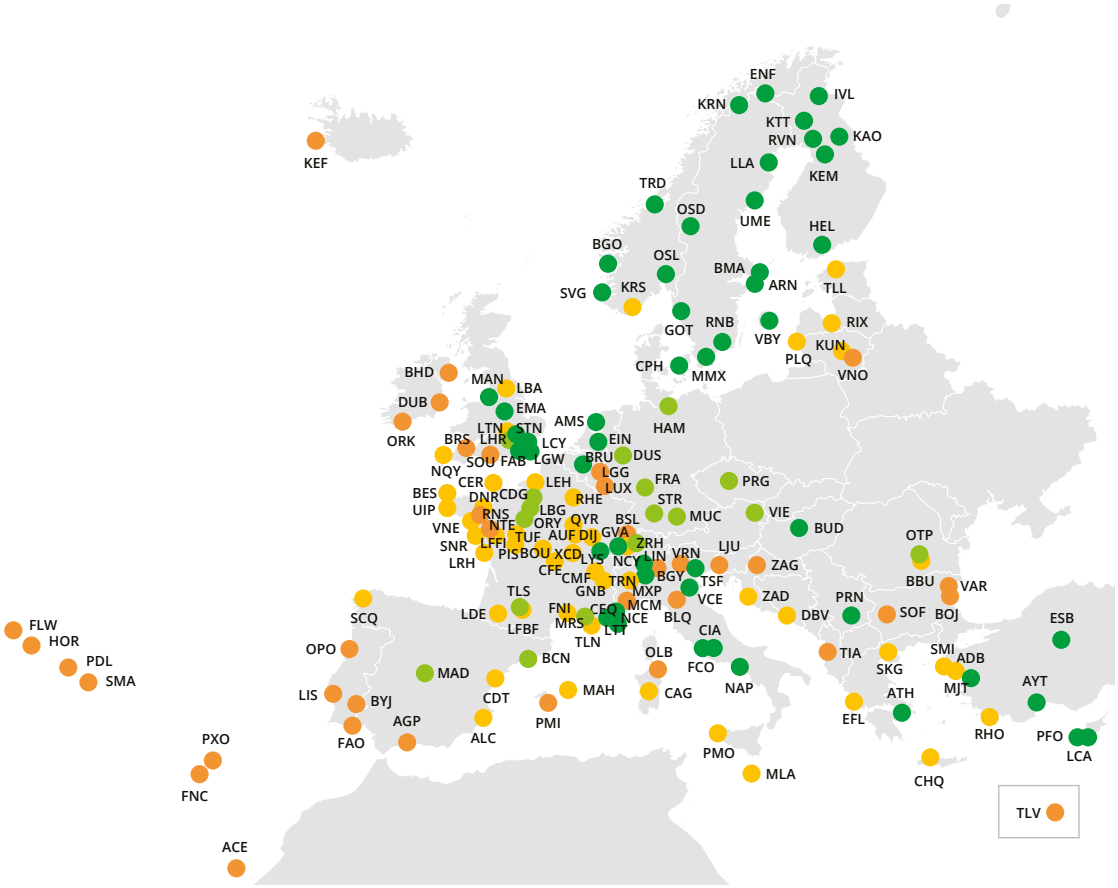


Mariscal Sucre Quito International Airport / UIO



Marseille Provence Airport / MRS

Europe

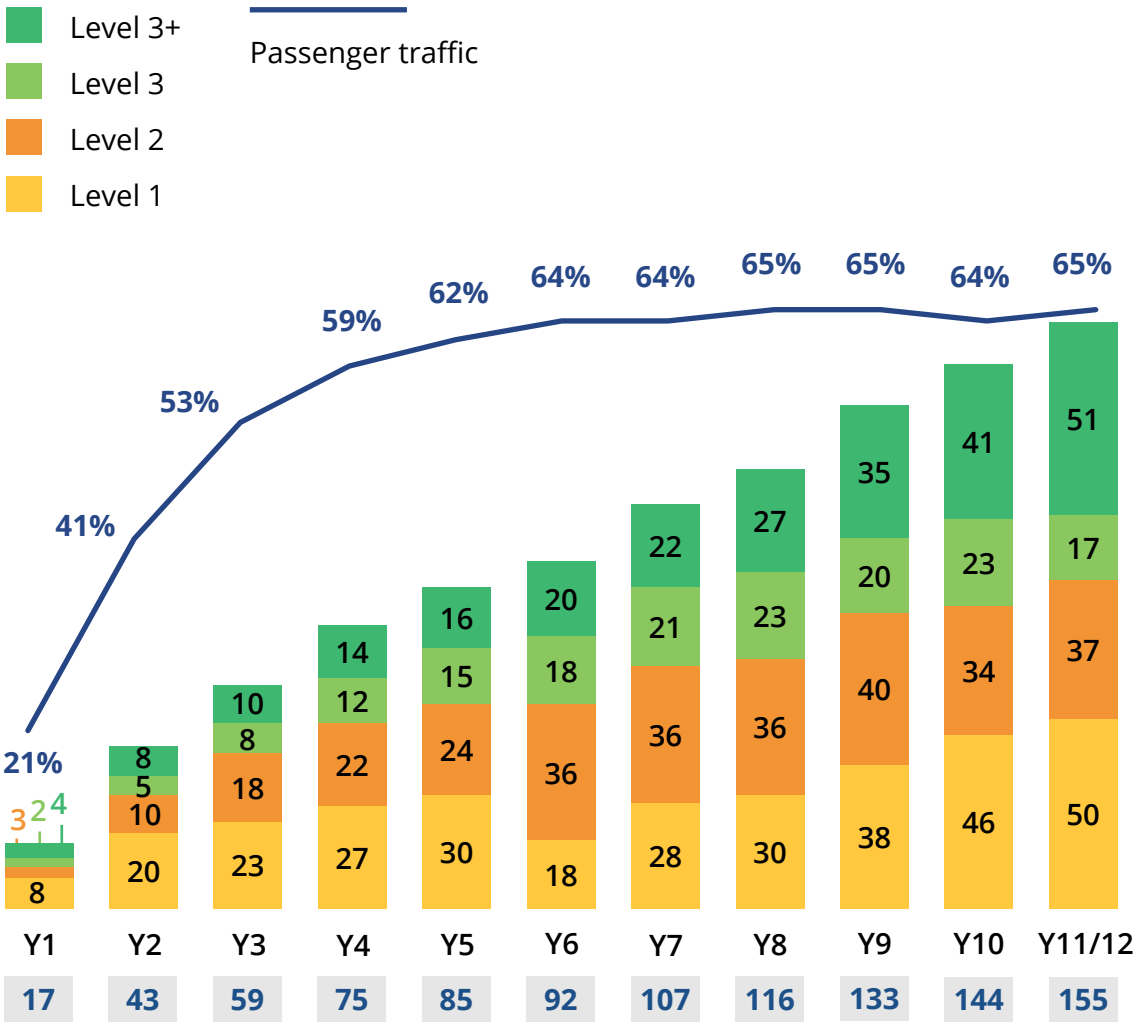


The reporting year ended with 11 new accreditations, bringing the total number of accredited airports in Europe to 155. These airports account for 65% of European passenger traffic and 51% of all accredited airports in the programme. The percentage of European passengers travelling through an accredited airport remained almost steady. This reflects the fact that a number of major airports are already accredited with new entrants being smaller airports. This trend is expected to continue.

Regarding upgrades, 18 airports became accredited at a more demanding level and one downgraded to a lower level. By the end of the reporting year, 51 airports were carbon neutral (compared to 41 during the previous reporting period).

By the end of the reporting period, accredited airports at all levels in this region reduced their scope 1 and 2 CO_{2e} emissions by 154,432 tonnes; a reduction of 7.9% compared to the three-year rolling average. The per passenger emissions declined to 1.14 kgs of CO_{2e}; a 7.3% decrease compared to the three-year rolling average. This development suggests a much more efficient use of infrastructure and resources.

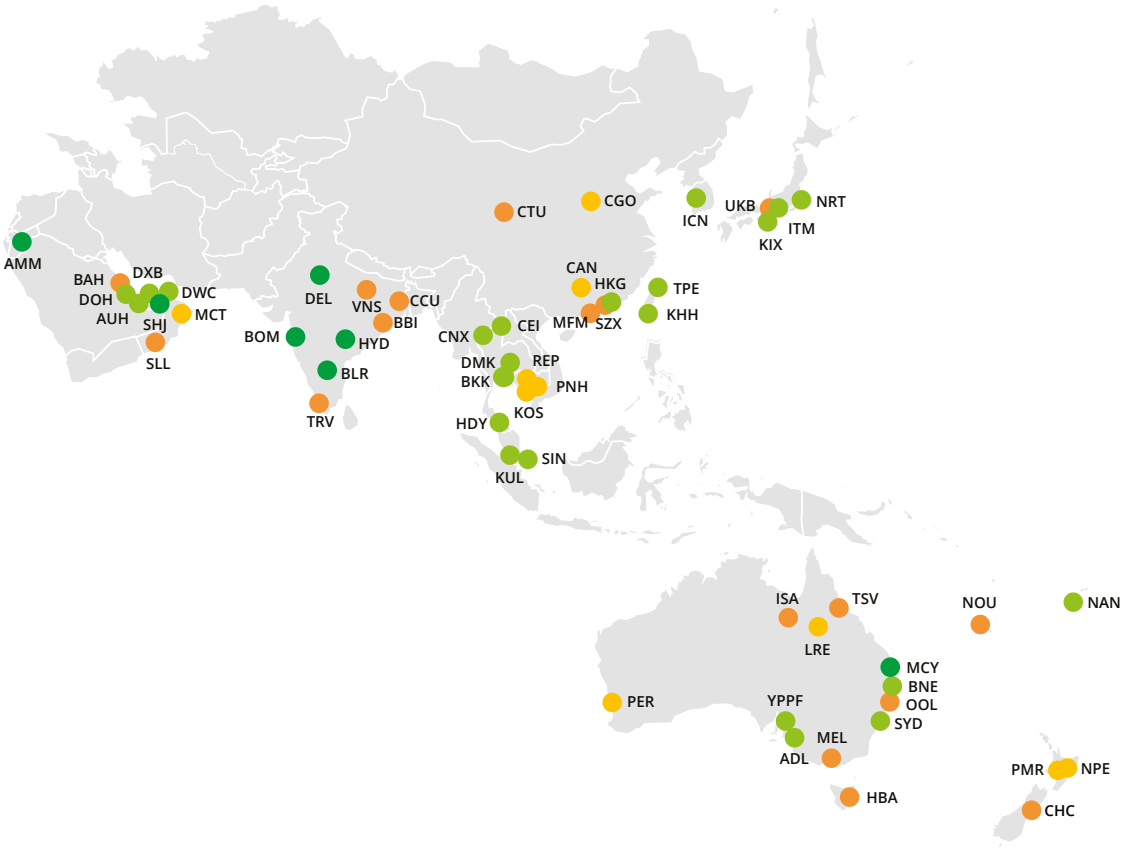
FIGURE 6: **ACCREDITED AIRPORTS OVER TIME - EUROPE**





Zurich Airport / ZRH

Asia-Pacific

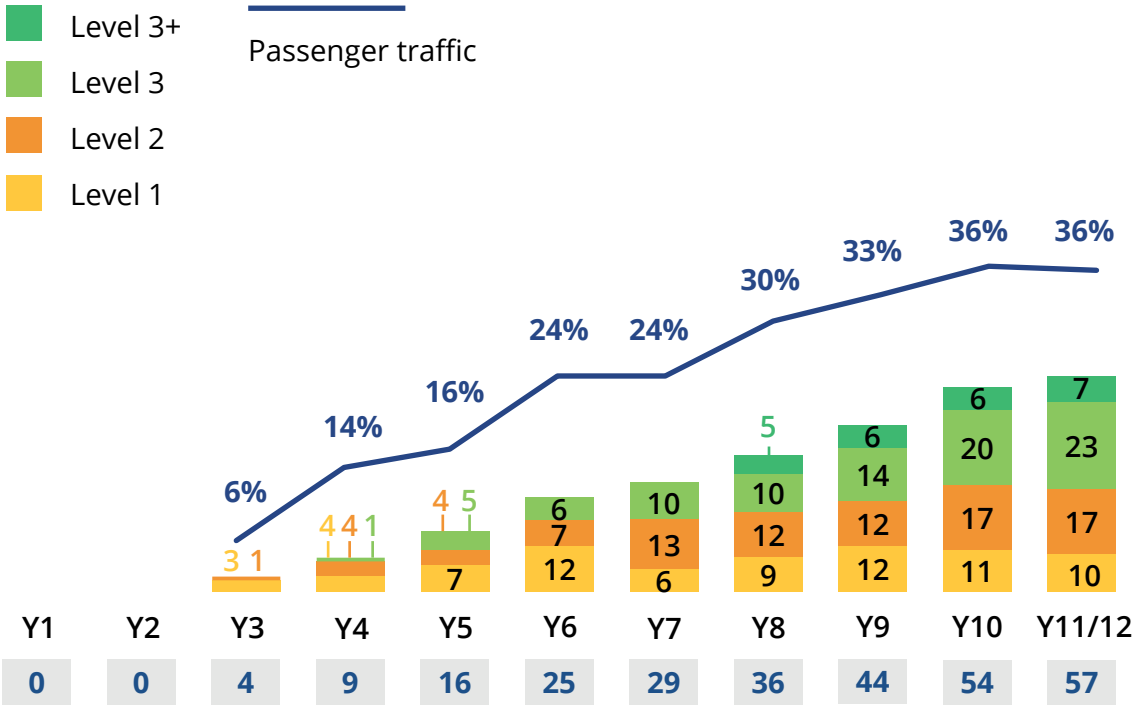


The reporting year ended with five new accreditations and two withdrawals, bringing the total number of accredited airports in Asia-Pacific to 57. Similarly to the previous reporting period, these airports account for 36% of Asia-Pacific passenger traffic and 19% of all accredited airports in the programme.

Regarding upgrades, 10 airports became accredited at a higher level of accreditation and two downgraded to a lower level. By the end of the reporting year, seven airports remained carbon neutral; one more compared to the previous reporting period.

By the end of the reporting period, accredited airports at all levels in this region reduced their scope 1 and 2 CO_{2e} emissions by 73,523 tonnes; a reduction of 2.6% compared to the three-year rolling average. The per passenger emissions declined to 2.34 kgs of CO_{2e}; a 2.4% decrease compared to the three-year rolling average. This development suggests a more efficient use of infrastructure and resources.

