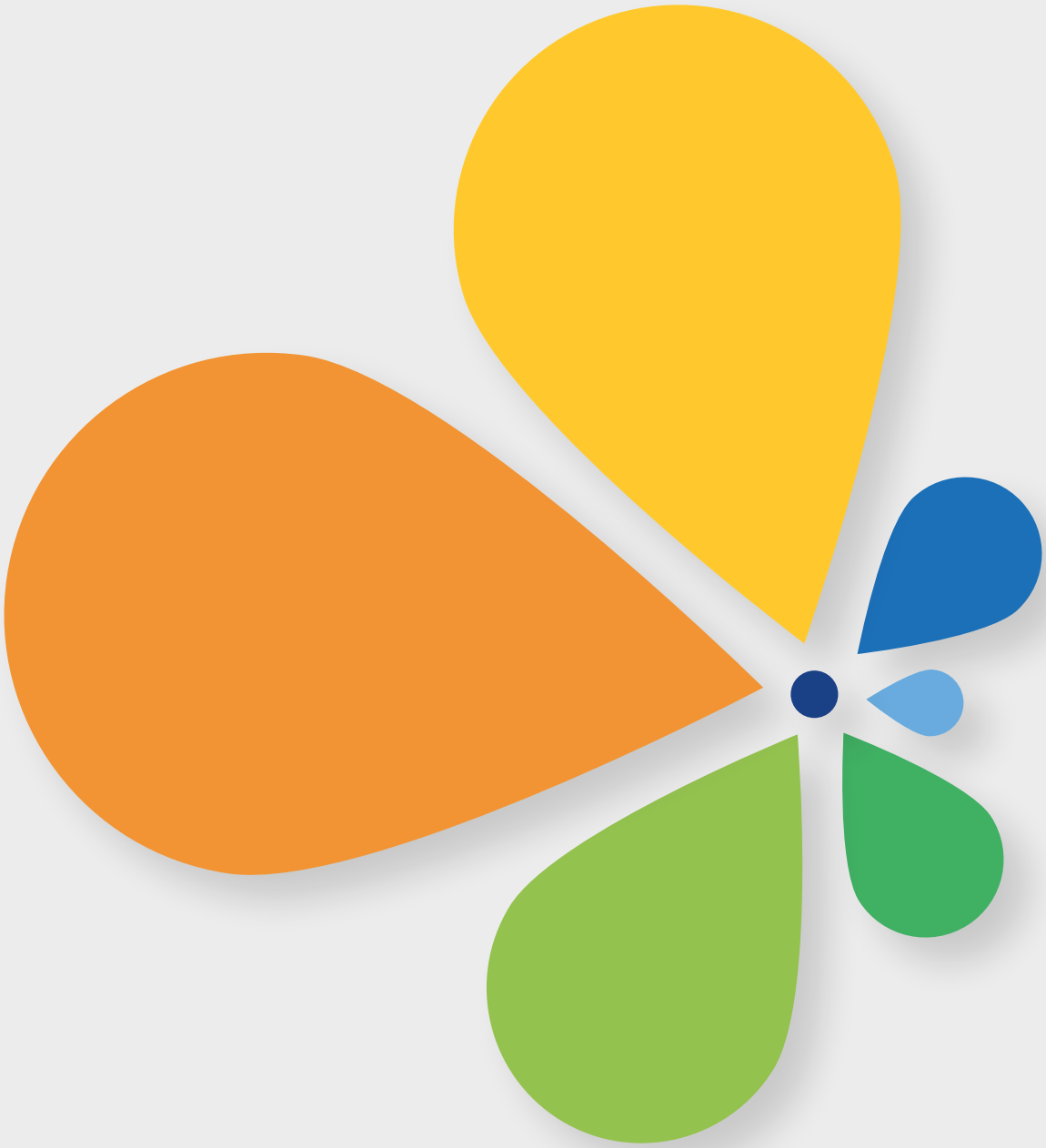


airport carbon accreditation

ANNUAL REPORT

2022-2023



AIRPORTS COUNCIL INTERNATIONAL



AIRPORTS COUNCIL INTERNATIONAL



AIRPORTS COUNCIL INTERNATIONAL



AIRPORTS COUNCIL INTERNATIONAL



AIRPORTS COUNCIL INTERNATIONAL

In cooperation with:



AIRPORTS COUNCIL INTERNATIONAL



HELPLINE: +44 845 868 2708
aca@wsp.com

The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of the Airports Council International Europe concerning the legal status of any country, territory, city of area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Photos: copyright belongs to the airport(s) listed in the captions (when applicable).

Table of Contents

Welcome to the Annual Report 05

Executive Summary 06

1. The Global Context & Industry Developments 08

- Launch of Level 5 09
- *Airport Carbon Accreditation* overview 10
- How is *Airport Carbon Accreditation* governed? 12
- What are the benefits from accreditation? 15

2. Trends 16

- Global 16
- Europe 22
- Asia-Pacific & Middle East 26
- North America 28
- Latin America & the Caribbean 30
- Africa 32
- Carbon Neutrality/Level 3+ and Transition/Level 4+ 34
- Transformation/Transition – Levels 4/4+ 36

3. The View of the Verifiers 38

4. Outlook 42

5. Methodology 43

6. Accreditations List 44

Contact Information 61



Florianópolis International Airport / FLN

Welcome to the Annual Report

As we deliver this latest instalment in the *Airport Carbon Accreditation* story – the Annual Report 2022-2023 – it is safe to say that the momentum for airport climate action globally keeps on growing and expanding its reach.

I am truly inspired by the remarkable resilience and unwavering commitment to carbon management of our global airport community fourteen years into the programme's existence. The **26% increase in accreditations** over Year 13 (2021-2022) is a testament to the dedication of airports globally to drive climate action – and paves the way towards the decarbonisation of our industry. This progress is especially commendable given the disparate traffic recovery from the COVID-19 pandemic across the World's regions as well as the continued competitive and financial pressures airports are exposed to.

Despite these challenges, accredited airports delivered a historic milestone within the timespan of the present report, with a **reduction of more than 1 million tonnes of CO_{2e} (17.7% decrease)** in Scope 1 and 2 emissions. This is the highest yearly reduction ever achieved within the programme, pointing to the continued robustness of our carbon management and reduction framework.

Airports have also accelerated their efforts in terms of absolute emissions reductions and alignment with the objectives enshrined in the Paris Agreement. Three years after their introduction, **66 airports across the globe have achieved Levels 4/4+** – having thus set ambitious carbon reduction targets fully aligned with the pathways outlined by the UN's Intergovernmental Panel on Climate Change.

Clearly, the next frontier for us as airports is addressing Scope 3 emissions – the considerably larger chunk of aviation's carbon footprint. The *Airport Carbon Accreditation* recipe for effective climate action has always emphasised the importance of active partnerships and effective collaboration with all stakeholders at the airport site. Indeed, over 200 airports are now accredited at Level 3 or higher, inspiring third parties to intensify their own efforts to reduce carbon.

The airport industry will play a crucial role in facilitating access to Sustainable Aviation Fuels (SAF) for airline partners and in developing the infrastructure required to support zero emission aircraft. For airports, this involves developing clean energy supply, integrating new technologies into their operations, and transforming themselves into energy hubs. This transformation is about going beyond their core mission as air connectivity hubs, meeting the broader clean energy needs of their business partners and local communities. This will involve a significant shift in the role of airports.

In alignment with these transformative efforts and with a firm focus on our ultimate goal of reaching Net Zero CO_2 emissions industry-wide by 2050, the *Airport Carbon Accreditation* programme took a bold step forward by introducing Level 5 in December 2023. **Level 5** is the new topmost level of the programme establishing a blueprint for achievement of a Net Zero carbon balance at an airport – in a global first. In addition, as part of its requirements, airports need to commit to reaching Net Zero emissions for Scope 3, addressing upstream and downstream emissions in their carbon reduction strategy. We will report in more detail on this important development next year.

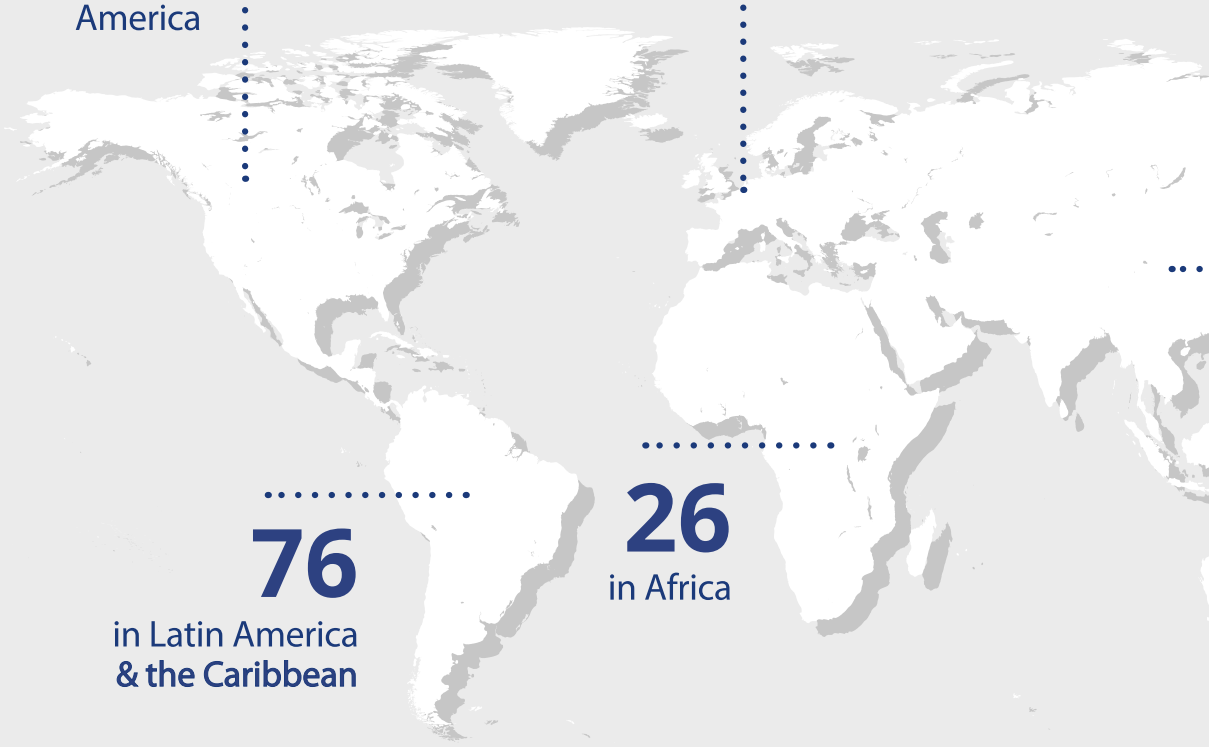
The present report is more than just numbers and statistics. It is a narrative of commitment, innovation, and collective action towards the decarbonisation of air transport around the world.

On behalf of not just ACI EUROPE but also all ACI Regions and ACI World, we proudly present Year 14 (2022 - 2023) Annual Report – capturing these milestones and highlighting the tireless efforts of the global airport community to address and eliminate its impact on the climate.



Olivier Jankovec
Director General
ACI EUROPE

Executive Summary



498
accredited airports

103
new accreditations*

52.1%
global passengers welcomed by accredited airports**

*There were 122 entries and 19 withdrawals (7 in Europe, 9 in Asia-Pacific & Middle East and 3 in Africa), thus the net new accreditations are 103. The term "new accreditations" in this report refers to the net number of new accreditations.
**2022 passenger traffic data



58
in Asia-Pacific & Middle East

+26%
Growth of accreditations since the previous period.

-1,232,196 (-17.7%)
Scope 1 and 2 absolute emissions reductions from airports at all levels (in tonnes of CO_{2e} and %).

629,113 tonnes
CO_{2e} compensated with high quality offsets.

88
countries with accredited airports

66
Levels 4/4+ airports

130
airports upgrading to a **higher level of accreditation**

1. The Global Context & Industry Developments

- **November 2023:** The Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) closed with the agreement by all states involved to pursue a 5% reduction in carbon intensity from aviation by 2030 through the use of Sustainable Aviation Fuels (SAF).

- **October 2023:** Following the release of the 'Fit for 55' package of legislation proposals by the European Commission in July 2021 with the aim to enable the EU to reach its climate objective for 2030 – a 55% reduction in net greenhouse gas emissions compared to 1990, most of the Fit for 55 Regulations have now been adopted and have now entered into force with the exception of the Energy Taxation Directive that remains under negotiations.[1]

- **June 2023:** European airport industry Net Zero 2050 Resolution was expanded and reaffirmed, with tighter criteria and renewed ambition. Committed airports surpass 300 across Europe, with more than 50 airports joining for the first time. Over 130 airports now set to decarbonise fully from emissions under their control by 2030 or earlier.[2]

- **June 2023:** Update of the ACI EUROPE Guidance on developing an airport Net Zero carbon roadmap, providing the latest information regarding actions airports can take to accelerate progress towards Net Zero, based on five key steps. New airport Net Zero roadmaps were added to the publicly available repository.[3]

- **October 2022:** Adoption of Net Zero carbon emissions goal for international flights by 2050, by governments meeting at the 41st triennial International Civil Aviation Organization (ICAO) Assembly.