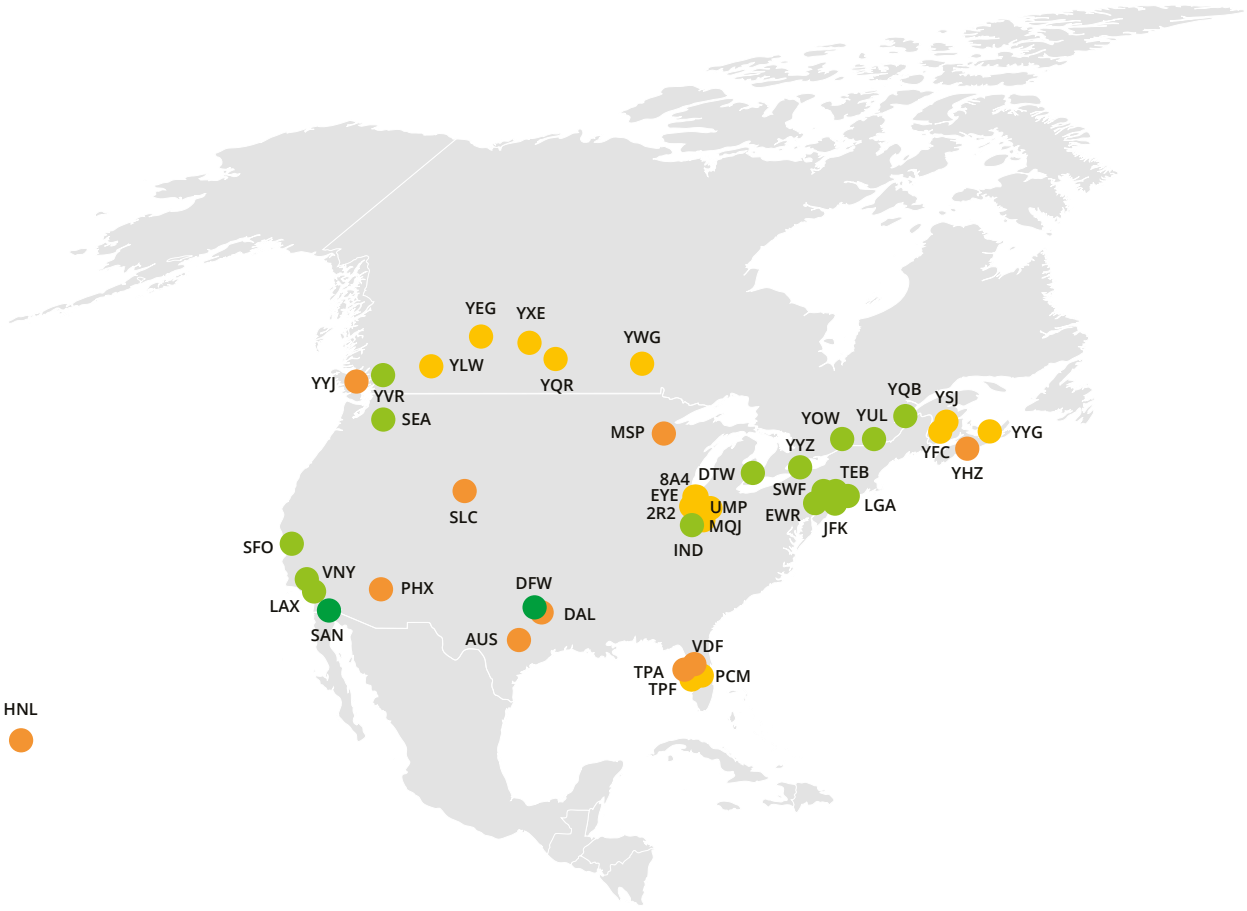
FIGURE 7: **ACCREDITED AIRPORTS OVER TIME - ASIA PACIFIC**





Christchurch International Airport / CHC

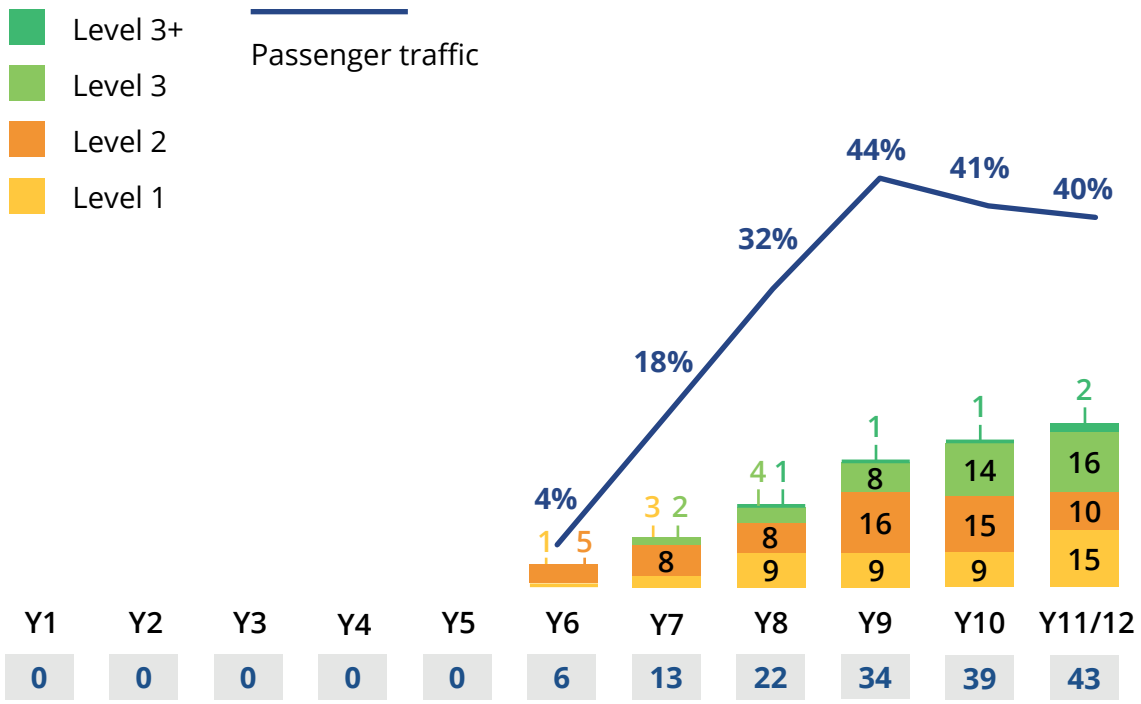
North America



The reporting year ended with eight new accreditations and four withdrawals, bringing the total number of accredited airports in North America to 43. Similarly to the previous reporting period, these airports account for 40% of North America passenger traffic and 14% of all accredited airports in the programme. Regarding upgrades, seven airports became accredited at a higher level. By the end of the reporting year, two airports achieved carbon neutrality, that is one more compared to the previous reporting period.

By the end of the reporting period, accredited airports at all levels in this region reduced their scope 1 and 2 CO_{2e} emissions by 106,979 tonnes; a reduction of 8.3% compared to the three-year rolling average. The per passenger emissions declined to 1.49 kgs of CO_{2e}; a 7.8% decrease compared to the three-year rolling average. This development suggests a much more efficient use of infrastructure and resources.

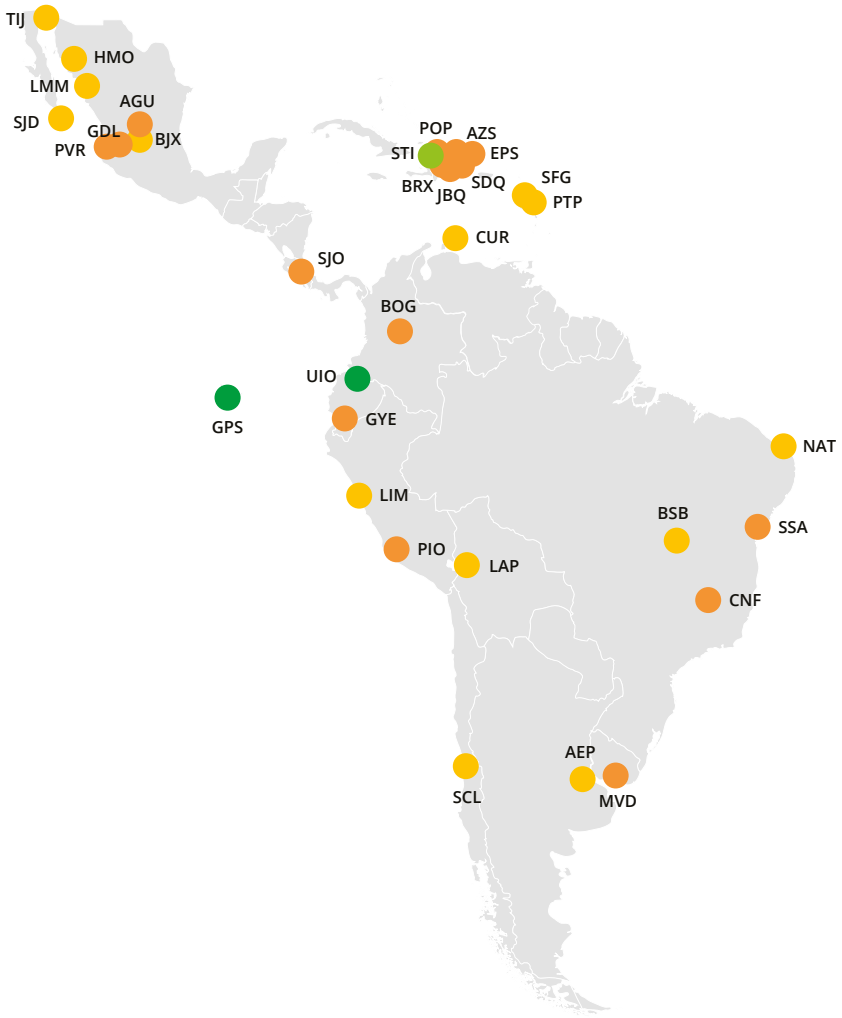
FIGURE 8: **ACCREDITED AIRPORTS OVER TIME - NORTH AMERICA**





Trois-Rivières Airport / YRQ

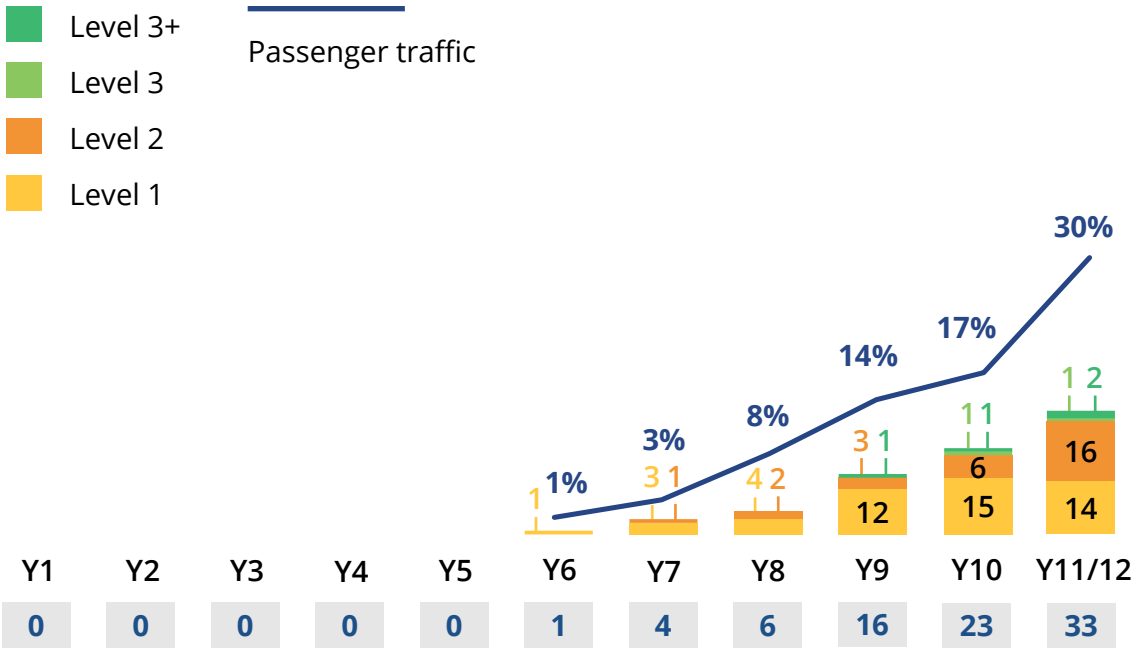
Latin America & the Caribbean



The reporting year ended with 10 new accreditations, bringing the total number of accredited airports in Latin America and the Caribbean to 33. This is a significant change as it matches the highest participation increase since the launch of the programme in the region, that took place four years ago. Accredited airports account for 30% of passenger traffic in Latin America and the Caribbean and 11% of all accredited airports in the programme. The coverage of passenger traffic by the accredited airports continues to grow (i.e., an increase of 13% compared to the previous reporting period). This reflects the increasing interest of airports in this region in carbon management. Regarding upgrades, 11 airports upgraded to a higher level of accreditation. By the end of the reporting year, two airports achieved carbon neutrality, that is one more compared to the previous reporting period.

By the end of the reporting period, accredited airports at all levels in this region reduced their scope 1 and 2 CO_{2e} emissions by 6,787 tonnes; a reduction of 7.7% compared to the three-year rolling average. The per passenger emissions reached 0.64 kgs of CO_{2e}; a 7.1% reduction compared to the three-year rolling average. This development suggests a much more efficient use of infrastructure and resources.

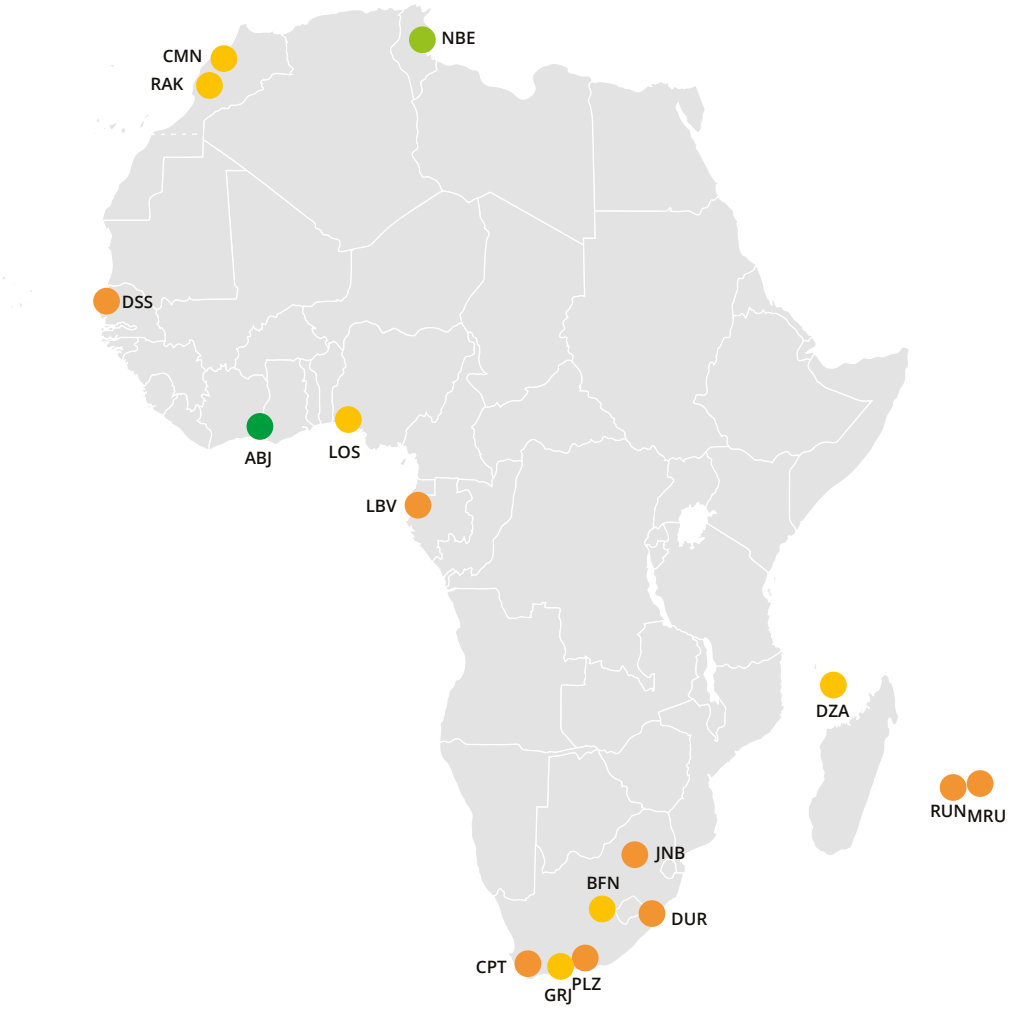
FIGURE 9: **ACCREDITED AIRPORTS OVER TIME - LATIN AMERICA & THE CARIBBEAN**





Guanajuato International Airport / BJX

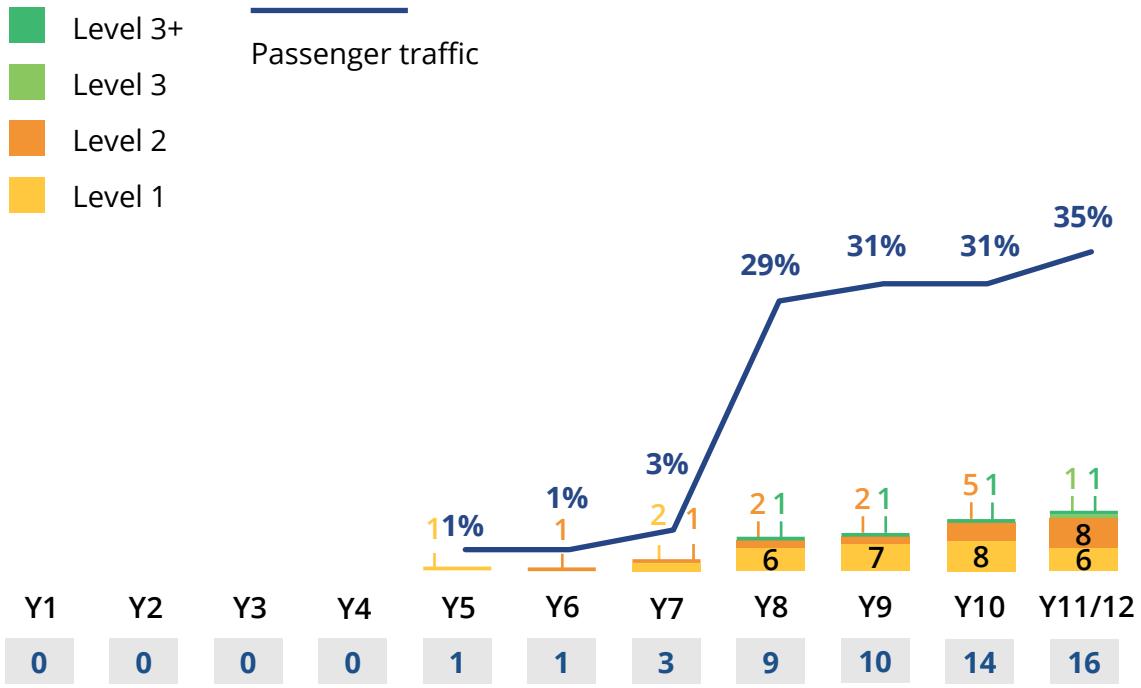
Africa



The reporting year ended with two new accreditations, bringing the total number of accredited airports in Africa to 16. These airports account for 35% of African passenger traffic (i.e., an increase of 4% compared to the previous reporting period) and 5% of all accredited airports in the programme. There were five upgrades in Africa (suggesting an increased interest in carbon management), while one airport remained carbon neutral.

By the end of the reporting period, accredited airports at all levels in this region reduced their scope 1 and 2 CO_{2e} emissions by 5,998 tonnes; a reduction of 2.3% compared to the three-year rolling average. The per passenger emissions declined to 3.57 kgs of CO_{2e}; a 2.2% reduction compared to the three-year rolling average. This development suggests a more efficient use of infrastructure and resources.

FIGURE 10: **ACCREDITED AIRPORTS OVER TIME - AFRICA**





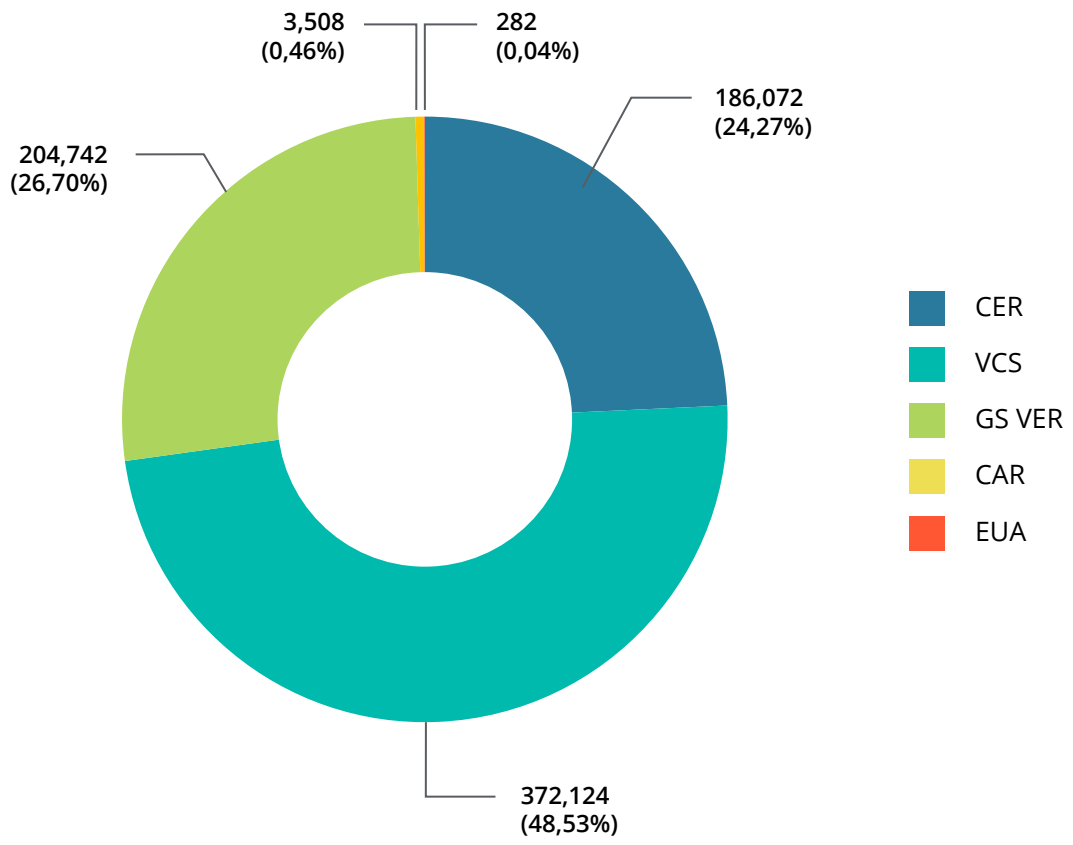
Léon Mba International Airport / LBV

3. Carbon Neutrality / Level 3+

There has been a gradual growth in accreditations at this level, from four airports in Europe during the first year of the programme to 63 airports across the globe today (i.e., an increase by 13 airports compared to the previous reporting period). Given the airports' interest in continuous improvement, it is expected that more airports will become accredited at this level. The 63 carbon neutral airports at Level 3+ offset 766,728 tonnes of CO_{2e} (compared to 710,673 tonnes in 2018/2019), an increase of 7.9%.

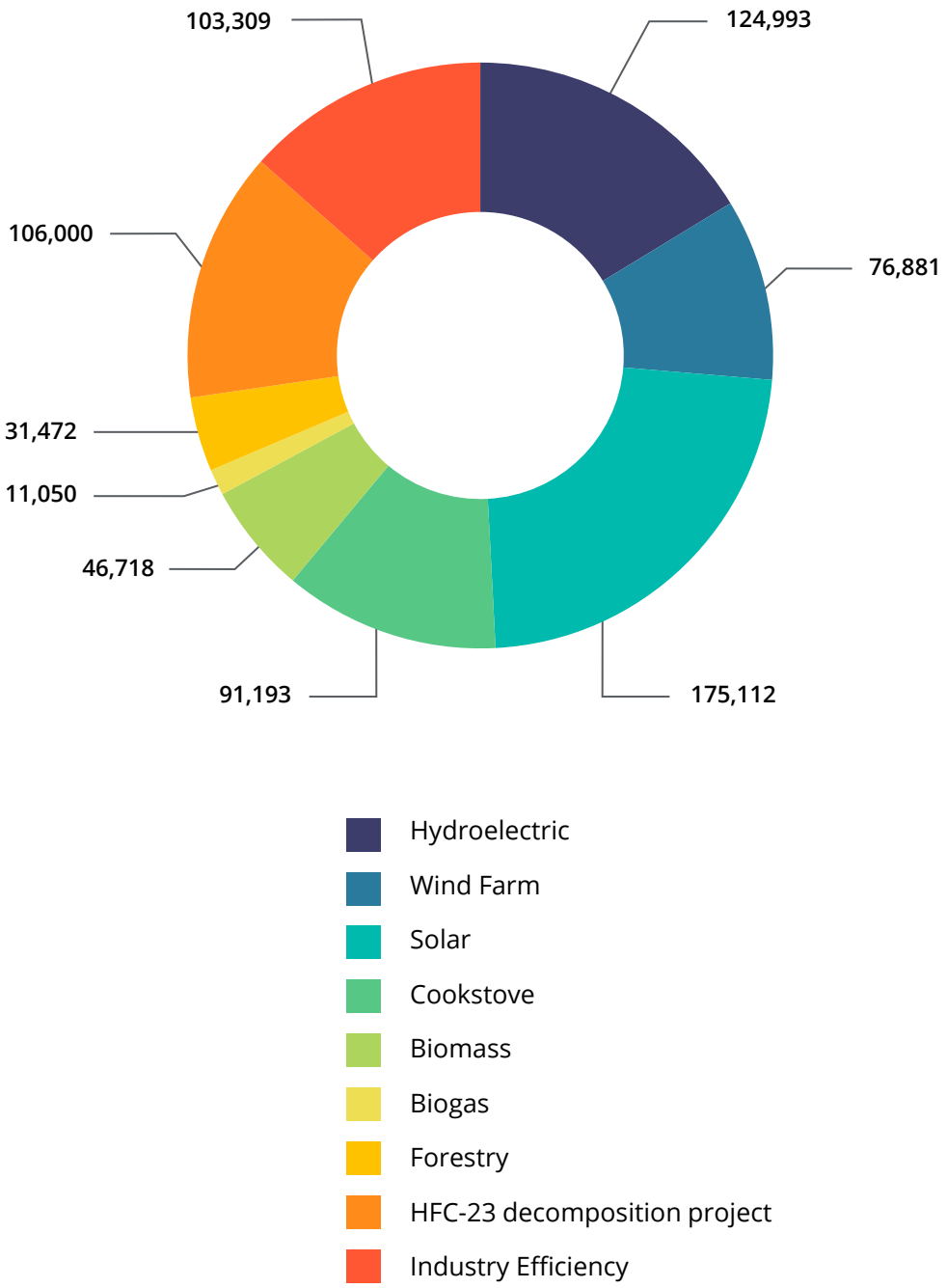
The following two figures show the types of carbon credits used by airports, categorised by offset instrument and by project type. Carbon neutral airports have a preference for Verified Carbon Standard/Verra (VCS) with 48% of emissions offsets (compared to 27% during the previous reporting period) and the Gold Standard with 26% (compared to 19% during the previous reporting period). Certified Emissions Reductions (CER) through which 24% of emissions have been offset shows a dramatic decline from 54% during the previous reporting period. CAR represents less than 1% of offsets.

FIGURE 11: **TCO_2 PER OFFSETTING INSTRUMENT**



In terms of project types, solar projects are the most popular with a 23% share (compared to 14% during the previous reporting period) followed by hydroelectric projects with 16% of offsets (down from 24% during the previous reporting period).[8]

FIGURE 12: **TCO_2 PER OFFSETTING PROJECT TYPE[9]**



[8] The Offsetting Manual is available at: https://www.airportcarbonaccreditation.org/airport/technical-documents.html. For definitions of the project types, the reader can consult this Manual.
[9] HFC-23 decomposition is not an eligible offsetting project type under the *Airport Carbon Accreditation* Offsetting Manual. Its use in the Year 11/12 reporting period can be explained by the fact that the offset purchase had taken place before the first Offsetting Manual was introduced.