- **October 2022:** ACI World General Assembly unanimously adopted Resolutions[4] providing strong collective response to help airports deliver the Net Zero carbon goal.

- **October 2022:** 135 States representing more than 98% of global Revenue Tonne Kilometre have voluntarily submitted their State Action Plan to ICAO.

---

[1] The only exception is the taxation of kerosene (revision of the EU Energy Taxation Directive), for which no agreement has been reached.
[2] https://www.aci-europe.org/media-room/452-airport-industry-net-zero-2050-resolution-expanded-and-reaffirmed-today-with-tighter-criteria-and-renewed-ambition.html
[3] See www.airportcarbonaccreditation.org and https://www.aci-europe.org/netzero/repository-of-roadmaps.html
[4] https://aci.aero/2022/10/25/waga-2022-agrees-key-resolutions-to-strengthen-and-promote-the-sustainability-and-resilience-of-airports/

Launch of Level 5

On 6 December 2023, ACI launched a key structural development within *Airport Carbon Accreditation* – Level 5. This new accreditation level certifies airports for reaching and maintaining a Net Zero carbon balance for emissions under their control (Scope 1 and 2), and extending mapping, influencing and reporting requirements for all other emissions (Scope 3).

The establishment of Level 5 builds on the trajectory of evolution set by the introduction of Levels 4 and 4+ in 2020. These earlier levels already certify airports for following a CO_2 emissions reduction pathway aligned with the objective of the Paris Agreement to limit global warming by 1.5°C/2°C. The new level goes beyond those stringent requirements, and as such represents a pivotal shift in airport carbon management maturity, establishing a blueprint for Net Zero carbon balance achievement at an airport.

Level 5 launch is not taken into account in the present report, which covers the reporting period between May 2022 and May 2023. However, the trailblazing airports who have already gone ahead and secured this ambitious level deserve a special mention. The pioneers of Level 5 took part in the pilot programme that took place in 2023, testing the feasibility and rigorousness of the new framework. The following airports fulfilled the accreditation requirements of this new highest level:

- Amsterdam Airport Schiphol operated by the Royal Schiphol Group, Eindhoven and Rotterdam – The Hague airports in the Netherlands
- Beja, Madeira and Ponta Delgada airports in Portugal, operated by ANA Aeroportos de Portugal and VINCI Airports.
- Toulon – Hyères airport in France, operated by VINCI Airports.
- Christchurch Airport in New Zealand, operated by Christchurch International Airport Ltd.
- Göteborg Landvetter and Malmö airports in Sweden, operated by Swedavia.

To find out more about Level 5, visit the programme website: www.airportcarbonaccreditation.org.

The present report will represent the status of the above airports within the timeline of reporting, prior to the launch of Level 5 and their successful upgrades to that level.



Level 5 certificate ceremony in Dubai during COP28

Airport Carbon Accreditation overview

Airport Carbon Accreditation is the global standard for carbon management in the airport industry. The aim of the programme 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. 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).

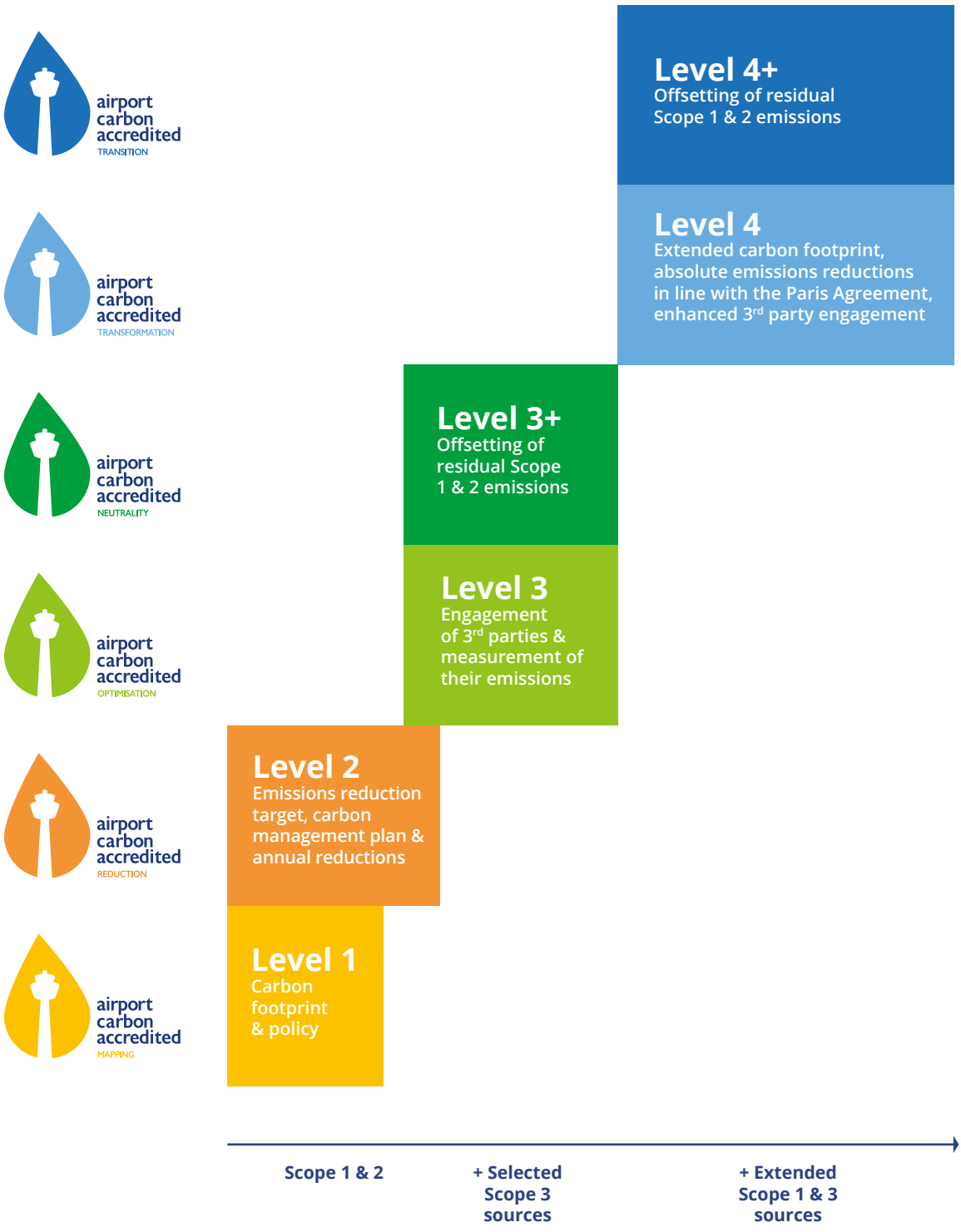
Level 2 Reduction requires the fulfilment of all Level 1 accreditation requirements, formulation of a carbon emissions reduction target, development of a Carbon Management Plan to achieve the target and annual reduction of emissions under the airport's control (i.e., scope 1 & 2 emissions) versus the 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: **MAIN REQUIREMENTS OF *AIRPORT CARBON ACCREDITATION***



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. It is currently chaired by Emanuel Fleuti, Head of Sustainability & Environment, Zurich Airport.

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)



La Réunion Roland Garros Airport / RUN

What are the benefits from accreditation?

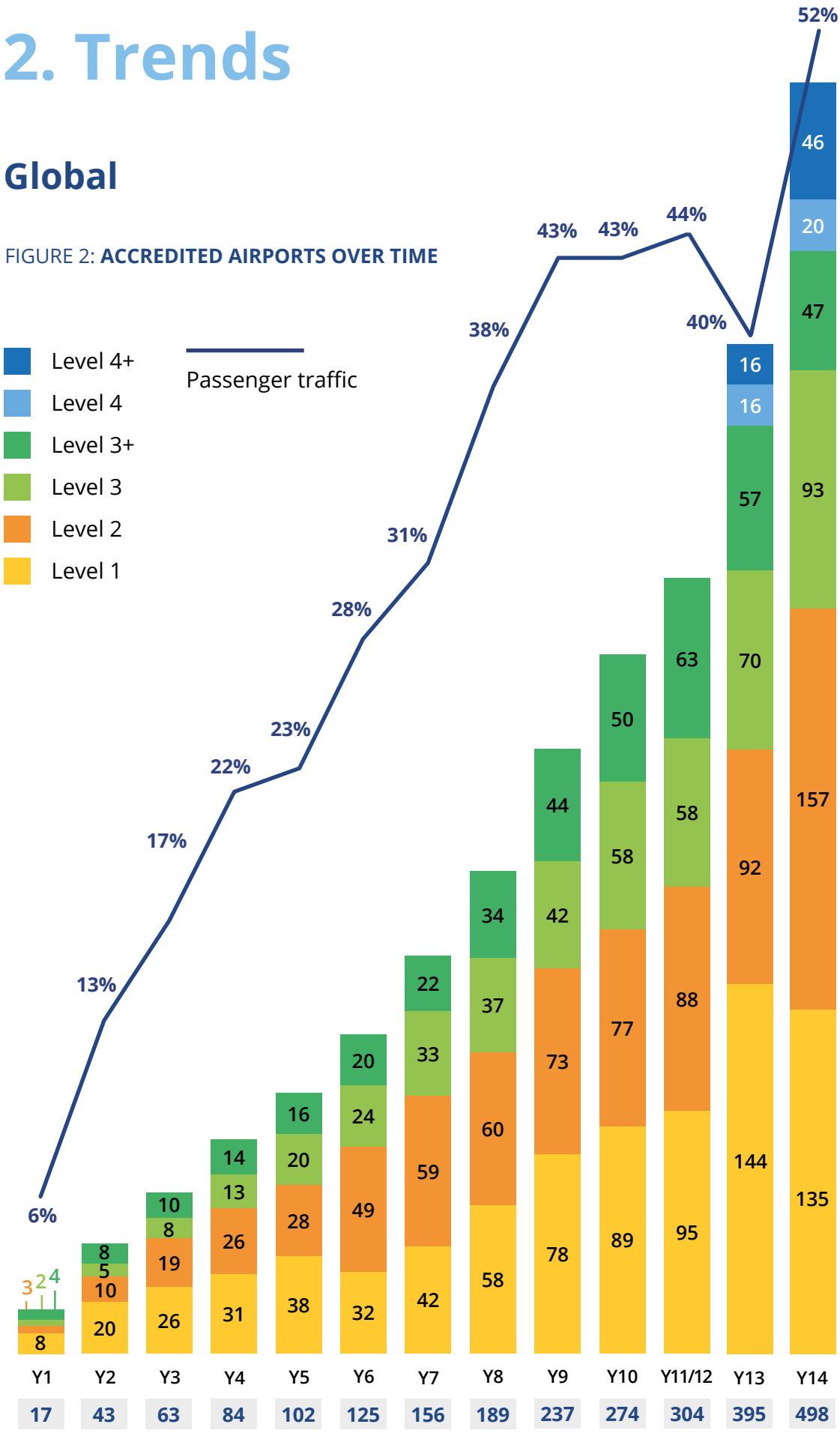
Through *Airport Carbon Accreditation* airport professionals can:

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.

2. Trends

Global

FIGURE 2: **ACCREDITED AIRPORTS OVER TIME**



In 2022, airports around the world made an important rebound from the COVID-19 crisis, but they didn't recover fully. As a result, there were considerable shifts in passenger traffic across the world regions. The passenger traffic shares of accredited airports in each region in Year 14 take 2022 traffic levels as reference.