4. Airport Climate Leadership Case Studies

This section illustrates case studies from a selection of airports at different accreditation levels and regions, in order to encourage sharing of experiences and best practices. The responses were classified by type of questions which relate to specific thematic areas, as outlined below:

1. **New entries**
2. **Renewable energy generation**
3. **Promoting airport-wide decarbonisation**
4. **Green finance**
5. **Level 4/4+**
6. **Transition to Net Zero**
7. **COVID-19**

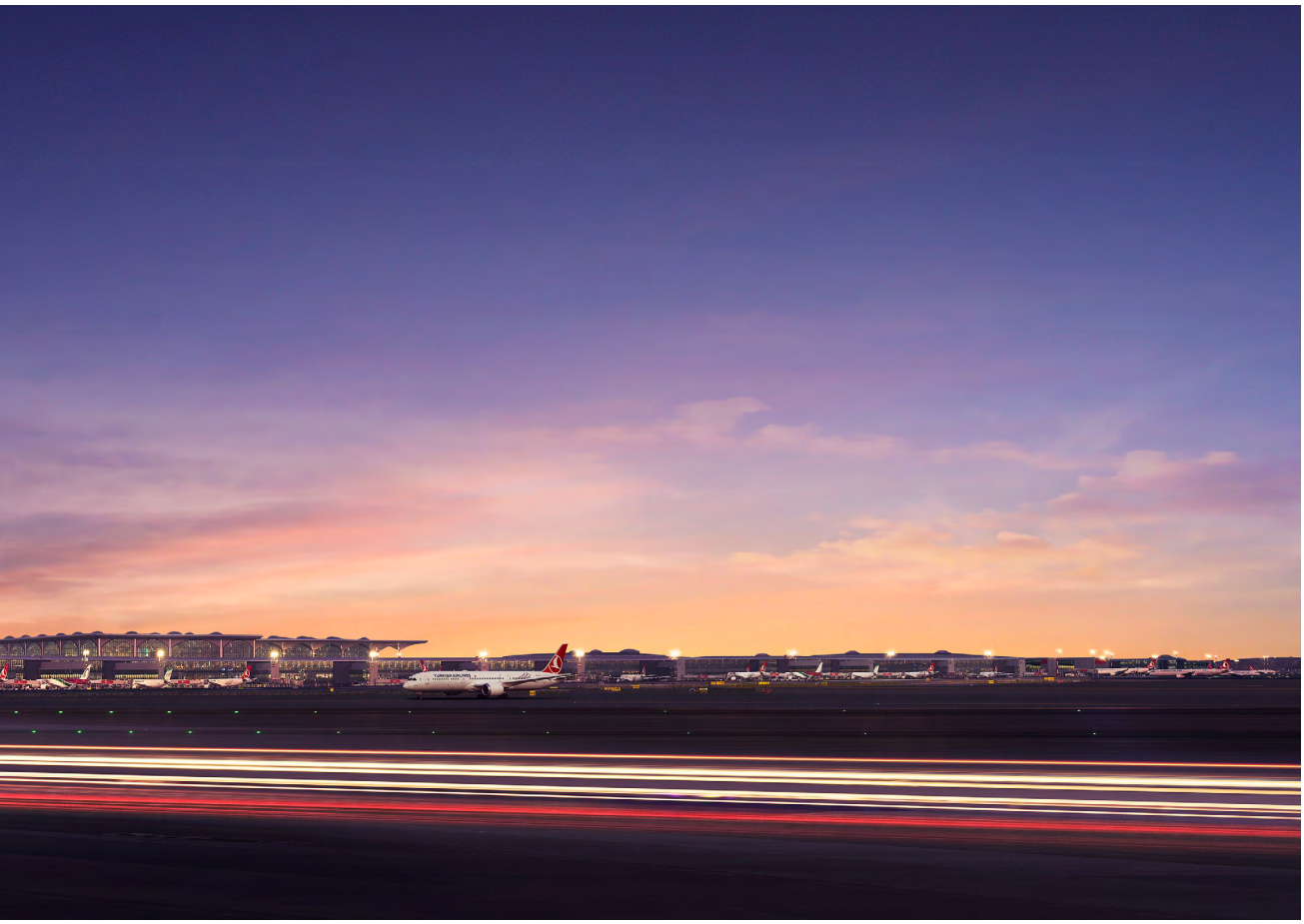


Istanbul Airport / IST

The following airports are presented this year:

- Istanbul Airport
- Kenya Airports Authority
- Guanacaste Airport
- Airport Authority Hong Kong
- Brisbane Airport
- Indianapolis International Airport
- Josep Tarradellas Barcelona-El Prat Airport
- Salt Lake City International Airport
- Zurich Airport
- Lyon Airport
- Mariscal Sucre International Airport
- Swedavia Airports
- Vancouver International Airport
- Christchurch International Airport
- Aeroporti di Roma
- Dallas Fort Worth International Airport

airport carbon accreditation



NEW ENTRIES

WHY DID YOUR AIRPORT DECIDE TO BECOME CERTIFIED UNDER *AIRPORT CARBON ACCREDITATION*?

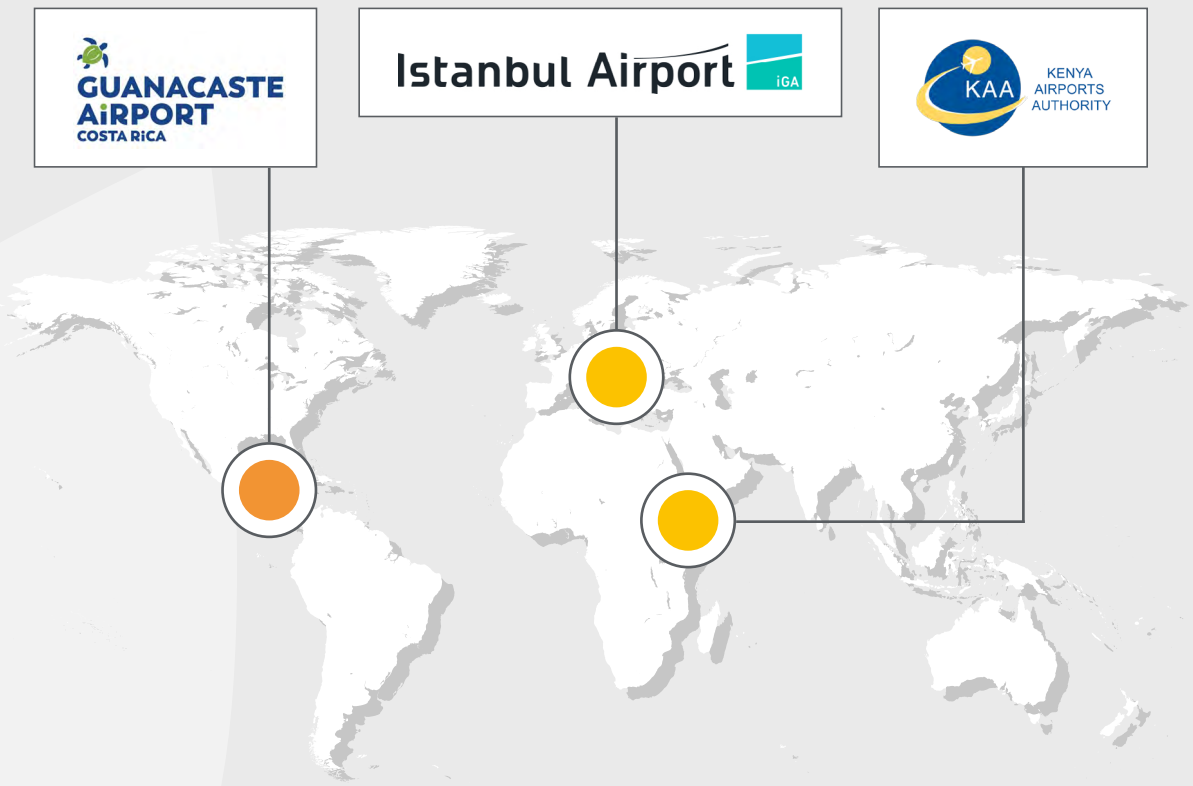
At **Istanbul Airport** we carry out our entire operations focusing on sustainability. We are committed to minimising our impact on climate by reducing our carbon footprint. We optimise our energy consumption by utilising our effective energy management system and continuously reducing energy consumption through efficiency studies. We decided to become accredited because *Airport Carbon Accreditation*:

- Provides valued guidance in line with the IPCC 1.5ºC target.
- Contributes to the effective communication of our carbon management efforts in the international community while ensuring we speak a common language with other airports.
- Presents the opportunity to compare our performance with other airports and enables us to follow exemplary practices in the aviation industry.

At **Guanacaste Airport** we are convinced that there is no development without sustainability. Therefore, our commitment has and will always be to develop our activities by using our natural resources responsibly and respectfully, thus minimising the impact on the environment. We are ISO 14001 and recently became ISO 50001 certified. Additionally, we contribute to both VINCI Airports' AirPact Environmental Project and the Costa Rican Government's initiatives, whose goal is to reach Net Zero CO_2 emissions by 2050.

Guanacaste Airport became the first airport nationwide to obtain the carbon neutrality distinction based on the Costa Rican Decarbonisation Program, in place since 2017. That's why Guanacaste Airport decided to be a leader in the management and reduction of greenhouse gas emissions. As part of VINCI Airports' #PositiveMobility our goal is to keep improving, and we aim to upgrade in the short term from Level 2 to the next level.

Kenya Airports Authority (KAA) joined *Airport Carbon Accreditation*, so as to be part of the global efforts to safeguard the present and future generations from the effects of climate change. KAA is committed to achieving the highest possible standards of environmental management performance across all its activities to ensure sustainable aviation operations. *Airport Carbon Accreditation* provides a platform for us to be proactive in tracking and minimising our carbon footprint, the end goal being to achieve carbon neutrality.





Guanacaste Airport / LIR

RENEWABLE ENERGY GENERATION

HOW IS THE ON-SITE GENERATION OF RENEWABLE ENERGY HELPING YOUR AIRPORT IN MAINTAINING ITS ACCREDITATION?

Solar panels are key to **Brisbane Airport**'s decarbonisation strategies to mitigate the effects of climate change. They provide Brisbane Airport with a reliable cost-effective renewable energy source. Our 6 MW array generates 10 GWh per year eliminating 8,100 tonnes CO_{2e}. Solar panels underpin approximately 80% of our 2030 decarbonisation plan, while when coupled with energy storage technologies they will be instrumental in achieving Net Zero carbon emissions by 2050.

In **AENA,** we implement a number of energy efficiency measures and purchase 100% renewable energy with guarantees of origin. The progressive implementation of on-site generation of renewable energy at our airports, such as **Josep Tarradellas Barcelona-El Prat Airport**, contributes to reaching zero emissions of scope 2 in a sustainable and self-managed way. Furthermore, on-site generation of renewable energy by AENA's photovoltaic plan will be distributed through all the airport networks by 2026, supplying in a sustainable manner the airport as well as third party facilities. Our objective is to obtain Level 3+ accreditation for our main airports, including Barcelona-El Prat Airport, which is currently accredited at Level 3.

A leader in airport renewables, **Indianapolis International Airport's (IND)** 25-MW solar farm predates *Airport Carbon Accreditation*'s roll-out in North America but helped meet the Indianapolis Airport Authority's (IAA) goals for low-emission energy and reduced operating costs. The solar farm ties into the electric grid and served as a prototype for renewable energy expansion at IND. Additional solar installations have since reduced IND's scope 2 emissions, helping the airport advance to Level 3. IAA operates five reliever airports in addition to IND, representing North America's largest *Airport Carbon Accreditation* – accredited system. While the relievers also benefit from IND's solar power (via a cleaner grid), the IAA envisions on-site generation in the future to further reduce emissions and advance accreditation levels. Renewables are just part of the airport's broader carbon strategy, which also includes efficiency upgrades, an expanding fleet of electric vehicles and equipment, and potential for hydrogen and sustainable aviation fuel.





Indianapolis International Airport / IND

PROMOTING AIRPORT-WIDE DECARBONISATION

HOW DID YOUR AIRPORT ENGAGE EXTERNAL STAKEHOLDERS IN MANAGING THEIR OWN CARBON EMISSIONS?

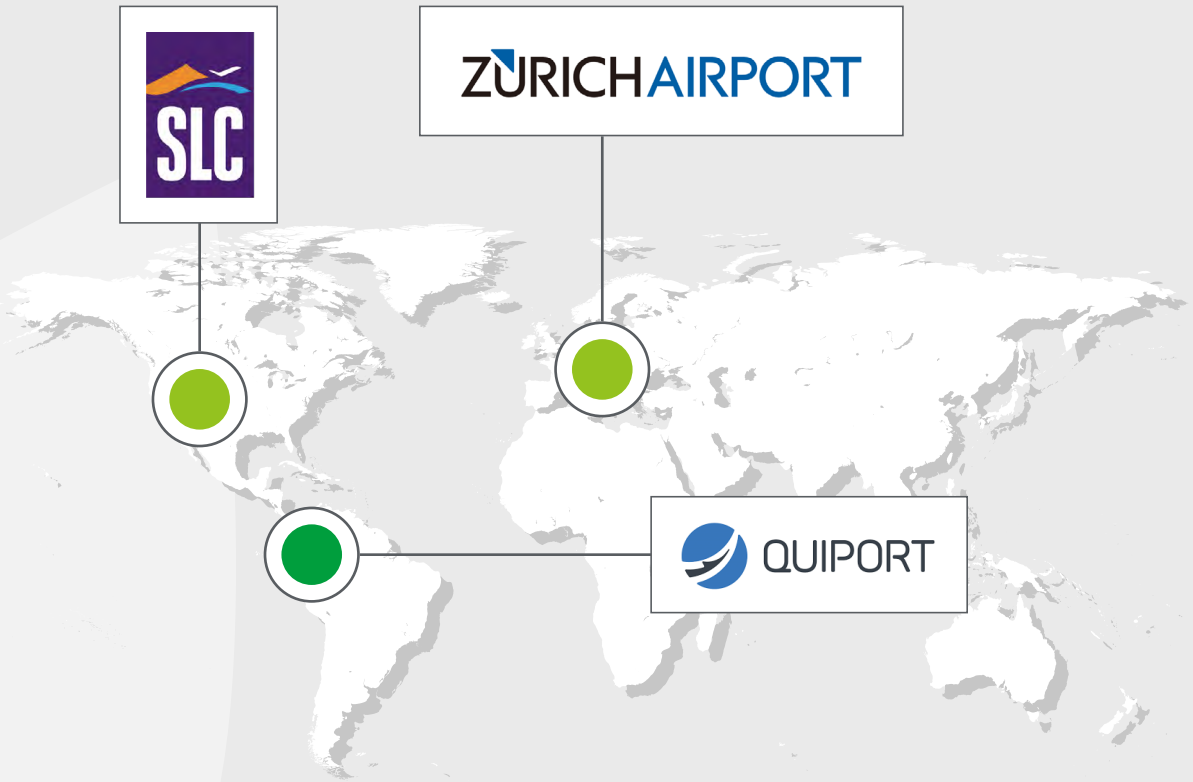
Zurich Airport first quantifies emissions of its stakeholders as a basis for identifying opportunities and engaging with companies to manage their emissions. A major initiative is the reduction of aircraft APU (Auxiliary Power Unit)-related emissions through the provision of fixed ground power (electricity and pre-conditioned air). While Zurich Airport mandates airlines to use these systems, the utilisation rate can always be improved. Zurich Airport has thus held information meetings with the Airlines Operator Committee Zurich as well as Kaizen type of workshops and meetings with individual airlines and ground handlers to support them in improving their operations. As a result, we see annual carbon emission reductions at approximately twice the amount of our own scope 1 and 2 emissions. Another engagement was with a ground handler to procure electric ground support equipment where Zurich Airport supported the company in applying for federal subsidies. This led to the introduction of several electric ground support equipment, reducing the carbon emissions by 60 tonnes of CO_2 annually.

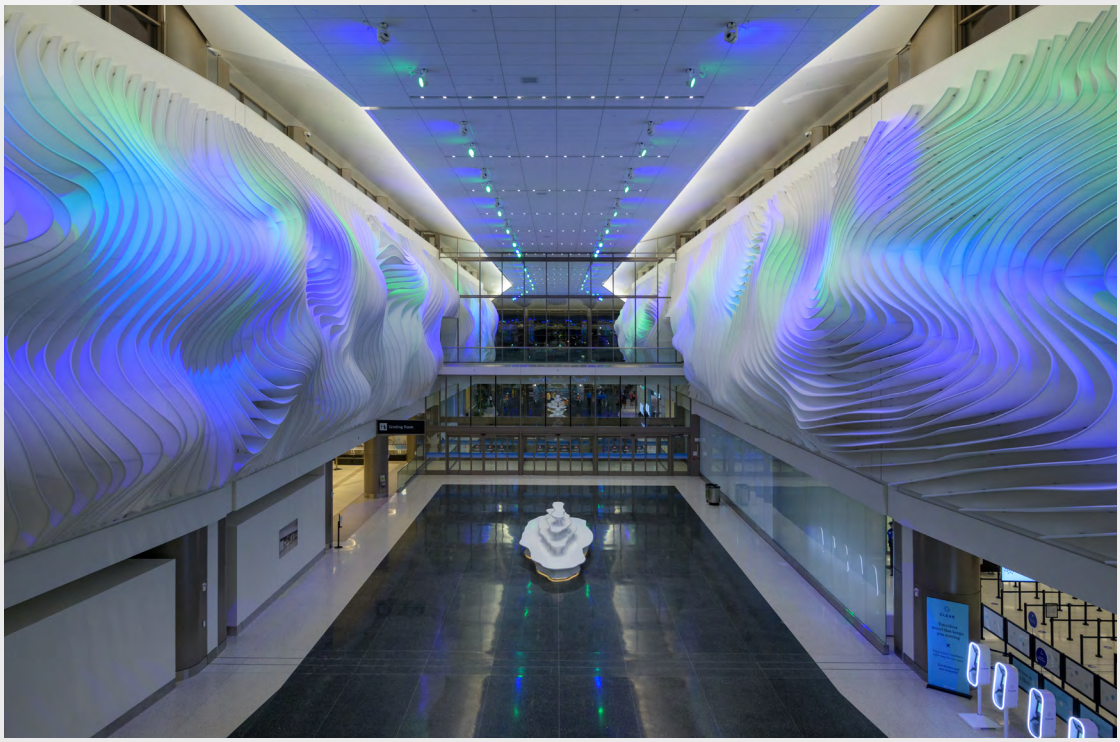
Salt Lake City International Airport has a strong history of engaging stakeholders in carbon management initiatives. Resilience, air quality, and energy efficiency were key targets in the design of one of the largest LEED (Leadership in Energy and Environmental Design) Gold airport projects in the world. This is most evident in the following areas:

- Airlines operating out of SLC are required to use electric ground support equipment (eGSE). To aid in the transition to eGSE, the airport provided 306 charging stations capable of charging 536 vehicles. This will result in annual savings of 4,000 metric tonness of greenhouse gases.
- The New SLC Airport layout reduces taxi time and idling by aircraft, which results in annual savings of 15,000 metric tonnes of greenhouse gases. Gates are also designed with state-of-the-art centralised pre-conditioned air and power systems.
- SLC oversees a fleet of more than 60 alternative fuel shuttles to manage increased passenger load. Since opening day, the shuttles have utilised 600,000 gallons of renewable natural gas (RNG).

Mariscal Sucre International Airport in Quito (Ecuador) is the first carbon neutral international airport in Latin America and the Caribbean. MSIA achieved carbon neutral status thanks to the companies at the airport that have strongly committed to take actions to mitigate climate change and its impacts. Quiport Corporation, the company in charge of the construction, administration, operation and maintenance of MSIA, promotes decarbonisation of airport's direct and indirect emissions, provides technical advice and training to its major commercial operators, and ensures regular emissions monitoring, allowing them to develop their carbon footprints.

For example, Wyndham Quito Airport Hotel, became the first hotel in Ecuador to obtain the international quality certification ISO 14064 for greenhouse gases validation and verification. On a project basis, Compartamos is a socio-environmental initiative which collects reusable materials that the airport business partners want to donate to local communities, preventing thus waste from entering landfills and extending the materials' useful lifetime.





Salt Lake City International Airport / SLC

GREEN FINANCE

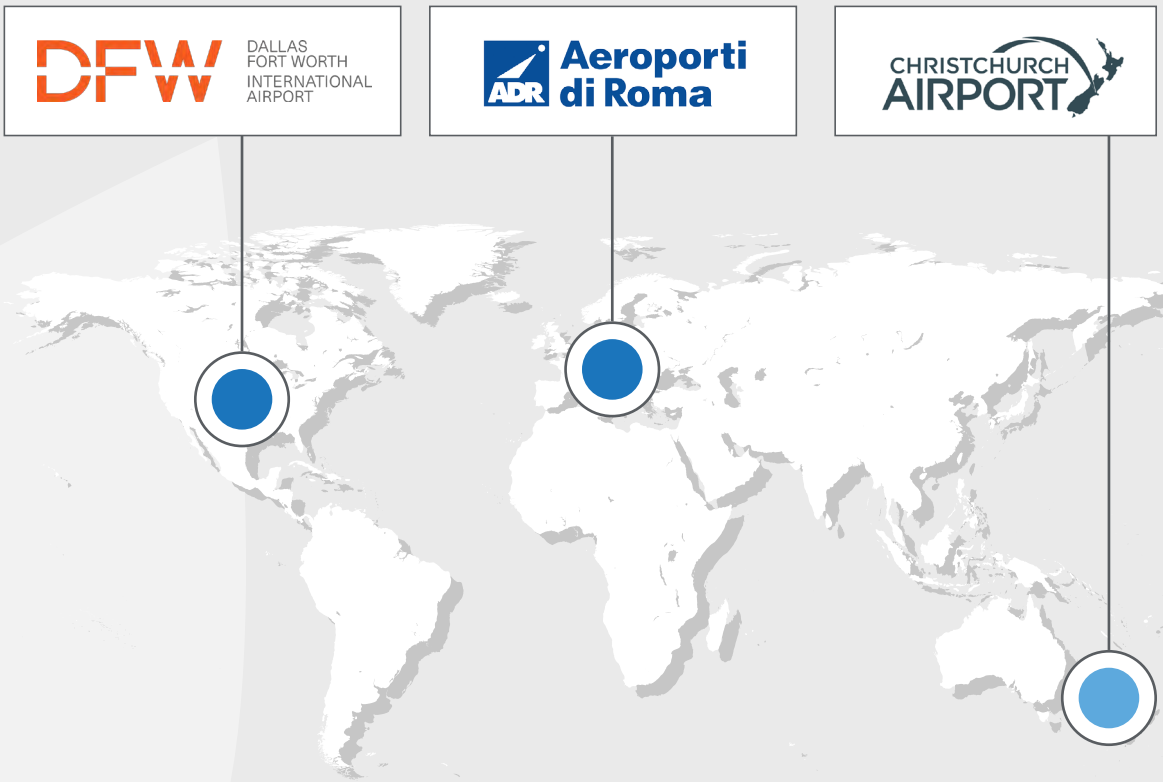
DID YOUR ACCREDITATION HELP YOU ACCESS GREEN FINANCE?

Christchurch International Airport is currently exploring the merits of refinancing our existing financial facility with a sustainable finance structure aligned to our sustainability goals. Sustainability-linked financing structures are relatively new and innovative. Loan and bond instruments can be used to encourage a company to improve its social and environmental performance and communicate its sustainability commitment to stakeholders.

Christchurch International Airport has been embedding sustainability across our organisation for many years, and in November 2020, became the first airport in the world to reach *Airport Carbon Accreditation* Level 4; marking the long-term transition to a low carbon future. For Christchurch Airport, it was about making sure our organisation's commitment was based in science and aligned to global climate reduction goals (without relying on offsets), while standing up to expert independent scrutiny. The accreditation process is hugely beneficial when setting targets for sustainability linked financing, as it is recognised as an independently measured demonstration of global best practice for airports.

Beginning in 2018, **Dallas Fort Worth International Airport** extended outreach and marketed the Airport's name and credit institutional investors internationally to broaden the airport's investor base. During these trips, international investors were focused on and impressed by the airport's sustainability efforts and comprehensive approach to Environment, Society and Governance (ESG). International investors have demonstrated interest in the airport's taxable bond transactions, as evidenced by the bond orders submitted. During the airport's bond transactions, the order volume tends to drive yields lower, positively affecting the airport's financing costs. DFW will continue to shine the spotlight on its sustainability commitment and the outcomes achieved.

The accreditation at Level 4+ was selected by **Aeroporti di Roma** as one of its Key Performance Indicators (KPIs) within the issuance of its first Sustainability-Linked Bond (SLB); the first public SLB issued by an airport operator worldwide. In accordance with the SLB principles, the KPIs selected must be core, relevant and material to the issuer's business, while the credibility of the SLB itself rests on such KPIs. The Security Payment Orders (SPO) provided by Sustainalytics confirmed that Level 4+ is a "strong" KPI and considered the target to maintain the accreditation as "highly ambitious".





Dallas Fort Worth International Airport / DFW

LEVEL 4/4+

WHAT WOULD YOU RECOMMEND TO OTHER AIRPORTS THAT ARE DEFINING THEIR LONG-TERM EMISSIONS REDUCTION TARGETS AND WHICH INITIATIVES CAN HELP THEM ACHIEVE THE TARGET?

At **Aeroporti di Roma**, we recommend, first of all, to set up a plan to reach net zero CO_2 emissions at least by 2030. Some key initiatives that could help meet this target are to:

- Construct large photovoltaic farms inside the airport perimeter. ADR is building a photovoltaic farm with a total capacity of 60MW;
- Replace heating and cogeneration plant fuelled by methane or alternatively fuelling by bio-methane;
- Substitute the vehicle fleet with electric cars;
- Procure biodiesel/HVO (Hydrotreated Vegetable Oil) for trucks and generators;
- Install large electric and thermal storage. ADR has 60 MWh of thermal storage, while 20 MWh electric storage is under design.

To reduce scope 3 emissions we recommend to:

- Facilitate availability of Sustainable Aviation Fuel (SAF) for airplanes at the airport;
- Install electric charging points for passengers and personnel cars;
- Set up working groups with stakeholders to increase the use of green energy, green mobility and SAF.

The accreditation at Level 4+ was selected by Aeroporti di Roma as one of its Key Performance Indicators (KPIs) within the issuance of its first Sustainability-Linked Bond (SLB); the first public SLB issued by an airport operator worldwide. In accordance with the SLB principles, the KPIs selected must be core, relevant and material to the issuer's business, while the credibility of the SLB itself rests on such KPIs. The Security Payment Orders (SPO) provided by Sustainalytics confirmed that Level 4+ is a "strong" KPI and considered the target to maintain the accreditation as "highly ambitious".





Aeroporti di Roma / FCO

TRANSITION TO NET ZERO

WHICH ACTIONS HAVE ENABLED YOU TO ACHIEVE NET ZERO CO_2 EMISSIONS ACROSS ALL OPERATIONS UNDER YOUR DIRECT CONTROL?

During 2020 **Swedavia** reached the target of net zero scope 1 and 2 CO_2 emissions from its own airport operations. A decade ago, we had over 8,000 tonnes of fossil carbon dioxide per year to phase out. This corresponds to 2,000 flights around the world. We focused our initiatives on the key emissions sources:

- Energy supply: We have green electricity, fossil-free heating, cooling and district heating and fossil-free back-up power that runs with HVO 100 (renewable diesel).
- Vehicle fleet: We have more than 800 fossil-free vehicles of which 40% run with green electricity, while we have over 700 charging stations for electric vehicles. In 2025 we aim to reach 50% of electric vehicles. Swedavia has worked with two main tracks to create a fossil-free vehicle fleet – to replace fossil fuels and to make available vehicles that can use fossil-free fuels.
- All of the equipment used in Swedavia's operations – from leaf blower to chain saws.

Swedavia is also reducing carbon dioxide emissions from its staff business travel, for which Swedavia has been purchasing Sustainable Aviation Fuel (SAF) since 2016. This initiative will contribute to achieving the company's target of 5% SAF by 2025 in Sweden.



Göteborg Landvetter Airport / GOT



Stockholm Arlanda Airport / ARN

COVID-19

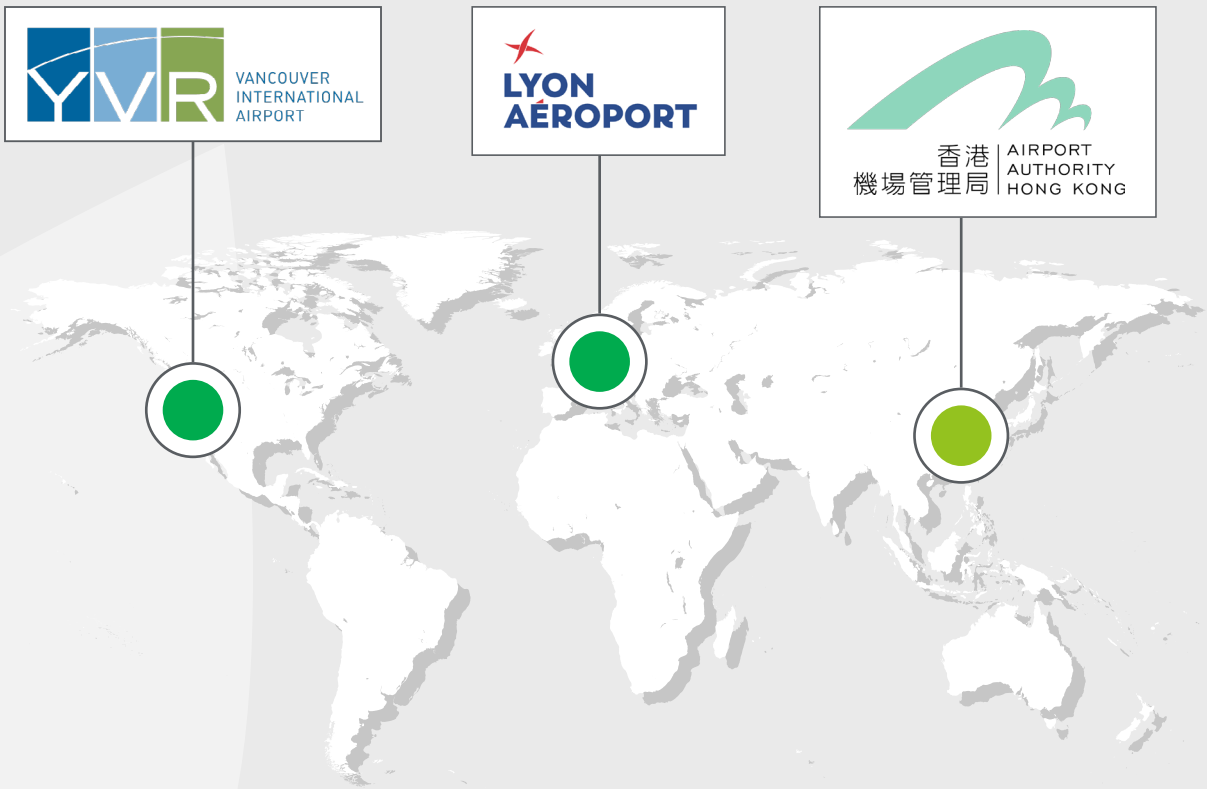
WHAT LESSONS FROM THE COVID-19 PANDEMIC CAN BE APPLIED TO ADDRESS CLIMATE CHANGE CHALLENGES AT AIRPORTS?