Y1	2009/2010
Y2	2010/2011
Y3	2011/2012
Y4	2012/2013
Y5	2013/2014
Y6	2014/2015
Y7	2015/2016
Y8	2016/2017
Y9	2017/2018
Y10	2018/2019
Y11/12	2019/2021
Y13	2021/2022
Y14	2022/2023

airport carbon accreditation



Aalborg Airport / AAL

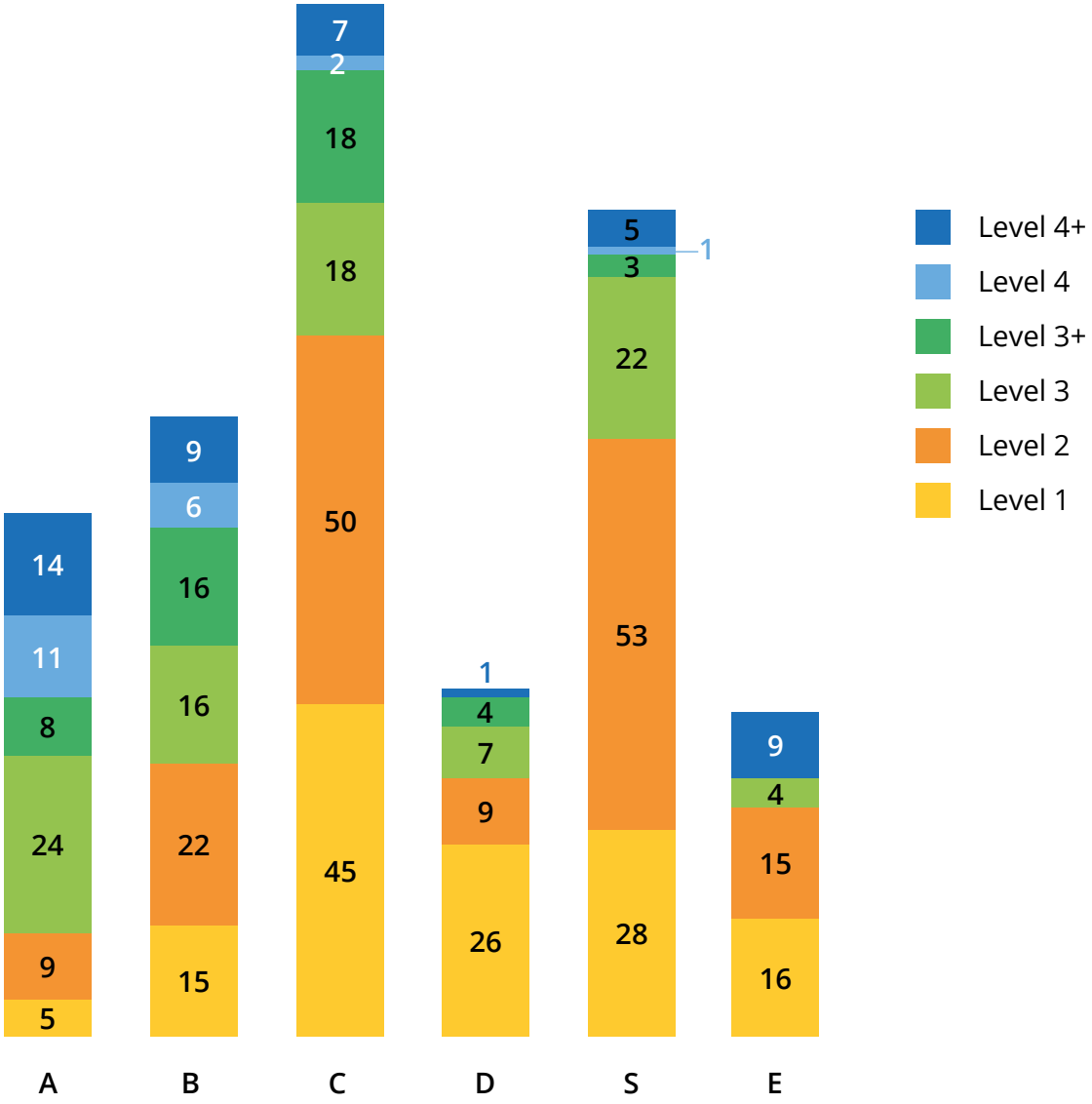
	LEVELS						
REGION	1	2	3	3+	4	4+	TOTAL
Europe	67	81	46	35	7	38	274
Asia-Pacific	7	17	16	4	9	5	58
North America	24	18	14	2	3	3	64
Latin America & the Caribbean	31	27	13	4	1	-	76
Africa	6	14	4	2	-	-	26
Global	135	157	93	47	20	46	498

KPI	Y14
Total accreditations	498
New accreditations	103
Growth	+26%
% of global traffic	52.1%
Number of upgrades	130
Level 3+ airports	47
Level 4 airports	20
Level 4+ airports	46



Indianapolis International Airport / IND

FIGURE 3: **CERTIFIED AIRPORTS PER BAND**[4]



In the 2022/2023 reporting period, scope 1 and 2 emissions from airports at all levels of accreditation amounted to 6,247,857 tonnes of CO_2.[5] Airports with historical emissions achieved a reduction of 1,232,196 tonnes of CO_2 (17.7%) compared to the three-year rolling average, which represents the standard baseline of the programme to ensure unbiased assessments.[6] It is important that airports continue to show year-on-year reductions, though it is recognised that a component of the reductions is due to the decrease in traffic during the COVID-19 pandemic.

[5] *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).

[6] For more information on the use of the three-year rolling average as well as the treatment of data from the 56 airports that did not have recent emissions data available, please refer to the Methodology section.

Scope 1 & 2 emissions from airports at all levels were equivalent to 2.22 kgs of CO_2 per passenger and 1.80 kgs of CO_2 per traffic unit. However, when examining more closely the airports with historical data for which a three-year-rolling average is available for comparison, their per passenger and per traffic unit emissions were 2.30 and 1.65 kgs of CO_2 respectively (registering an increase of 18% and 6% compared to the 3-year rolling average). This increase is mainly explained by the lower number of passengers traveling through these airports during the reporting year. However, there are regional differences. Some regions show increases (e.g., Europe, Latin America and the Caribbean), while others, where traffic levels were less impacted by the pandemic, show a reduction (e.g., North America).

The 93 airports at Level 3+ (Neutrality) and 4+ (Transition) offset 629,113 tonnes of CO_{2e} (compared to 898,821 tonnes in 2021/2022), a reduction of 30%. The scope 3 emissions of the airports at Levels 3/3+/4/4+ (excluding full flight emissions) were just below 52,700,000 tonnes of CO_2.

Finally, the 66 Level 4/4+ airports are expected to reduce their emissions by 2,240,622 tonnes of CO_2 by the specific target year that they have set versus their respective baseline years. More details on offsetting and Levels 4/4+ are provided in the dedicated section of the report.

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

Indicator	Unit	2022-2023
Scope 1 & 2 emissions from airports at all levels	tCO_2	6,247,857
Scope 1 & 2 emissions per passenger from airports at all levels	Kgs of CO_2	2.22
Scope 1 & 2 emissions per traffic unit from airports at all levels	Kgs of CO_2	1.80
Absolute change of scope 1 & 2 emissions from airports with historical emissions compared to the 3-year rolling average	tCO_2	-1,232,196 (-17.7%)[7]
Scope 1 & 2 emissions per passenger from airports with historical emissions (and comparison with the 3-year rolling average)	Kgs of CO_2	2.30 (+18%)
Scope 1 & 2 emissions per traffic unit from airports with historical emissions (and comparison with the 3-year rolling average)	Kgs of CO_2	1.65 (+6%)

[7] This is translated to a reduction of 0.49 kgs of CO_2 per passenger and 0.36 kgs of CO_2 per traffic unit.

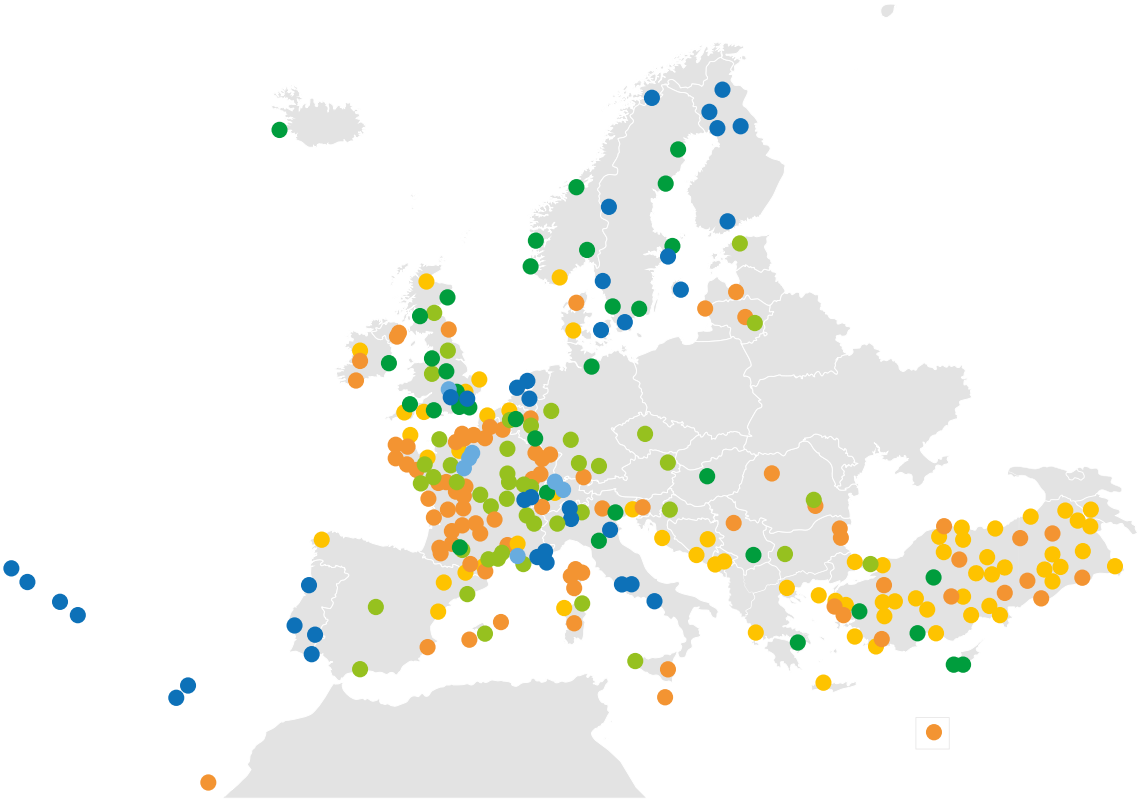
Indicator	Unit	Emission Reductions
Expected emission reductions of Level 4/4+ airports by their target year (versus their respective baseline years)	tCO_2	2,240,622

Indicator	Unit	2022-2023	Absolute change (vs. previous year)	Change (%)
Offsetting of aggregate scope 1 & 2 & staff business travel emissions from airports at Level 3+/4+	tCO_{2e}	629,113	-269,708	-30%
Scope 3 emissions from airports at Levels 3, 3+, 4, 4+ (excluding full flight emissions)	tCO_2	52,677,322	-17,467,287	-25%