Airport Authority Hong Kong (AAHK) enhances preparedness to combat climate change despite COVID-19. The pandemic has taught us that failing to act and ignoring the science can be extremely costly. This lesson can be easily translated to the way we choose to deal with climate change. AAHK opted to enhance its approach to address equally both decarbonisation and climate resilience at Hong Kong International Airport (HKIA).

In the beginning of 2020, AAHK launched two strategic climate change studies; the Long Term Carbon Target Study and the Climate Resilience Study. Despite the challenging implementation timing, AAHK maintained its efforts in conducting these studies, finding innovative ways to work with consultants, conducting online engagement with multiple stakeholder groups and developing long term action plans to underpin AAHK's Climate Change Programme. Both studies have been completed and clear action plans for carbon management and climate adaptation and resilience have been endorsed by senior management. AAHK looks forward to sharing its first Taskforce on Climate-related Financial Disclosures (TCFD) Statement.

COVID-19 is certainly the biggest challenge the aviation industry has faced. It is interesting that the tools we have used in navigating it – innovation, collaboration, data use, and technology – are comparable to those necessary to address the climate challenge. For **Vancouver International Airport**, the need to operate the airport on a 24-hour basis meant that we still required a substantial amount of energy. Along with more electricity for increased airflow circulation, fewer passengers producing heat meant we had to use more natural gas to heat the terminal. Data is key in a pandemic and in reducing our footprint while preparing for new initiatives. Furthermore, collaboration with partners at the airport and with the community as well as proper technology use supported us in the pandemic and is helping us in reaching our 2030 Net Zero carbon target.

At **Lyon Airport**, which is operated by VINCI Airports, the COVID-19 pandemic has changed the model of work, notably with the introduction of home-working and the deployment of video-conferencing. These measures lead to drastic reduction of greenhouse gas emissions thanks to the limitation of home-office trips and business travel. We have also reduced our facilities' energy consumption and avoided several tonnes of CO_2 by gathering all personnel in a single building. The resilience demonstrated by the people and their capacity to rapidly develop viable solutions to solve urgent issues, as illustrated by the vaccines, bring hope in the fight against climate change. Finally, this crisis was an opportunity for some people to become aware of the climate emergency.





Vancouver International Airport / YVR

5. *Airport Carbon Accreditation* Mentorship Initiative

Smaller airports or airports in remote regions might not have the expertise and resources to meet the *Airport Carbon Accreditation* programme requirements. Others may face difficulties to address climate change in the structured framework of the programme, while some wish to have a regular platform of communication and best practice exchange with their peers.

The Mentorship Initiative is a purely voluntary framework whose objective is to overcome entry level barriers as well as accreditation progress obstacles for airports interested in becoming accredited or applying for a higher level of accreditation. Mentor airports share their knowledge, best practices and experience with candidate airports, and thus help and ease their journey to become cleaner, more efficient and eventually accredited. In addition, long-term synergies and cooperation between airports are likely to be developed.

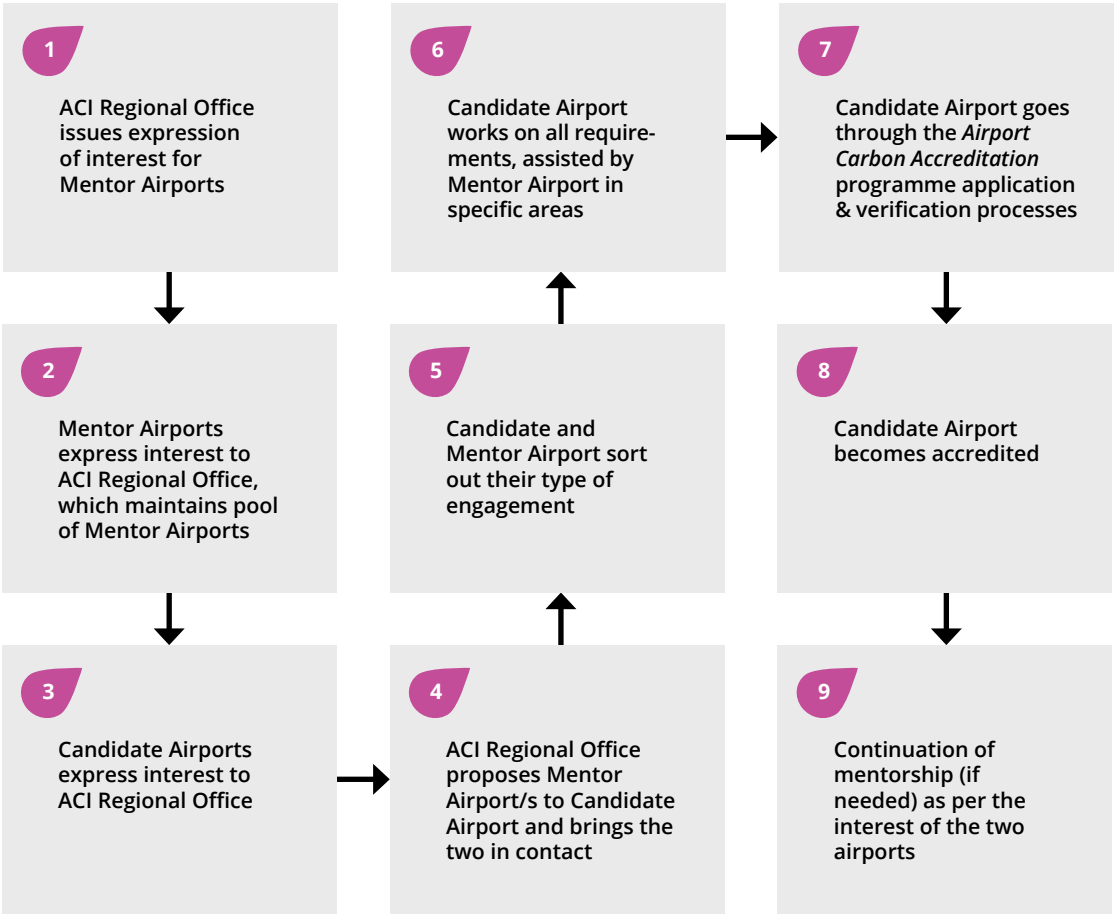
In order to ensure an adequate level of experience and a manageable approach, airports at Levels 2, 3/3+ or 4/4+ are eligible to become a mentor. They can be paired with up to three candidate airports at any lower level. Support can be provided on the governance and management structure, development of carbon footprints, target setting and Carbon Management Plans, Stakeholder Engagement Plans, offsetting, verification, application process or communications.

The Mentorship Initiative was launched in January 2021 and is complementary to the formal accreditation process. ACI regional offices are maintaining a pool of available mentor airports. As of May 2021 there were more than 20 mentor airports and more than 10 airports willing to receive support worldwide. Figure 13 explains how the Mentorship Initiative works, while Hermes Airports (mentor) and Leeds Bradford Airport (candidate) share their experience with this framework.



Larnaca International Airport / LCA

FIGURE 13: **MENTORSHIP INITIATIVE PROCESS WORKFLOW**



1. Why have you decided to join the Mentorship Initiative?

Hermes Airports is actively engaged in managing its carbon emissions through *Airport Carbon Accreditation*. We have achieved Level 3+ Neutrality in December 2018, two years after enrolment to this programme, and we are working towards environmental protection in accordance with the Paris Agreement. Meanwhile, in June 2019, we signed ACI EUROPE's Net Zero 2050 pledge.

Our pathway to accreditation was not easy. We faced various challenges in the process most of which we managed to overcome by collaborating with other airports, mainly those in our shareholders consortium (i.e., EGIS and Vantage airports). Having a mature carbon management programme, we felt that we could share our knowledge and related experience with other airports to help speed up the process towards sustainability and the airports' decarbonisation. We decided to join the Mentorship Initiative and support the work of Leeds Bradford Airport so that we can have an active role in this transformation.

At **Leeds Bradford Airport** we decided to apply as a candidate airport because, following our achievement of Level 1, we are striving to reach the highest level of accreditation. As a regional airport, with a small team, it can be somewhat daunting when reviewing and having to implement the requirements for the higher levels of accreditation. When the opportunity arose to receive some mentoring from an airport that is already advanced in the scheme (i.e., Hermes Airports), we were very keen to get involved in this great initiative.

2. Which are the most important benefits of the *Airport Carbon Accreditation* Mentorship Initiative?

At **Hermes Airports** we believe that the programme connects airports of different operating environments and creates relationships that lead to effective cooperation. Interaction between airports through the Mentorship Initiative leads to a continuous improvement process for both the mentor and candidate airports. This initiative provides us with the opportunity to focus and revisit our own activities and keep our people engaged and interested. It gives a feeling of fulfilment and a sense of purpose to the people involved. On the other hand, the benefits to the candidate airports are obvious. They have continuous and free expert support to avoid difficulties, address queries, meet programme requirements and achieve their targets faster.

For **Leeds Bradford Airport** the most important benefit is the direct line of communication with more advanced/experienced airports in the programme on particular requirements for which we perhaps don't have a great amount of experience as well as a better understanding on the approaches other airports adopted.

3. How have you organised the engagement between your airports?

It is quite important to set objectives, a roadmap, roles, responsibilities, and boundaries to manage the Mentorship Initiative. The mentor must establish a time plan in coordination with the candidate airport, while it should not interfere with the verifier and administrator roles. In our case, a Memorandum of Understanding was signed by Hermes Airports and Leeds Bradford



Leeds Bradford Airport / LBA

Airport to formally confirm our engagement. This was followed by meetings for identifying the needs, setting the milestones, and preparing a time plan for the cooperation.

4. Would you recommend to other airports to participate in the *Airport Carbon Accreditation* Mentorship Initiative?

According to **Hermes Airports** certainly yes. The Mentorship Initiative is definitely a valuable supporting tool. Sharing of the Mentor's experience and knowledge enables others in the industry to save time and resources. It increases efficiency. Tapping into this know-how and knowledge is to the benefit of the candidate airport, which may opt to follow the mentor's recommendations and methods. The beauty of it is that there is some airport out there which has completed the process, has answers to many questions, and is one step ahead. If we were to start again, we would be delighted to have a mentor in this process. So, we certainly recommend that others embrace this opportunity.

Leeds Bradford Airport shares this view. Our engagement to date has been very positive and extremely useful for us to move forward with the scheme.



6. Years 11 & 12 Programme Developments

➔ Given the unprecedented COVID-19 impacts, and in order to maintain the integrity of the programme, the decision was made in 2020 to merge Year 11 (mid-May 2019 to mid-May 2020) and Year 12 (mid-May 2020 to mid-May 2021) of the programme. This meant that airports were allowed to make only one application for accreditation in the period mid-May 2019 to mid-May 2021. For airports on a three-yearly renewal cycle, the period mid-May 2019 to mid-May 2021 counted as just one year. On a voluntary basis, airports could choose to make a second application during this period.

The merge of Year 11 and Year 12 also led to waiving the accreditation fees for one year as well as extending accreditation validity by one year. These changes were complemented by additional provisions including exclusion of 2020 emissions data from carbon footprints, postponement of offset purchases for a year, facilitated access to off-site verifications, etc.

As COVID-19 continues to strike airports globally, in June 2021, additional adjustments to the programme have been introduced to help airports retain their accreditations in the new programme Year 13 (mid-May 2021 to mid-May 2022).

These changes also affected the annual reporting process. Instead of an Annual Report, an Interim Report was published in February 2021 providing information regarding the progress of the programme while capturing all these adjustments. The report focused on qualitative aspects and provided information regarding key achievements and developments, the most significant global and regional trends, and case studies highlighting the airports' commitment to continued climate action in spite of the crisis.

➔ Despite being at the height of the pandemic, in July 2020, *Airport Carbon Accreditation* passed the 300 airport accreditations milestone worldwide.

➔ The first major, structural change to the programme since its inception in 2009 was announced in November 2020 with the introduction of the two new accreditation levels – Level 4 Transformation and Level 4+ Transition. The launch of these two new levels marked a shift in the ambition level of the programme as they require airports to align their carbon management strategies and plans with the ambition of the Paris Agreement, extend the carbon footprint, and enhance stakeholder engagement.

Christchurch Airport in New Zealand became the first airport in the world to reach Level 4, while Dallas Fort Worth International Airport in the United States and Indira Gandhi International Airport in India were the first to achieve Level 4+. In April 2021, Rome Fiumicino and Ciampino airports were the first European airports to achieve Level 4+, while in July 2021 Rotterdam The Hague Airport was world's first airport to achieve carbon accreditation straight in at Level 4+.

The *Airport Carbon Accreditation* Task Force updated several supporting technical documents and created new ones, that are now also all publicly available on the programme website, enhancing transparency.[10] These documents are classified as "Manuals" if they contain rules and requirements or "Guidance Documents" if they only provide recommendations. The latest documents were released in November 2020 and include the following:

- *Airport Carbon Accreditation* Application Manual (Issue 12)
- Verifier Manual (Issue 1)
- Offsetting Manual (Issue 2)
- Guidance on Reducing Emissions Before Offsetting (Issue 1)
- Short Guide to *Airport Carbon Accreditation*

In addition, the brochure, "Airports Responding to Climate Change" was updated, providing concise information regarding the programme.