Luxembourg Airport / LUX

Europe





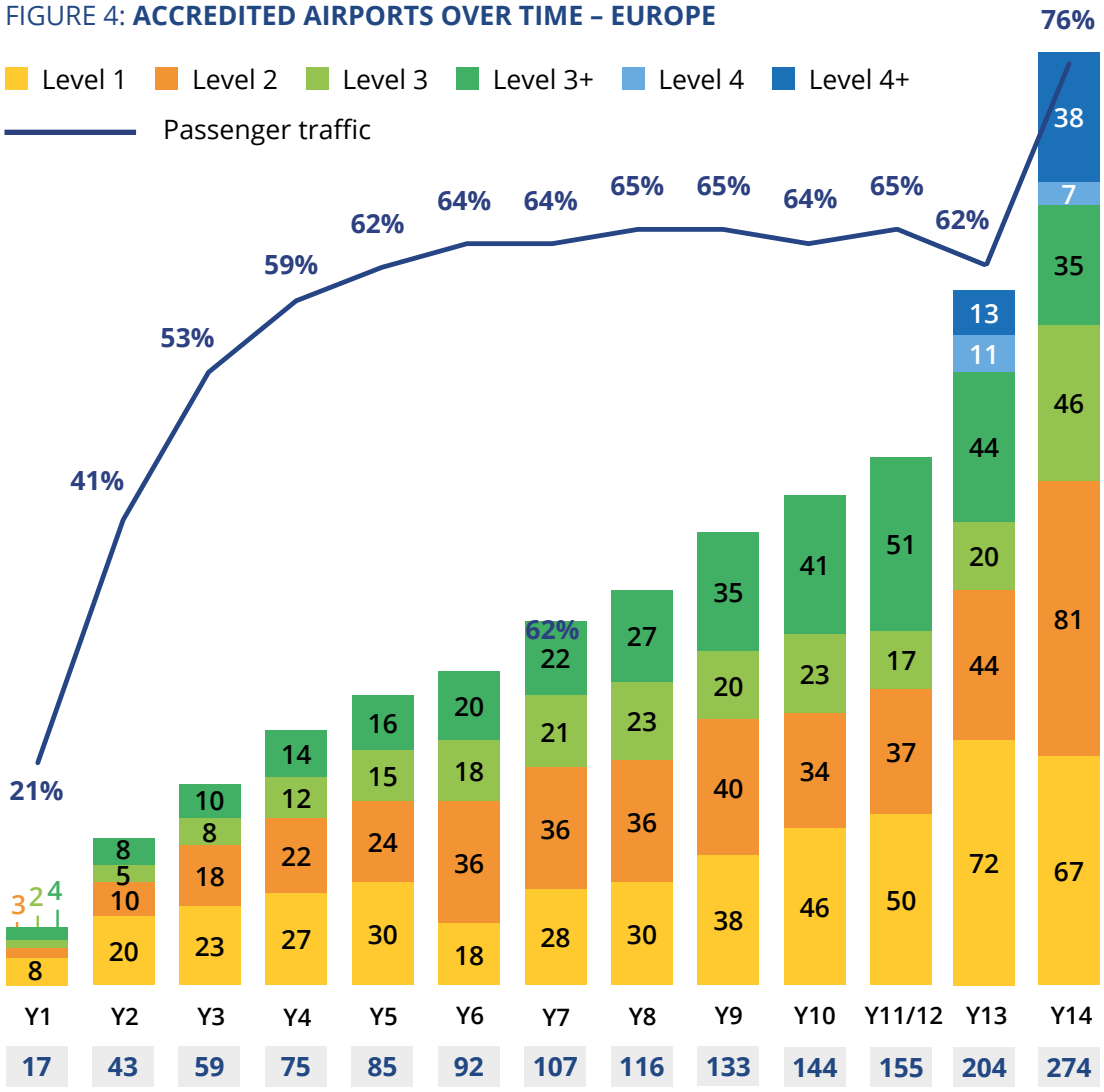
Faro International Airport / FAO

ADA	BQH	BFS	MAH	CFE	BLQ	CPH
AJI	MLX	BEG	ETZ	DIJ	BRS	EIN
AHO	MQM	EGC	DLM	DLE	BRU	FAO
MZH	BJV	QBQ	ENC	DUS	BUD	FLW
LEU	MSR	BOD	NAV	EDI	DUB	GOT
NCY	MJT	BOJ	NCL	PMO	EMA	LHR
ANR	NWI	BES	ORE	FRA	GVA	HEL
BZI	OGU	BVE	PLQ	GNB	GLA	HOR
BAL	OST	BBU	PUF	IST	HAM	IVL
BVA	TGD	YEI	LFFI	LBA	ADB	KRN
BZR	RHO	CFR	PGF	LGG	KEF	KTT
BLL	SMI	CAG	PIS	AGP	LCA	KAO
BGG	SZF	CLY	UIP	BGY	LGW	LIS
BOH	GNY	CKZ	RIX	MPL	STN	LCY
GKD	SCQ	CCF	RDZ	MUC	LLA	LYS
CDT	SJJ	CTA	URO	NTE	LUX	LYN
CHQ	SXZ	CHR	SNN	FNI	MAN	FNC
DNZ	TEQ	CLJ	NOP	OLB	OSL	MMX
DNR	SKG	ORK	NKT	PMI	PFO	LIN
DIY	TIV	CVF	VAS	PRG	PRN	MXP
DBV	TJK	DOL	ACH	RHE	RNB	NAP
EZS	TZX	ERC	SXB	RNS	SOU	NCE
EXT	TRS	ERZ	LDE	SNR	SVG	PDL
GAT	USQ	FSC	TLV	SOF	BMA	OPO
GZP	VAN	GZT	XVS	STR	FAB	PXO
YKO	ZAD	BHD	VNE	TLL	TLS	CIA
HTY	EVN	IBZ	VAR	TRN	TSF	FCO
IGD	AAL	KCM	VRN	TLN	TRD	RTM
INV	ADF	KUN	MAD	LFBF	UME	RVN
NOC	LJU	LRH	QXB	TUF	BSL	LTT
ISE	XMF	LAI	ANE	QYR	LTN	SMA
JER	AJA	ACE	AUF	VIE	MRS	ARN
KSY	BYF	LEH	BCN	VNO	CDG	VCE
KFS	ALC	LME	BHX	ZAG	LBG	VBY
ASR	ANG	LPY	BOU	ABZ	ORY	
EFL	LFDH	LIL	CRL	AGH	ZRH	
KCO	AUR	LIG	OTP	ESB	AMS	
KYA	AVN	LRT	XCD	AYT	OSD	
KRS	EDO	MST	CMF	ATH	BYJ	
ILD	BIA	MLA	CER	BGO	CEQ	



Stuttgart Airport / STR

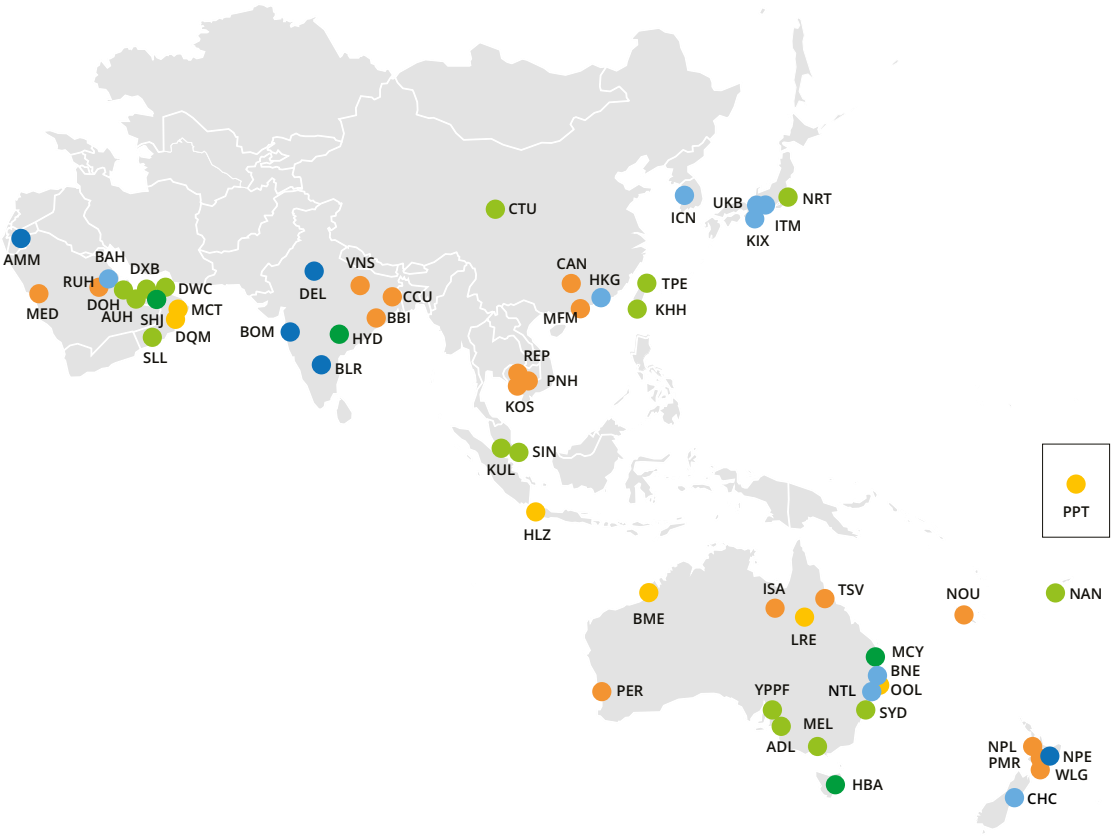
FIGURE 4: **ACCREDITED AIRPORTS OVER TIME – EUROPE**



KPI	Y14
Total accreditations	274
New accreditations*	70
Growth	+34%
% of European traffic	76.3%
Number of upgrades	75
Level 3+ airports	35
Level 4 airports	7
Level 4+ airports	38
Absolute change of scope 1 & 2 emissions from airports with historical emissions compared to the 3-year rolling average (tCO_2)	-452,893 (-20%)
Scope 1 & 2 emissions per passenger from airports at all levels (kgs)	1.80
Scope 1 & 2 CO_2 emissions per passenger from airports with historical emissions (and comparison with the 3-year rolling average) (kgs)	1.77 (+29%)

*There were 77 entries and seven withdrawals.

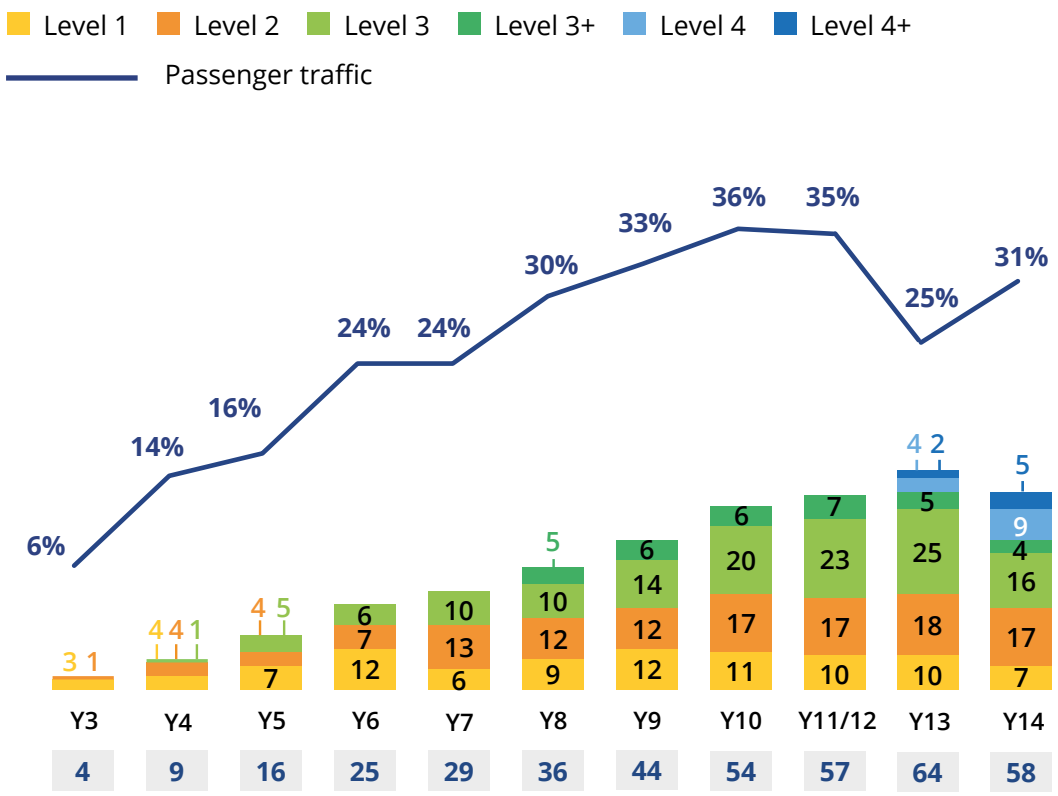
Asia-Pacific & Middle East





Nadi International Airport / NAN

FIGURE 5: **ACCREDITED AIRPORTS OVER TIME – ASIA PACIFIC & MIDDLE EAST**[8]

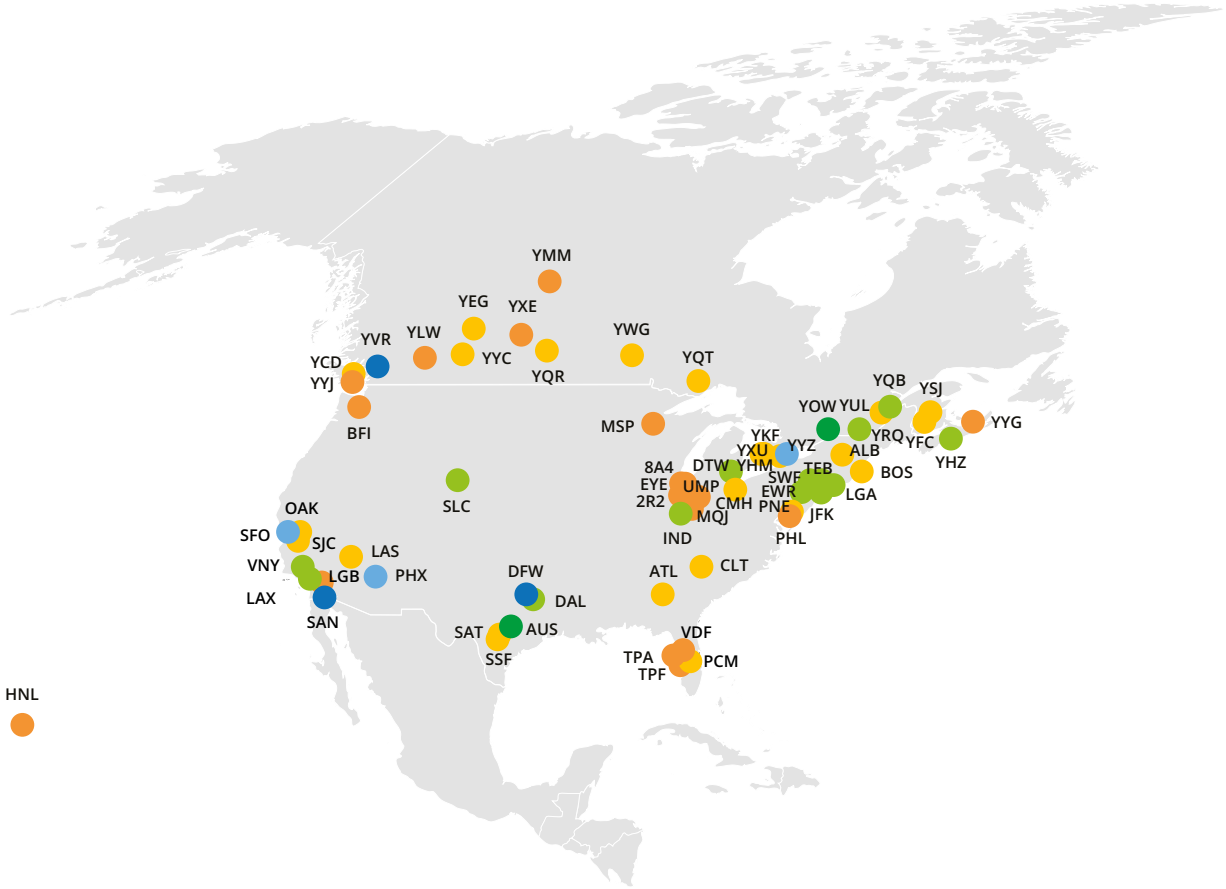


KPI	Y14
Total accreditations	58
New accreditations*	-6
Growth	-9%
% of Asia-Pacific traffic	30.7%
Number of upgrades	7
Level 3+ airports	4
Level 4 airports	9
Level 4+ airports	5
Absolute change of scope 1 & 2 emissions from airports with historical emissions compared to the 3-year rolling average (tCO_2)	-470,021 (-16%)
Scope 1 & 2 emissions per passenger from airports at all levels (kgs)	3.71
Scope 1 & 2 CO_2 emissions per passenger from airports with historical emissions (and comparison with the 3-year rolling average) (kgs)	3.72 (+30%)

*There were three entries and nine withdrawals.

[8] *Airport Carbon Accreditation* was extended to Asia-Pacific in November 2011

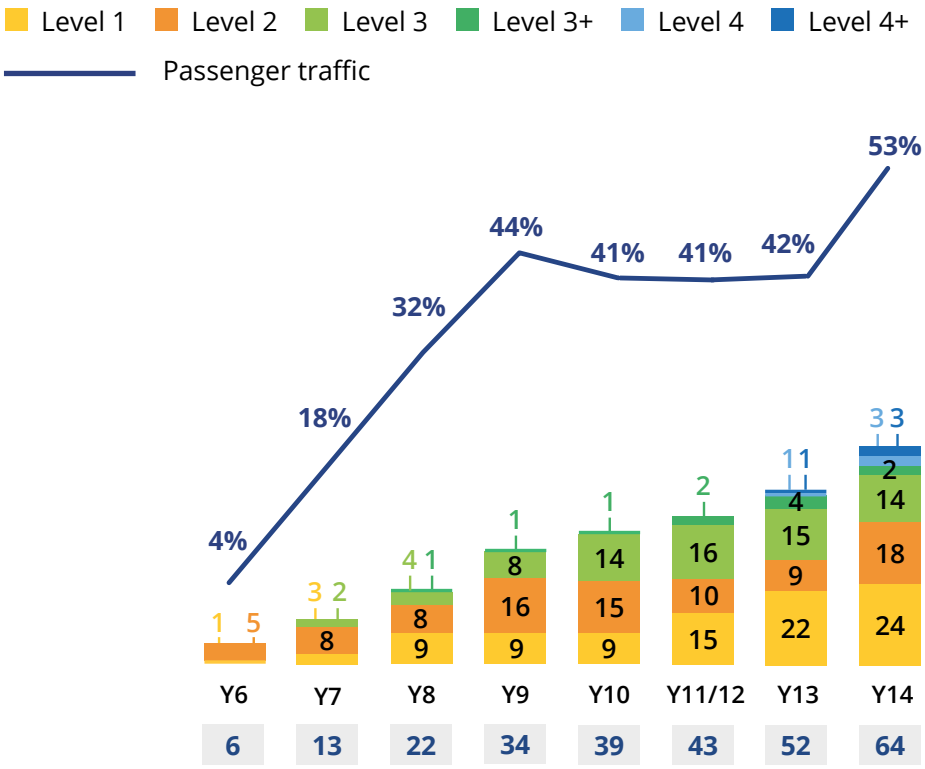
North America





San Francisco International Airport / SFO

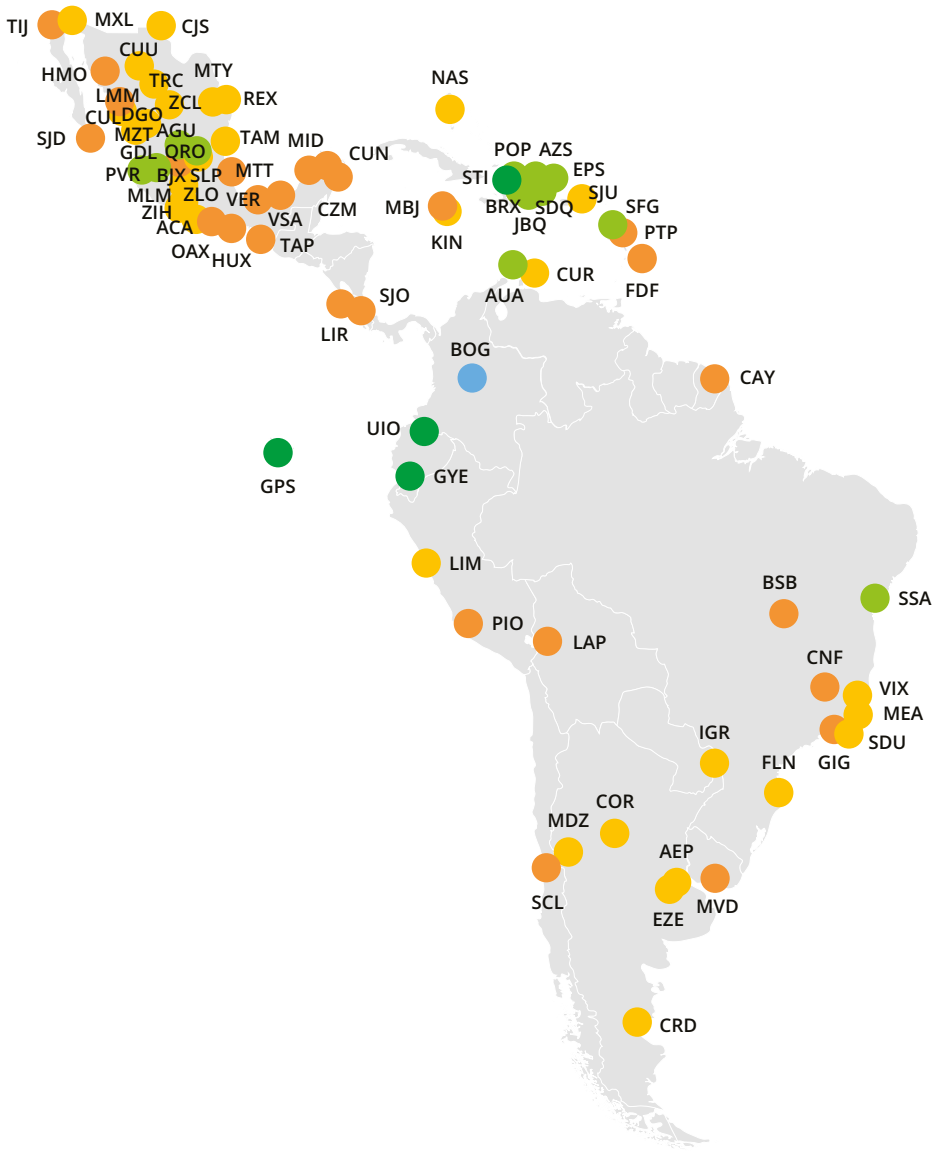
FIGURE 6: **ACCREDITED AIRPORTS OVER TIME – NORTH AMERICA**[9]



KPI	Y14
Total accreditations	64
New accreditations	12
Growth	+23%
% of North America traffic	53%
Number of upgrades	16
Level 3+ airports	2
Level 4 airports	3
Level 4+ airports	3
Absolute change of scope 1 & 2 emissions from airports with historical emissions compared to the 3-year rolling average (tCO_2)	-190,467 (-14%)
Scope 1 & 2 emissions per passenger from airports at all levels (kgs)	1.76
Scope 1 & 2 CO_2 emissions per passenger from airports with historical emissions (and comparison with the 3-year rolling average) (kgs)	1.93 (-10%)

[9] *Airport Carbon Accreditation* was extended to North America in September 2014.

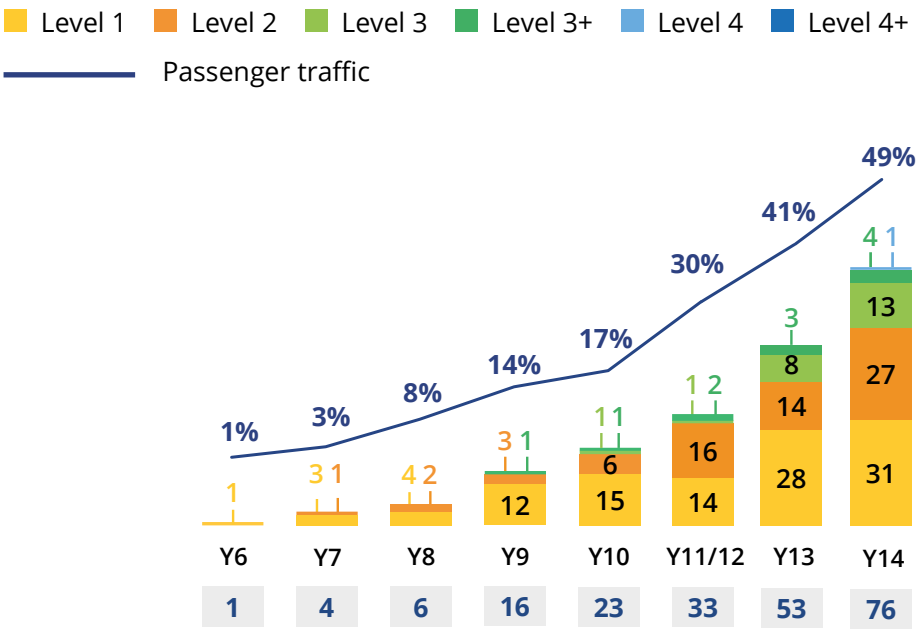
Latin America & the Caribbean





El Dorado International Airport / BOG

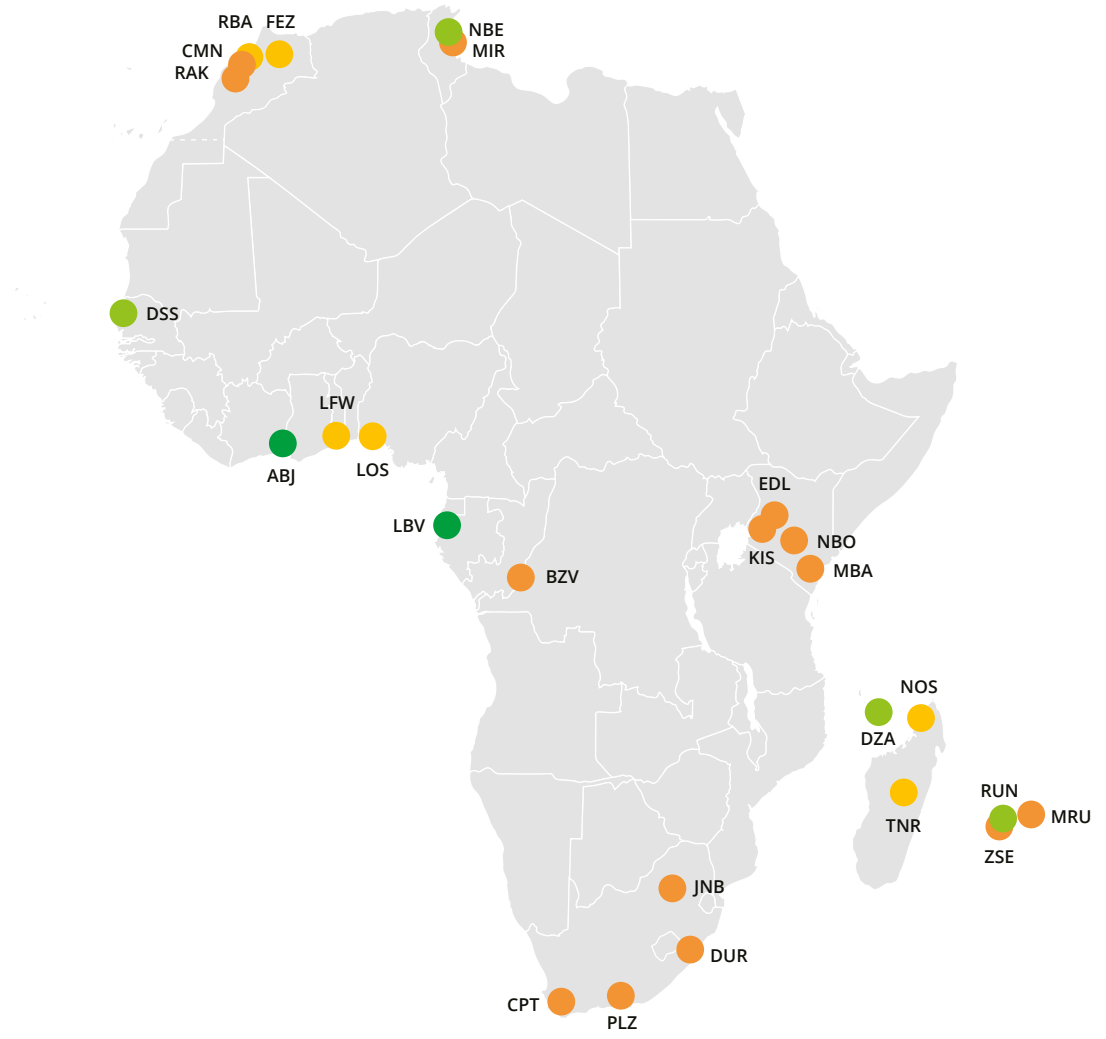
FIGURE 7: **ACCREDITED AIRPORTS OVER TIME – LATIN AMERICA & THE CARIBBEAN**[10]