In 2020, the association of French and French-speaking airports (UAF & FA), launched a programme aiming to support their members in joining *Airport Carbon Accreditation*, called EASEE. Through this programme, co-managed by the company Eco CO_2, airports can benefit from public funding support for the preparation of their applications, facilitated by dedicated consultancy companies. In this context, a French version of the ACI World carbon footprint tool ACERT 5.1 has furthermore been produced, including some additional features. An impressive total of 71 French airports are currently at different stages of this programme, while 6 of them have already successfully entered the *Airport Carbon Accreditation* programme.[11]

To reflect the enhanced *Airport Carbon Accreditation* programme, a renewed, fresh branding was unveiled in November 2020. Visually striking and encompassing all the new levels, the family of level identities works seamlessly across all media and locations. And, with the programme ambition firmly fixed on the ultimate goal of Net Zero CO_2 emissions it is future proof too – expanding and adapting along with the programme itself.

[10] To access all technical documentation, see https://www.airportcarbonaccreditation.org/airport/technical-documents.html
[11] These accreditations count for the Year 13 reporting period and are therefore not part of the list of accredited airports in this report.



Lyon Airport / LYS

7. Outlook

As *Airport Carbon Accreditation* is supporting an increasing number of airports in reducing their CO_2 emissions, the programme is planning to take the following actions in the next period:

- Closely monitor implementation of Levels 4/4+, potentially identifying needs for additional guidance or clarifications.
- Review changes in existing and new carbon management standards, and reflect on their impacts on *Airport Carbon Accreditation*.
- Review developments around COVID-19 and implications for *Airport Carbon Accreditation*.
- Explore the feasibility of a framework to encourage airport service providers to manage their CO_2 emissions as well as to recognise their efforts. The rational is to further deploy carbon reduction initiatives to other aviation industry actors at airports and to strengthen the cooperation among airports and local partners.
- Explore the potential for further changes to the programme structure in light of the urgency to step up immediate action to reduce carbon emissions.

8. Methodology

This section presents the methodological approach of this Annual Report. Given the COVID-19 provisions, the following key methodological adjustments have been made:

- Year 11 (mid-May 2019 to mid-May 2020) and Year 12 (mid-May 2020 to mid-May 2021) have been merged and are treated as one single reporting year. Consequently, carbon performance KPIs will cover the two-year period. Year 10 (mid-May 2018 to mid-May 2019) report data will be used for comparisons when it comes to participation figures, as well as some of the carbon performance KPIs.

- Any early upgrade/downgrade (through a second application submitted in the period mid-May 2019 to mid-May 2021) is counted as an early upgrade/downgrade in Year 13. Such upgrades/downgrades are thus not captured in the statistics on programme participation in Years 11/12.

- Airports that entered the programme in Year 12 (mid-May 2020 to mid-May 2021) are counted as early Year 13 applications. Such entries are thus not captured in the statistics on programme participation in Years 11/12.

- The above implies that Level 4 and 4+ accreditations are reported for information purposes only in this report, as formally they are considered as early Year 13 applications. As such, emissions performance data of these airports are not part of the KPI analysis, nor the participation figures.

- As Years 11 and 12 have been merged, participation information that was part of the Interim Report is also incorporated in this report. Consequently, this report includes some trends that were already reported in the Interim Report.

Besides the above special provisions, the following standard methodological approach is applied:

- Data collection and analysis is a key component of ensuring the programme's credibility and transparency. Airports collect and analyse data in line with the programme requirements, which are aligned with international guidelines (e.g., Greenhouse Gas Protocol, ISO). The data is verified by an independent verifier and submitted to the Administrator as part of the on-line application process. The Administrator reviews the application to ensure high data quality and consistency.

- Operating conditions of each airport differ significantly due to the varying activity scopes, traffic volume, geographic and climatic conditions, size, age of infrastructure and other parameters. Consequently, comparisons between individual airport carbon footprints can be misleading. Therefore, the Annual Report only discloses aggregate data.

- The reporting period 2019-2021 relates to the emissions reported in year 0 by airports, i.e., the most recent 12-month period defined as reference for comparison with historical emissions. Airports do endeavour to report the most up to date data available.

- The emissions reductions requirement at Levels 2 to 3+ has to be demonstrated against the average historical emissions of the three years before Year 0. As Year 0 changes every year upon an airport's renewal/upgrade, the three years selected for the average calculations do so as well. Consequently, airports have to show emissions reductions against the three-year rolling average. The use of this average means that it is not possible to aggregate the total emissions reductions between reporting years, as this would lead to double counting of some emissions reductions.

- Newly accredited airports may not have three years of historical data available. The programme therefore recognises that until such data is available, airports can measure reductions against either one or two years of historical data.

- The emissions reductions in this report are calculated for airports accredited at all levels, i.e., also Level 1 airports that do not have to demonstrate reductions but that have provided data for at least one year of historical emissions.

- The emissions reductions requirement at Levels 2 to 3+ can be demonstrated either against an absolute benchmark (i.e., showing a reduction in the absolute emissions of an airport) or a relative benchmark (i.e., showing a reduction in emissions per passenger or traffic unit).

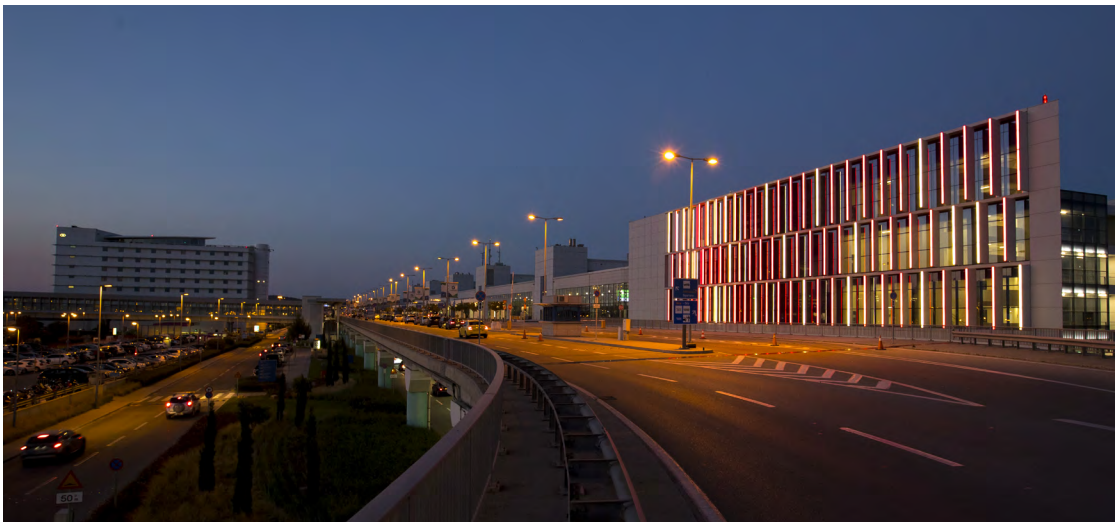
- The carbon performance data shown in the report relate to the location-based methodology for emissions associated with purchased electricity (scope 2), as defined by the Greenhouse Gas Protocol. Specifically, the electricity grid emissions factor is used, which includes all renewable and non-renewable sources in a country or region. Consequently, emission reductions achieved through the purchase of lower or zero carbon electricity products, reflected in market-based reporting, are not shown in this report.

- The carbon performance results reflect solely the carbon footprints of accredited airports, and must thus not be used to extrapolate the performance of the whole airport industry at the global or regional level.

- Small differences between aggregate and regional numbers in this report are due to rounding.



Murtala Muhammed International Airport / LOS



Athens International Airport / ATH



Narita International Airport / NRT

9. Accreditations list

Note: This list does not include any accreditations completed in the period May 2020 – May 2021 as early Year 13 accreditations. For more information, please refer to Section 8. Methodology.

EUROPE

LEVEL	AIRPORT	CODE	TYPE
1	Alicante-Elche Airport	ALC	Renewal
1	Annecy Mont Blanc Airport	NCY	Renewal
1	Auxerre-Branches Airport	AUF	Renewal
1	Bourges Airport	BOU	Renewal
1	Brest Bretagne Airport	BES	Renewal
1	Bucharest Băneasa Aurel Vlaicu International Airport	BBU	Renewal
1	Cagliari Elmas Airport	CAG	Renewal
1	Castellón Airport	CDT	Renewal
1	Châlon Champforgeuil Airport	XCD	Renewal
1	Chambéry Savoie Airport Mont Blanc	CMF	Renewal
1	Chania International Airport	CHQ	Entry
1	Cherbourg Maupertus Airport	CER	Renewal
1	Clermont-Ferrand Auvergne Airport	CFE	Renewal
1	Cornwall Airport Newquay	NQY	Renewal
1	Dijon Bourgogne Airport	DIJ	Renewal
1	Dinard Bretagne Airport	DNR	Downgrade
1	Dubrovnik Airport	DBV	Renewal
1	Falcone and Borsellino Palermo Airport	PMO	Entry
1	Grenoble Alpes Isère Airport	GNB	Renewal
1	Kaunas Airport	KUN	Renewal
1	Kefalonia Airport	EFL	Renewal
1	Kristiansand Airport	KRS	Renewal
1	La Rochelle - Île de Ré Airport	LRH	Entry
1	Le Havre Octeville Airport	LEH	Renewal
1	Leeds Bradford International Airport	LBA	Entry
1	London Luton Airport	LTN	Entry
1	Malta International Airport	MLA	Renewal
1	Menorca Airport	MAH	Renewal

1	Mytilini International Airport	MJT	Renewal
1	Nîmes Alès Camargue Cévennes Airport	FNI	Renewal
1	Palanga Airport	PLQ	Renewal
1	Pays d'Ancenis Airport	LFFI	Renewal
1	Poitiers Biard Airport	PIS	Renewal
1	Quimper Bretagne Airport	UIP	Renewal
1	Reims-Champagne Airport	RHE	Renewal
1	Riga International Airport	RIX	Renewal
1	Rodos Airport - Diagoras	RHO	Renewal
1	Saint-Nazaire Montoir Airport	SNR	Renewal
1	Samos International Airport	SMI	Entry
1	Santiago Airport	SCQ	Renewal
1	Tallinn Airport	TLL	Entry
1	Tarbes Lourdes Pyrénées Airport	LDE	Renewal
1	Thessaloniki International Airport	SKG	Renewal
1	Torino Airport	TRN	Renewal
1	Toulon Hyères Airport	TLN	Renewal
1	Toulouse Francazal Airport	LFBF	Renewal
1	Tours Val de Loire Airport	TUF	Renewal
1	Troyes-Barberey Airport	QYR	Renewal
1	Vannes Golfe du Morbihan Airport	VNE	Renewal
1	Zadar Airport	ZAD	Entry
2	Aerodrom Ljubljana International Airport	LJU	Renewal
2	Beja Airport - Civil Terminal	BYJ	Renewal
2	Bologna Guglielmo Marconi Airport	BLQ	Renewal
2	Bourgas Airport	BOJ	Upgrade
2	Bristol Airport	BRS	Renewal
2	Cork Airport	ORK	Renewal
2	Dublin Airport	DUB	Renewal
2	EuroAirport Basel Mulhouse Freiburg Airport	BSL	Renewal
2	Faro Airport	FAO	Renewal
2	Flores Airport	FLW	Renewal
2	George Best Belfast City Airport	BHD	Entry
2	Horta Airport	HOR	Renewal
2	Keflavik International Airport	KEF	Renewal
2	Lanzarote Airport	ACE	Renewal
2	Liège Airport	LGG	Renewal
2	Lisbon Airport	LIS	Renewal

2	Luxembourg Airport	LUX	Upgrade
2	Madeira Airport	FNC	Renewal
2	Málaga Airport - Costa del Sol	AGP	Renewal
2	Milan Bergamo Airport	BGY	Renewal
2	Monaco International Heliport	MCM	Upgrade
2	Nantes Atlantique Airport	NTE	Upgrade
2	Olbia Costa Smeralda Airport	OLB	Entry
2	Palma de Mallorca Airport	PMI	Renewal
2	Ponta Delgada Airport	PDL	Renewal
2	Porto Airport	OPO	Renewal
2	Porto Santo Airport	PXO	Renewal
2	Rennes Bretagne Airport	RNS	Renewal
2	Santa Maria Airport	SMA	Renewal
2	Sofia Airport	SOF	Renewal
2	Southampton International Airport	SOU	Entry
2	Tel Aviv Ben Gurion International Airport	TLV	Renewal
2	Tirana International Airport Nënë Tereza	TIA	Renewal
2	Varna Airport	VAR	Upgrade
2	Verona Airport	VRN	Renewal
2	Vilnius International Airport	VNO	Renewal
2	Zagreb Airport	ZAG	Renewal
3	Adolfo Suárez Madrid-Barajas Airport	MAD	Upgrade
3	Barcelona-El Prat Airport	BCN	Upgrade
3	Bucharest Henri Coandă International Airport	OTP	Renewal
3	Düsseldorf International Airport	DUS	Renewal
3	Frankfurt Airport	FRA	Renewal
3	Hamburg Airport	HAM	Renewal
3	Heathrow Airport	LHR	Renewal
3	Marseille Provence Airport	MRS	Renewal
3	Munich Airport	MUC	Renewal
3	Paris-Charles de Gaulle Airport	CDG	Renewal
3	Paris-Le Bourget Airport	LBG	Renewal
3	Paris-Orly Airport	ORY	Renewal
3	Prague Airport	PRG	Renewal
3	Stuttgart Airport	STR	Renewal
3	Toulouse-Blagnac Airport	TLS	Upgrade
3	Vienna International Airport	VIE	Renewal
3	Zürich Airport	ZRH	Renewal

3+	Amsterdam Airport Schiphol	AMS	Renewal
3+	Ankara Esenboğa Airport	ESB	Renewal
3+	Fraport TAV Antalya Airport	AYT	Renewal
3+	Åre Östersund Airport	OSD	Renewal
3+	Athens International Airport	ATH	Renewal
3+	Bergen Airport	BGO	Renewal
3+	Brussels Airport	BRU	Renewal
3+	Budapest Ferenc Liszt International Airport	BUD	Renewal
3+	Cannes-Mandelieu Airport	CEQ	Renewal
3+	Copenhagen Airport	CPH	Renewal
3+	East Midlands Airport	EMA	Renewal
3+	Eindhoven Airport	EIN	Renewal
3+	Enontekiö Airport	ENF	Upgrade
3+	Genève Airport	GVA	Renewal
3+	Göteborg Landvetter Airport	GOT	Renewal
3+	Helsinki Airport	HEL	Renewal
3+	Ivalo Airport	IVL	Upgrade
3+	Izmir Adnan Menderes International Airport	ADB	Renewal
3+	Kemi-Tornio Airport	KEM	Upgrade
3+	Kiruna Airport	KRN	Renewal
3+	Kittilä Airport	KTT	Upgrade
3+	Kuusamo Airport	KAO	Upgrade
3+	Larnaka International Airport	LCA	Upgrade
3+	London City Airport	LCY	Upgrade
3+	London Gatwick Airport	LGW	Renewal
3+	London Stansted Airport	STN	Renewal
3+	Luleå Airport	LLA	Renewal
3+	Lyon Airport	LYS	Renewal
3+	Malmö Airport	MMX	Renewal
3+	Manchester Airport	MAN	Renewal
3+	Milan-Linate Airport	LIN	Renewal
3+	Milan-Malpensa Airport	MXP	Renewal
3+	Naples International Airport	NAP	Renewal
3+	Nice Côte d'Azur Airport	NCE	Renewal
3+	Oslo-Gardermoen Airport	OSL	Renewal
3+	Pafos International Airport	PFO	Upgrade
3+	Prishtina International Airport 'Adem Jashari'	PRN	Upgrade
3+	Rome-Ciampino Airport	CIA	Renewal