KPI	Y14
Total accreditations	76
New accreditations	23
Growth	+43%
% of Latin America & Caribbean traffic	49.4%
Number of upgrades	24
Level 3+ airports	4
Level 4 airports	1
Level 4+ airports	-
Absolute change of scope 1 & 2 emissions from airports with historical emissions compared to the 3-year rolling average (tCO_2)	-35,314 (-15%)
Scope 1 & 2 emissions per passenger from airports at all levels (kgs)	1.14
Scope 1 & 2 CO_2 emissions per passenger from airports with historical emissions (and comparison with the 3-year rolling average) (kgs)	0.97 (+4%)

[10] *Airport Carbon Accreditation* was extended to Latin America & the Caribbean in November 2014.

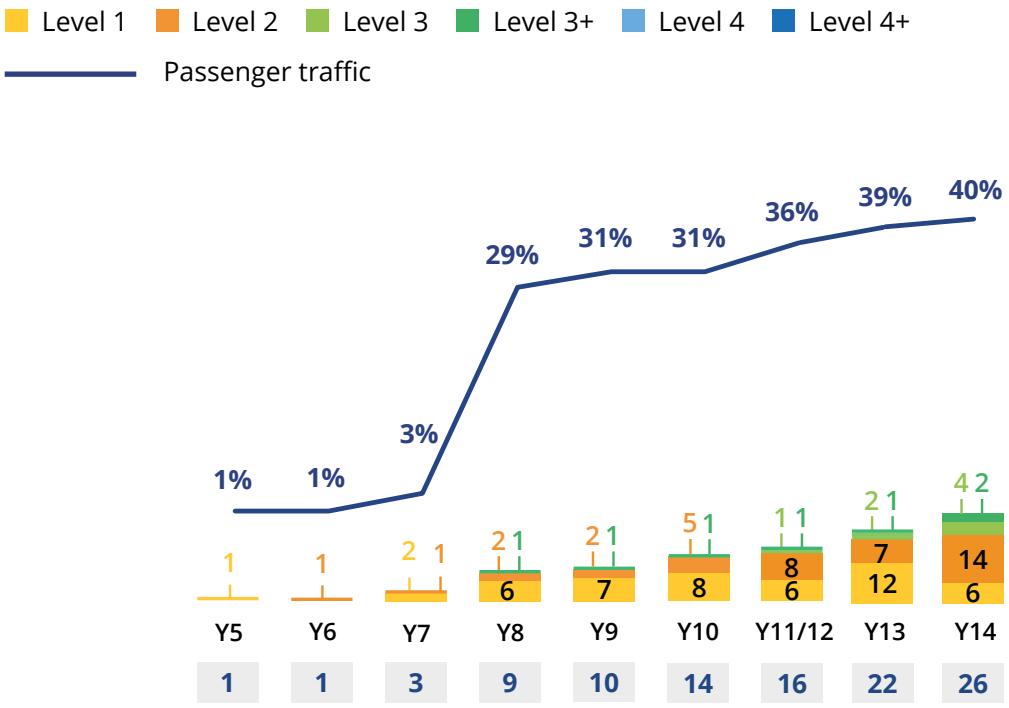
Africa





International Airport de Nosy Be-Fascene / NOS

FIGURE 8: **ACCREDITED AIRPORTS OVER TIME – AFRICA**[11]



KPI	Y14
Total accreditations	26
New accreditations*	4
Growth	+18%
% of Africa traffic	40.3%
Number of upgrades	8
Level 3+ airports	2
Level 4 airports	-
Level 4+ airports	-
Absolute change of scope 1 & 2 emissions from airports with historical emissions compared to the 3-year rolling average (tCO_2)	-83,501 (-31%)
Scope 1 & 2 emissions per passenger from airports at all levels (kgs)	4.08
Scope 1 & 2 CO_2 emissions per passenger from airports with historical emissions (and comparison with the 3-year rolling average) (kgs)	4.09 (+18%)

*There were seven entries and three withdrawals.

[11] *Airport Carbon Accreditation* was extended to Africa in June 2013.

Carbon Neutrality/Level 3+ and Transition/Level 4+

Level 3+ accredited airports (Neutrality)	47
Level 4+ accredited airports (Transition)	46
Amount of offsets (tonnes of CO_{2e})	629,113
Change of offsets compared to previous year	-30%

FIGURE 9: **TCO_{2e} PER OFFSETTING PROGRAMME**

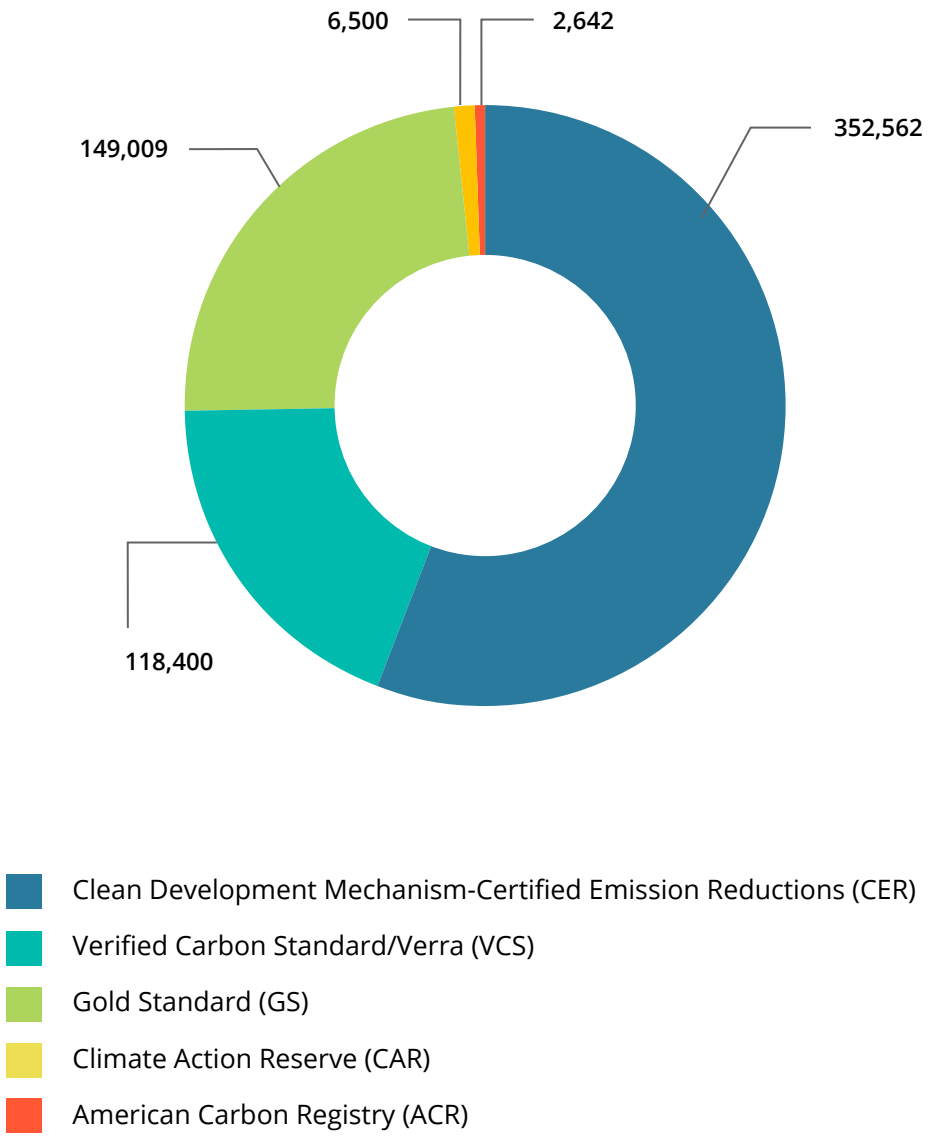
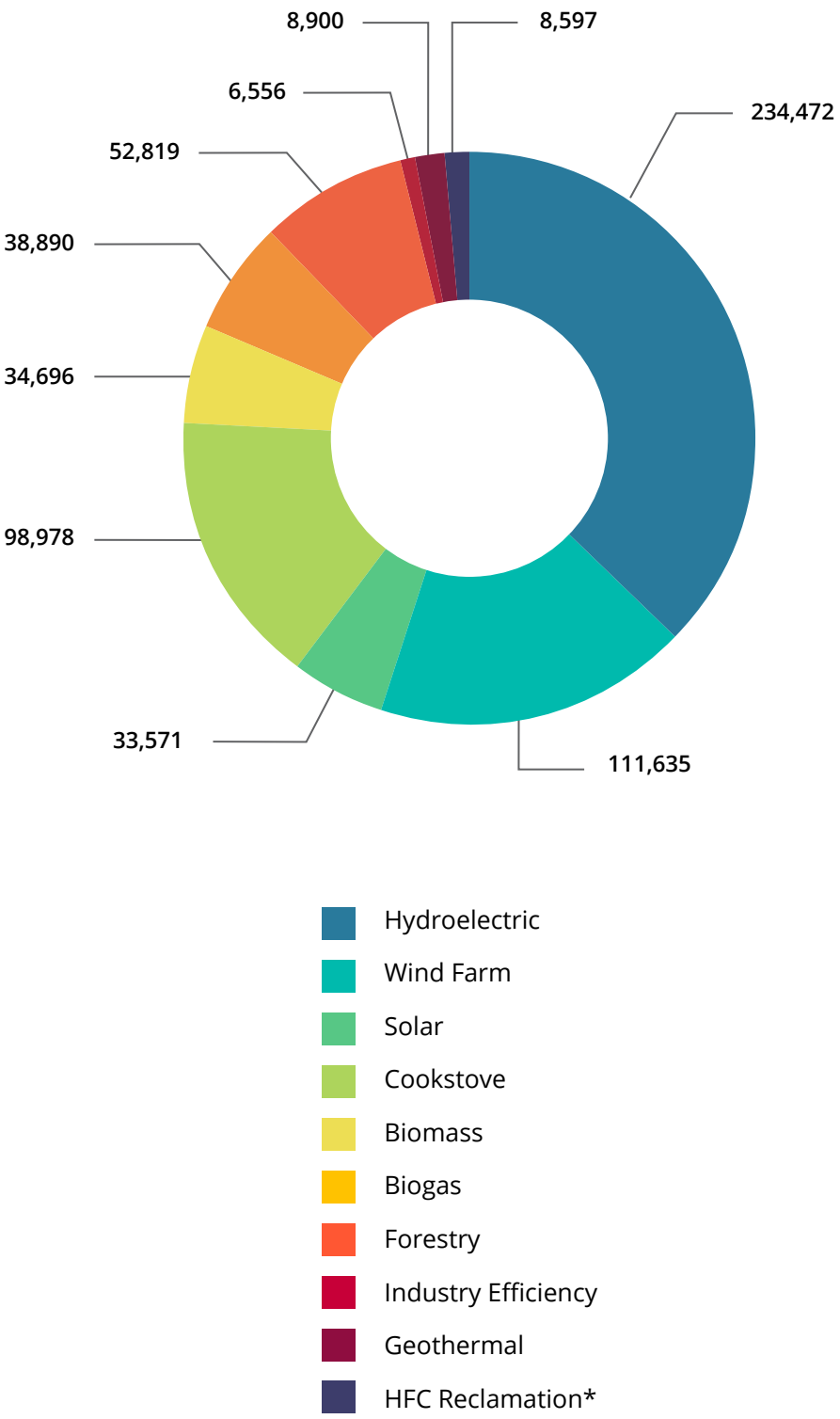


FIGURE 10: **TCO_{2e} PER OFFSETTING PROJECT TYPE**



*Permission provided given the integrity of the proposed project.

Transformation/Transition – Levels 4/4+

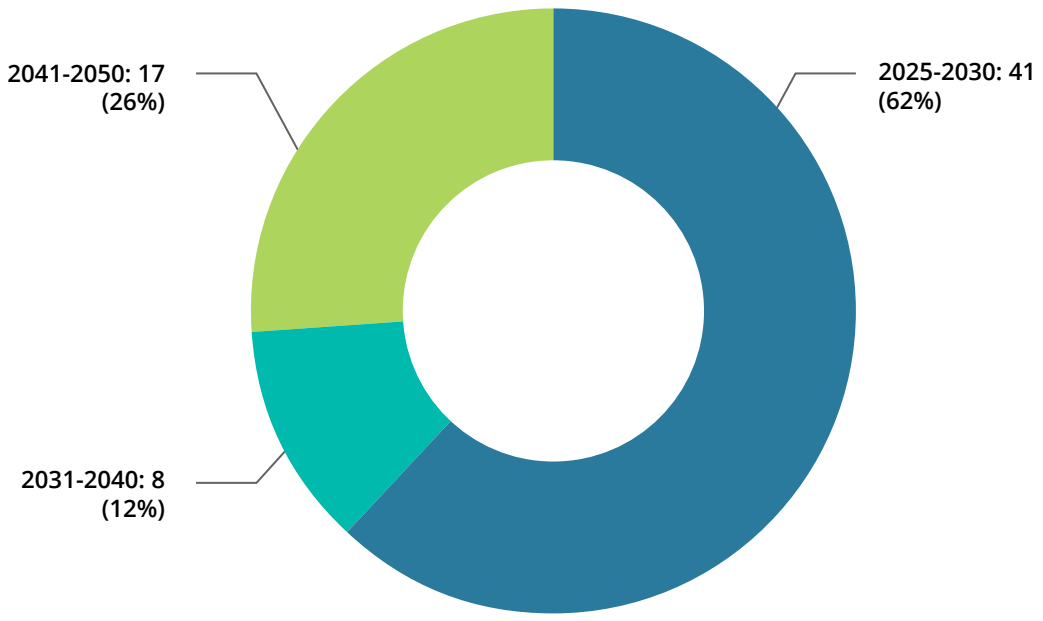
The first major structural change to the programme since its inception in 2009 was announced in November 2020 with the introduction of the two new accreditation levels – Level 4 Transformation and Level 4+ Transition. The launch of these two new levels marked a shift in the ambition level of the programme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

There has been a continued interest by airports in these two accreditation levels. There were 66 airports accredited in Y14, compared to 32 in Y13, a more than doubling of accreditations.

Airports at Levels 4/4+	66
Number of airports with Net Zero Scope 1 and 2 emissions target year	21
Expected emission reductions of all airports (tCO_2) by their target year (against their respective baseline years)	2,240,622

FIGURE 11: **LEVELS 4/4+ AIRPORT LONG TERM TARGET YEAR DISTRIBUTION**

(TARGET YEAR, NUMBER OF AIRPORTS, %)





Vancouver International Airport / YVR

3. The view of the verifiers

Independent third-party verification by an approved verifier is an essential component of the programme. The primary aim of verification is to provide confidence that the reported information, statements, and plans represent a faithful, true, and fair account of an airport's efforts. Ensuring transparency and verifiability is crucial. The more transparent, well-controlled, and well-documented an airport's emissions data and systems are, the easier it will be to verify. In this Section, four experienced verifiers from across the globe share their valuable insights on how airports can navigate their way through verification and what lessons can be learned from the process.



Ms. Patricia Pinilla

VERIFAVIA part of Normec Group



Ms. Ursula Antunez

SGS



Ms. Chaimae Rhallab

INDEPENDENT VERIFIER



Mr. Antoine Chenaill

Enviro-access GHG Experts

1. How can airports contribute to a seamless verification process?

Patricia Pinilla: A smooth verification process depends on the availability of well-organised information that facilitates data access to the verifier. It is essential that airports provide full details of emission factors sources and estimations. Additionally, transparency on the verification timelines and promoting effective communication between the verifier and the airport are essential.

Ursula Antunez: In expectation of the verification process, the airports can prepare the carbon footprint by emission source. Also, it is important that they have readily available the evidence, such as electricity invoices, fuel vouchers, training records, and operations data. Furthermore, the approved policies, carbon reduction plan, stakeholder engagement plan, and procedures, shall be up-to-date to reflect the current operations of the airport.

Chaimae Rhallab: It is important to carefully read the requirements of the target level of accreditation. The accreditation file must contain all the information and supporting documents detailed in the Application Manual, while the airport must document each stage of the project, such as the definition of the boundary and the *Airport Carbon Accreditation* Online requirements.

Antoine Chenaill: It is useful to add comments in all cells of a spreadsheet where raw data is entered for the GHG calculations (ACERT or other) so that the information is transparent and easily traceable. It also helps to organise all evidence in sub folders according to the Application Manual. Furthermore, organising the information in one document (e.g., Carbon Management Plan), is also a lot easier for verifiers than separating the information in multiple separate documents.

2. What is your advice to airports on how to develop their carbon footprint?

Patricia Pinilla: Once the organisational boundary and emissions sources are clearly defined, airports should establish the data collection and calculation methodologies. Airports can use or customise existing tools for their carbon footprint calculation. They should stay updated about the latest releases of emission factors and use CO_{2e} for consistency and accuracy.

Ursula Antunez: ACERT is a very practical tool for the calculation of carbon footprint. It is also important to have spreadsheets with the monthly consumption and operations data. When an airport operates in a country that has a national or regional greenhouse gas program, it is important to align all programmes in terms of data and calculations. If airports have their own resources, they can calculate the carbon footprint themselves, but if not, they can attend training courses and/or obtain support from carbon footprint consultants.

Chaimae Rhallab: The airport must define its operational and organisational boundaries based on the list of sources identified by the programme. Then, the airport must establish a data collection process and choose between ACERT or an adjustable calculation sheet depending on the specific advantages and disadvantages of each solution.

Antoine Chenaill: Consult the *Airport Carbon Accreditation* Application Manual before preparing the carbon footprint to ensure that all mandatory emission sources are included and quantified using the relevant methodology. Many airports are unfamiliar with the specific requirements which results in non-conformities or discrepancies which must be corrected later on.

3. Which are the most effective carbon management initiatives for airports?

Patricia Pinilla: One consistent approach airports have adopted, without substantial investment, are real-time activity dashboards. These enable frequent uploads of actual data for correcting anomalies promptly. Additionally, embracing emerging technologies like renewable energy sources, LED lighting, electric vehicles, and advanced air conditioning systems have empowered airports to effectively diminish their carbon footprint.

Ursula Antunez: Most airports focus on renewable energy generated on-site using solar panels, as well as energy efficiency initiatives, such as installation of LED lights. Several airports also purchase green energy to reduce their market-based carbon footprint. Some airports implement actions to optimise transport routes, while others focus on circular economy initiatives and implement actions to minimise resource use as well as increase recycling/reuse.

Chaimae Rhallab: Effective carbon management involves various strategies and practices. The most common initiatives are implementation of education and awareness initiatives, energy efficiency improvements following the ISO 50001 standard, use of low carbon energy (renewable or green), sustainable building renovation and investing in high-quality offset projects.

Antoine Chenaill: Monitoring accurately energy consumption is a very effective way to identify the most efficient initiatives and also keep track of improvements. Most airports in Canada proceed with electrification of their equipment and implementation of renewable energy initiatives on the airport property.

4. What key traits make for an effective *Airport Carbon Accreditation* Verifier?

Patricia Pinilla: 1. Ensure credibility through impartiality and independence aided by strong communication skills; 2. Pay attention to detail and possess analytical skills to understand GHG mitigation initiatives implementation, assess data, undertake validation checks, etc.; 3. Encourage airports to achieve/maintain an accreditation level.

Ursula Antunez: The most effective verifiers are those with experience as greenhouse gas protocol or ISO 14064-1 auditors, because they approach audits from a strategic analysis perspective. Specifically, they evaluate emission sources and samples based on a risk assessment approach. Also, as airports are diverse, it is important that verifiers have accumulated experience with different airports and countries. Finally, knowledge of languages is key when records are in a local language.

Chaimae Rhallab: Verifiers must have experience and technical expertise in conducting carbon emissions assessments and verifications, reasonable knowledge about the airport sector, problem-solving abilities, and ethical conduct. They must be independent and objective, while maintaining effective communication and collaboration with the airport and the programme administration.

Antoine Chenaill: A good verifier is rigorous in the search for evidence and in the application of programme compliance criteria, while remaining attentive to airport particular issues. A good verifier should also keep airports well informed on the progress of the verification. Airports should have the opportunity to correct any discrepancies identified and there should be no surprises when submitting the verification report.

5. What advantages do you think an airport can gain from on-site and off-site verification?

Patricia Pinilla: On-site verification allows verifiers to directly grasp and better understand the airport systems and applied processes. This offers insights into operations evidencing *Airport Carbon Accreditation* training and communication campaigns. The verifier's presence clarifies the programme requirements and fosters airport stakeholders' interaction. Off-site verifications are convenient over logistics and travel related elements. For airports with a tight deadline, off-site verification represents a time efficient solution. It also enables remote and smaller airports the opportunity to have access to accreditation.

Ursula Antunez: On-site verification is essential to confirm the boundaries of the airport, understand the operations under the control of the airport, and identify any emission sources that maybe have been missed. On-site verification also improves the rapport between the airport staff, the verifiers, and other stakeholders, while airports gain an in-depth understanding of the programme requirements. Off-site verification mostly benefits airport groups, as they usually have central policies and procedures. In such cases it is beneficial to conduct a sampling for the on-site visit at the central location, in order to capture the key topics for the airport group as a whole.

Chaimae Rhallab: During on-site verification, verifiers can physically inspect equipment, processes, and documentation to ensure accuracy and compliance with requirements. They can verify data sources, collection methods, and measurement instruments, while interacting directly with airport staff. Off-site verification can be conducted by verifiers located anywhere in the world, making it accessible to airports in regions with lack of verifiers. Verifiers can focus on analysing the documents without the need to travel or coordinate with airport staff. It is more cost-effective and particularly beneficial for smaller airports with limited resources.

Antoine Chenaill: On-site verification allows airport managers and verifiers to get to know each other in person, and better explore the particularities of each airport. It also ensures that all reportable emission sources are included in the inventory, and that nothing significant has been omitted. Off-site verification allows the verification process to be completed more quickly and at a lower cost, especially in the case of smaller, less accessible regional airports. It also helps airports to have access to a wider range of verifiers.



Stavanger Airport / SVG

4. Outlook

Airport Carbon Accreditation is planning to take the following actions in the next period:

- Closely monitor implementation of Level 5, potentially identifying needs for additional guidance or clarifications.
- Progress with a voluntary programme to encourage airport service providers to manage their greenhouse gas emissions as well as to recognise their efforts.
- Undertake a thorough review of the programme's guidelines to ensure that it maintains its effectiveness and remans up to date with international developments, while meeting airport needs.



Athens International Airport / ATH

5. Methodology

This section presents the methodological approach of the Annual Report.

- Data collection and analysis is a key component 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 online 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 year 2022-2023 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. This does not necessarily cover the emissions released or reductions achieved during the period May 2022-May 2023, as this data may not yet be available for reporting. Airports do endeavour to report the most up to date data available.

- COVID-19 had a significant impact on the operations of some airports. As a result 56 airports were not able to submit data for Y14. In these cases the analysis uses the most recent available data as reported by these airports.

- 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.

- 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 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.

- The carbon performance results reflect solely the carbon footprints of accredited airports, and thus must 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.

- In line with the earlier COVID-19 provisions, Year 11 (mid-May 2019 to mid-May 2020) and Year 12 (mid-May 2020 to mid-May 2021) were merged and are treated as one single reporting year.

6. Accreditations List

The latest status of airport accreditations is available on the programme website.