3+	Rome-Fiumicino Airport	FCO	Renewal
3+	Ronneby Airport	RNB	Renewal
3+	Rovaniemi Airport	RVN	Upgrade
3+	Saint-Tropez Airport	LTT	Renewal
3+	Stavanger Airport	SVG	Renewal
3+	Stockholm-Arlanda Airport	ARN	Renewal
3+	Stockholm-Bromma Airport	BMA	Renewal
3+	TAG London Farnborough Airport	FAB	Renewal
3+	Treviso Airport	TSF	Renewal
3+	Trondheim Airport	TRD	Renewal
3+	Umeå Airport	UME	Renewal
3+	Venice Airport	VCE	Renewal
3+	Visby Airport	VBY	Renewal



Munich International Airport / MUC

ASIA-PACIFIC

LEVEL	AIRPORT	CODE	TYPE
1	Guangzhou Bai Yun International Airport	CAN	Entry
1	Hawke's Bay Airport	NPE	Entry
1	Longreach Airport	LRE	Downgrade
1	Muscat International Airport	MCT	Entry
1	Palmerston North Airport	PMR	Entry
1	Perth Airport	PER	Downgrade
1	Phnom Penh International Airport	PNH	Renewal
1	Siem Reap International Airport	REP	Renewal
1	Sihanouk International Airport	KOS	Renewal
1	Zhengzhou Xinzheng International Airport	CGO	Renewal
2	Bahrain International Airport	BAH	Entry
2	Biju Patnaik International Airport Bhubaneswar	BBI	Upgrade
2	Chengdu Shuangliu International Airport	CTU	Upgrade
2	Christchurch International Airport	CHC	Renewal
2	Gold Coast Airport	OOL	Renewal
2	Hobart International Airport	HBA	Renewal
2	Kobe Airport	UKB	Renewal
2	Lal Bahadur Shastri International Airport Varanasi	VNS	Upgrade
2	Macau International Airport	MFM	Renewal
2	Melbourne Airport	MEL	Renewal
2	Mount Isa Airport	ISA	Renewal
2	Netaji Subhash Chandra Bose International Airport Kolkata	CCU	Upgrade
2	Nouméa-La Tontouta International Airport	NOU	Renewal
2	Salalah International Airport	SLL	Renewal
2	Shenzhen Bao'an International Airport	SZX	Upgrade
2	Townsville Airport	TSV	Renewal
2	Trivandrum International Airport	TRV	Upgrade
3	Abu Dhabi International Airport	AUH	Renewal
3	Adelaide Airport	ADL	Renewal
3	Adelaide Parafield Airport	YPPF	Renewal
3	Brisbane International Airport	BNE	Renewal
3	Chiang Mai International Airport	CNX	Renewal
3	Don Mueang International Airport	DMK	Renewal
3	Dubai International Airport	DXB	Upgrade

3	Dubai World Central Airport	DWC	Upgrade
3	Hamad International Airport	DOH	Renewal
3	Hat Yai International Airport	HDY	Renewal
3	Hong Kong International Airport	HKG	Renewal
3	Incheon International Airport	ICN	Renewal
3	Kansai International Airport	KIX	Renewal
3	Kaohsiung International Airport	KHH	Entry
3	Kuala Lumpur International Airport	KUL	Renewal
3	Mae Fah Luang Chiang Rai International Airport	CEI	Renewal
3	Nadi International Airport	NAN	Upgrade
3	Narita International Airport	NRT	Renewal
3	Osaka International Airport	ITM	Renewal
3	Singapore Changi Airport	SIN	Renewal
3	Suvarnabhumi International Airport	BKK	Renewal
3	Sydney International Airport	SYD	Renewal
3	Taiwan Taoyuan International Airport	TPE	Renewal
3+	Chhatrapati Shivaji Maharaj International Airport	BOM	Renewal
3+	Indira Gandhi International Airport	DEL	Renewal
3+	Kempegowda International Airport	BLR	Renewal
3+	Queen Alia International Airport	AMM	Renewal
3+	Rajiv Gandhi International Airport	HYD	Renewal
3+	Sharjah International Airport	SHJ	Upgrade
3+	Sunshine Coast Airport	MCY	Renewal

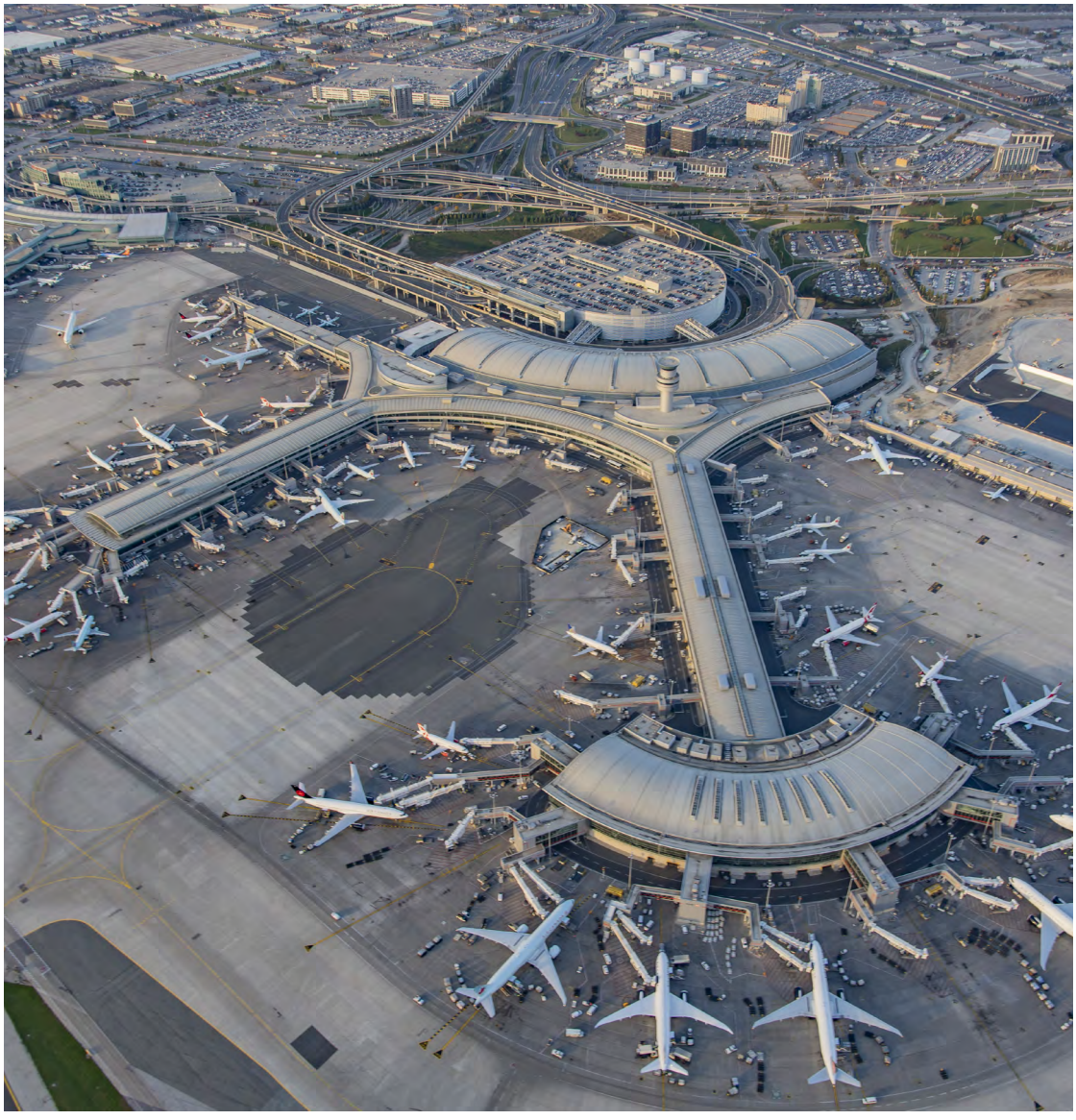


Kansai International Airport / KIX

NORTH AMERICA

LEVEL	AIRPORT	CODE	TYPE
1	Charlottetown Airport	YYG	Renewal
1	Downtown Heliport	8A4	Entry
1	Eagle Creek Airpark	EYE	Entry
1	Edmonton International Airport	YEG	Renewal
1	Fredericton International Airport	YFC	Entry
1	Hendricks County Airport-Gordon Graham Field	2R2	Entry
1	Indianapolis Regional Airport	MQJ	Entry
1	Kelowna International Airport	YLW	Renewal
1	Metropolitan Airport	UMP	Entry
1	Peter O. Knight Airport	TPF	Renewal
1	Plant City Airport	PCM	Renewal
1	Regina International Airport	YQR	Renewal
1	Saint John Airport	YSJ	Entry
1	Saskatoon John G. Diefenbaker International Aiport	YXE	Entry
1	Winnipeg James Armstrong Richardson International Airport	YWG	Renewal
2	Austin-Bergstrom International Airport	AUS	Renewal
2	Dallas Love Field Airport	DAL	Renewal
2	Halifax Stanfield International Airport	YHZ	Renewal
2	Honolulu International Airport	HNL	Renewal
2	Minneapolis Saint Paul International Airport	MSP	Renewal
2	Phoenix Sky Harbor International Airport	PHX	Renewal
2	Salt Lake City International Airport	SLC	Renewal
2	Tampa Executive Airport	VDF	Upgrade
2	Tampa International Airport	TPA	Renewal
2	Victoria International Airport	YYJ	Upgrade
3	Detroit Metropolitan Airport	DTW	Upgrade
3	Indianapolis International Airport	IND	Upgrade
3	JFK International Airport	JFK	Renewal
3	LaGuardia International Airport	LGA	Renewal
3	Los Angeles International Airport	LAX	Renewal
3	Montréal-Pierre Elliott Trudeau International Airport	YUL	Renewal
3	Newark Liberty International Airport	EWR	Renewal
3	Ottawa Macdonald-Cartier International Airport	YOW	Renewal
3	Québec City Jean Lesage International Airport	YQB	Upgrade

3	San Francisco International Airport	SFO	Renewal
3	Seattle-Tacoma International Airport	SEA	Renewal
3	Stewart International Airport	SWF	Renewal
3	Teterboro Airport	TEB	Renewal
3	Toronto Pearson International Airport	YYZ	Renewal
3	Van Nuys Airport	VNY	Upgrade
3	Vancouver International Airport	YVR	Renewal
3+	Dallas Fort Worth International Airport	DFW	Renewal
3+	San Diego International Airport	SAN	Upgrade



Toronto Pearson International Airport / YYZ

LATIN AMERICA & THE CARIBBEAN

LEVEL	AIRPORT	CODE	TYPE
1	Augusto Severo International Airport	NAT	Entry
1	Brasilia International Airport	BSB	Entry
1	Curaçao International Airport	CUR	Renewal
1	Guadeloupe-Pôle Caraïbes Airport	PTP	Entry
1	Guanajuato International Airport	BJX	Entry
1	Hermosillo International Airport	HMO	Entry
1	Jorge Chavez International Airport	LIM	Entry
1	Jorge Newbery Airfield	AEP	Entry
1	La Paz International Airport	LAP	Entry
1	Los Mochis International Airport	LMM	Renewal
1	Saint Martin Grand Case Airport	SFG	Renewal
1	San Jose Del Cabo International Airport	SJD	Entry
1	Santiago Arturo Merino Benitez International Airport	SCL	Renewal
1	Tijuana International Airport	TIJ	Renewal
2	Aguascalientes International Airport	AGU	Renewal
2	Arroyo Barril International Airport	EPS	Upgrade
2	Carrasco International Airport	MVD	Renewal
2	El Dorado International Airport	BOG	Renewal
2	Gregorio Luperón International Airport	POP	Upgrade
2	Guadalajara International Airport	GDL	Entry
2	Guayaquil International Airport - José Joaquín de Olmedo	GYE	Renewal
2	La Isabela International Airport	JBQ	Upgrade
2	Las Américas International Airport	SDQ	Upgrade
2	María Montez International Airport	BRX	Upgrade
2	Pisco Airport	PIO	Upgrade
2	Puerto Vallarta International Airport	PVR	Renewal
2	Salvador Bahia International Airport-Deputado Luis Eduardo Magalhaes	SSA	Upgrade
2	Samaná El Catey International Airport	AZS	Renewal
2	San José Juan Santamaria International Airport	SJO	Upgrade
2	Tancredo Neves-Confins International Airport	CNF	Upgrade
3	Cibao International Airport	STI	Upgrade
3+	Galápagos Ecological Airport	GPS	Renewal
3+	Quito International Airport	UIO	Upgrade



Bahias De Huatulco International Airport / HUX

AFRICA

LEVEL	AIRPORT	CODE	TYPE
1	Bram Fischer International Airport	BFN	Entry
1	Casablanca Mohammed V International Airport	CMN	Renewal
1	Dzaoudzi Pamandzi International Airport	DZA	Renewal
1	George Airport	GRJ	Renewal
1	Marrakech Ménara Airport	RAK	Renewal
1	Murtala Muhammed International Airport	LOS	Entry
2	Dakar Blaise Diagne International Airport	DSS	Upgrade
2	Cape Town International Airport	CPT	Renewal
2	King Shaka International Airport	DUR	Upgrade
2	La Réunion Roland Garros Airport	RUN	Renewal
2	Libreville Léon Mba International Airport	LBV	Renewal
2	Mauritius Sir Seewoosagur Ramgoolam Airport	MRU	Upgrade
2	O.R. Tambo International Airport	JNB	Renewal
2	Port Elizabeth International Airport	PLZ	Upgrade
3	Enfidha Hammamet International Airport	NBE	Upgrade
3+	Félix-Houphouët-Boigny Abidjan International Airport	ABJ	Renewal



King Shaka International Airport / DUR



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