**COVID-19 had a significant impact on the operations of some airports. As a result, 56 airports have been delayed in submitting data for Y14, with the renewal of the accreditation also being delayed. In these cases, the Annual Report uses the most recent available data as reported by these airports.*

***In the 2021-2022 Annual Report, Halim Perdanakusuma Airport (HLP) in Indonesia was incorrectly listed as an entry at Level 1 in the Asia-Pacific & Middle East Region instead of Hamilton Airport (HLZ) in New Zealand.*

EUROPE

LEVEL	AIRPORT	CODE	TYPE
1	Adana International Airport	ADA	Entry
1	Ağrı Airport	AJI	Entry
1	Alghero Airport	AHO	Entry
1	Amasya Merzifon Airport	MZH	Entry
1	Andorra – La Seu d'Urgell Airport	LEU	Renewal *
1	Annecy Mont Blanc Airport	NCY	Renewal
1	Antwerp Airport	ANR	Renewal *
1	Balıkesir Merkez Airport	BZI	Entry
1	Batman Airport	BAL	Entry
1	Beauvais-Tille Airport	BVA	Renewal
1	Béziers Cap d'Agde Airport	BZR	Entry
1	Billund Airport	BLL	Renewal
1	Bingöl Airport	BGG	Entry
1	Bournemouth International Airport	BOH	Renewal *
1	Çanakkale Gökçeada Airport	GKD	Entry
1	Castellón Airport	CDT	Renewal
1	Chania International Airport	CHQ	Renewal
1	Denizli Çardak Airport	DNZ	Entry
1	Dinard Bretagne Airport	DNR	Renewal
1	Diyarbakır Airport	DIY	Entry
1	Dubrovnik Airport	DBV	Renewal
1	Elazig Airport	EZS	Entry

1	Exeter Airport	EXT	Renewal *
1	Gap-Tallard Airport	GAT	Entry
1	Gazipasa Airport	GZP	Entry
1	Hakkari Yüksekova Airport	YKO	Entry
1	Hatay Airport	HTY	Entry
1	Iğdır Airport	IGD	Entry
1	Inverness Airport	INV	Renewal
1	Ireland West Airport Knock	NOC	Entry
1	Isparta Süleyman Demirel Airport	ISE	Entry
1	Jersey Airport	JER	Renewal
1	Kars Airport	KSY	Entry
1	Kastamonu Airport	KFS	Entry
1	Kayseri Airport	ASR	Entry
1	Kefallinia Island International Airport	EFL	Renewal
1	Kocaeli Cengiz Topel Airport	KCO	Entry
1	Konya Airport	KYA	Entry
1	Kristiansand Airport	KRS	Renewal
1	Lleida Alguaire Airport	ILD	Renewal *
1	London Biggin Hill Airport	BQH	Entry
1	Malatya Airport	MLX	Entry
1	Mardin Airport	MQM	Entry
1	Muğla Milas – Bodrum Airport	BJV	Renewal *
1	Muş Airport	MSR	Entry
1	Mytilini International Airport	MJT	Renewal
1	Norwich Airport	NWI	Renewal *
1	Ordu-Giresun Airport	OGU	Entry
1	Ostend-Bruges International Airport	OST	Renewal *
1	Podgorica Airport	TGD	Entry
1	Rodos Airport – Diagoras	RHO	Renewal
1	Samos International Airport	SMI	Renewal
1	Samsun Çarşamba Airport	SZF	Entry
1	Şanlıurfa Gap Airport	GNY	Entry
1	Santiago Airport	SCQ	Renewal
1	Sarajevo International Airport	SJJ	Entry
1	Siirt Airport	SXZ	Entry
1	Tekirdağ Çorlu Airport	TEQ	Entry
1	Thessaloniki International Airport	SKG	Renewal
1	Tivat Airport	TIV	Entry

1	Tokat Airport	TJK	Entry
1	Trabzon International Airport	TZX	Entry
1	Trieste Airport	TRS	Entry
1	Uşak Airport	USQ	Entry
1	Van Ferit Melen Airport	VAN	Entry
1	Zadar Airport	ZAD	Renewal
1	Zvartnots International Airport	EVN	Renewal
2	Aalborg Airport	AAL	Renewal *
2	Adıyaman Airport	ADF	Upgrade
2	Ajaccio Napoleon Bonaparte Airport	AJA	Entry
2	Albert Picardie Airport	BYF	Entry
2	Alicante-Elche Airport	ALC	Renewal
2	Angoulême-Cognac Airport	ANG	Entry
2	Auch-Gers Airport	LFDH	Entry
2	Aurillac-Tronquières Airport	AUR	Entry
2	Avignon-Provence Airport	AVN	Upgrade
2	Balıkesir Koca Seyit Airport	EDO	Upgrade
2	Bastia-Poretta Airport	BIA	Entry
2	Belfast International Airport	BFS	Renewal
2	Belgrade Nikola Tesla Airport	BEG	Upgrade
2	Bergerac Dordogne Périgord Airport	EGC	Renewal
2	Besançon-La Vèze Airport	QBQ	Entry
2	Bordeaux Airport	BOD	Early upgrade
2	Bourgas Airport	BOJ	Renewal
2	Brest Bretagne Airport	BES	Upgrade
2	Brive-La Roche Airport	BVE	Entry
2	Bucharest Băneasa Aurel Vlaicu International Airport	BBU	Renewal
2	Bursa Yenişehir Airport	YEI	Upgrade
2	Caen-Carpiquet Airport	CFR	Entry
2	Cagliari Elmas Airport	CAG	Renewal
2	Calvi-Sainte Catherine Airport	CLY	Entry
2	Çanakkale Airport	CKZ	Upgrade
2	Carcassonne Airport	CCF	Entry
2	Catania Fontanarossa Airport	CTA	Renewal
2	Châteauroux-Center Airport	CHR	Entry
2	Cluj Avram Iancu International Airport	CLJ	Upgrade
2	Cork Airport	ORK	Renewal
2	Courchevel Altiport	CVF	Entry

2	Deauville – Saint-Gatien Airport	DOL	Entry
2	Erzincan Airport	ERC	Upgrade
2	Erzurum Airport	ERZ	Upgrade
2	Figari Sud Corse Airport	FSC	Entry
2	Gaziantep Airport	GZT	Upgrade
2	George Best Belfast City Airport	BHD	Renewal *
2	Ibiza Airport	IBZ	Renewal
2	Kahramanmaraş Airport	KCM	Upgrade
2	Kaunas Airport	KUN	Renewal
2	La Rochelle – Île de Ré Airport	LRH	Upgrade
2	Lannion Airport – Côte de Granit	LAI	Entry
2	Lanzarote Airport	ACE	Renewal
2	Le Havre Octeville Airport	LEH	Renewal
2	Le Mans-Arnage Airport	LME	Entry
2	Le Puy – Loudes Airport	LPY	Entry
2	Lille – Lesquin Airport	LIL	Upgrade
2	Limoges International Airport	LIG	Upgrade
2	Lorient South Brittany Airport	LRT	Entry
2	Ljubljana International Airport	LJU	Renewal
2	Maastricht Aachen Airport	MST	Entry
2	Malta International Airport	MLA	Renewal
2	Menorca Airport	MAH	Renewal
2	Metz Nancy Lorraine Airport	ETZ	Entry
2	Montbeliard – Courcelles Airport	XMF	Entry
2	Muğla Dalaman Airport	DLM	Entry
2	Nancy – Essey Airport	ENC	Entry
2	Nevsehir/Kapadokya Airport	NAV	Upgrade
2	Newcastle International Airport	NCL	Early upgrade
2	Orléans – Saint-Denis-de-l'Hôtel Airport	ORE	Entry
2	Palanga Airport	PLQ	Renewal
2	Pau-Pyrénées Airport	PUF	Entry
2	Pays d'Ancenis Airport	LFFI	Upgrade
2	Perpignan-Rivesaltes Airport	PGF	Entry
2	Poitiers Biard Airport	PIS	Renewal
2	Quimper Bretagne Airport	UIP	Renewal
2	Riga International Airport	RIX	Renewal
2	Rodez-Aveyron Airport	RDZ	Entry
2	Rouen Seine Valley Airport	URO	Entry

2	Shannon Airport	SNN	Upgrade
2	Sinop Airport	NOP	Upgrade
2	Sirnak Serafettin Elçi Airport	NKT	Upgrade
2	Sivas Nuri Demirağ Airport	VAS	Upgrade
2	St. Gallen–Altenrhein Airport	ACH	Upgrade
2	Strasbourg Airport	SXB	Upgrade
2	Tarbes Lourdes Pyrénées Airport	LDE	Renewal
2	Tel Aviv Ben Gurion International Airport	TLV	Renewal
2	Valenciennes – Denain Airport	XVS	Entry
2	Vannes Golfe du Morbihan Airport	VNE	Renewal
2	Varna Airport	VAR	Renewal
2	Verona Airport	VRN	Renewal
3	Adolfo Suárez Madrid – Barajas Airport	MAD	Renewal
3	Aix-en-Provence Airport	QXB	Entry
3	Angers Loire Airport	ANE	Entry
3	Auxerre – Branches Airport	AUF	Renewal
3	Barcelona – El Prat Airport	BCN	Renewal
3	Birmingham Airport	BHX	Entry
3	Bourges Airport	BOU	Renewal
3	Brussels South – Charleroi Airport	CRL	Upgrade
3	Bucharest Henri Coandă International Airport	OTP	Renewal *
3	Châlon Champforgeuil Airport	XCD	Renewal
3	Chambéry Savoie Airport Mont Blanc	CMF	Upgrade
3	Cherbourg Maupertus Airport	CER	Renewal
3	Clermont – Ferrand Auvergne Airport	CFE	Upgrade
3	Dijon Bourgogne Airport	DIJ	Renewal
3	Dôle – Jura Airport	DLE	Entry
3	Düsseldorf International Airport	DUS	Renewal
3	Edinburgh Airport	EDI	Upgrade
3	Falcone and Borsellino Palermo Airport	PMO	Upgrade
3	Frankfurt Airport	FRA	Renewal
3	Grenoble Alpes Isère Airport	GNB	Upgrade
3	Istanbul International Airport	IST	Upgrade
3	Leeds Bradford International Airport	LBA	Upgrade
3	Liège Airport	LGG	Early upgrade
3	Málaga Airport – Costa del Sol	AGP	Upgrade
3	Milan Bergamo Airport	BGY	Renewal
3	Montpellier Mediterranean Airport	MPL	Upgrade

3	Munich Airport	MUC	Renewal
3	Nantes Atlantique Airport	NTE	Upgrade
3	Nîmes Alès Camargue Cévennes Airport	FNI	Renewal
3	Olbia Costa Smeralda Airport	OLB	Upgrade
3	Palma de Mallorca Airport	PMI	Renewal
3	Prague Airport	PRG	Renewal
3	Reims-Champagne Airport	RHE	Renewal
3	Rennes Bretagne Airport	RNS	Upgrade
3	Saint-Nazaire Montoir Airport	SNR	Upgrade
3	SOF Connect Sofia International Airport	SOF	Renewal
3	Stuttgart Airport	STR	Renewal *
3	Tallinn Airport	TLL	Upgrade
3	Torino Airport	TRN	Upgrade
3	Toulon Hyères Airport	TLN	Upgrade
3	Toulouse Francazal Airport	LFBF	Renewal
3	Tours Val de Loire Airport	TUF	Renewal
3	Troyes-Barberey Airport	QYR	Renewal
3	Vienna International Airport	VIE	Renewal
3	Vilnius International Airport	VNO	Renewal
3	Zagreb Airport	ZAG	Renewal
3+	Aberdeen Airport	ABZ	Upgrade
3+	Ängelholm-Helsingborg Airport	AGH	Entry
3+	Ankara Esenboğa Airport	ESB	Renewal
3+	Antalya International Airport	AYT	Renewal
3+	Athens International Airport	ATH	Renewal
3+	Bergen Airport	BGO	Renewal *
3+	Bologna G. Marconi Airport	BLQ	Upgrade
3+	Bristol Airport	BRS	Renewal *
3+	Brussels Airport	BRU	Renewal
3+	Budapest Ferenc Liszt International Airport	BUD	Renewal
3+	Dublin Airport	DUB	Renewal
3+	East Midlands Airport	EMA	Renewal *
3+	Farnborough Airport	FAB	Renewal
3+	Genève Airport	GVA	Renewal
3+	Glasgow Airport	GLA	Upgrade
3+	Hamburg Airport	HAM	Renewal
3+	Izmir Adnan Menderes International Airport	ADB	Renewal
3+	Keflavik International Airport	KEF	Renewal



Ponta Delgada Airport / PDL

3+	Larnaka International Airport	LCA	Renewal
3+	London Gatwick Airport	LGW	Renewal *
3+	London Stansted Airport	STN	Renewal *
3+	Luleå Airport	LLA	Renewal
3+	Luxembourg Airport	LUX	Renewal
3+	Manchester Airport	MAN	Renewal *
3+	Oslo Gardermoen Airport	OSL	Renewal
3+	Pafos International Airport	PFO	Renewal
3+	Prishtina International Airport 'Adem Jashari'	PRN	Renewal
3+	Ronneby Airport	RNB	Renewal
3+	Southampton International Airport	SOU	Upgrade
3+	Stavanger Airport	SVG	Renewal *
3+	Stockholm-Bromma Airport	BMA	Renewal
3+	Toulouse-Blagnac Airport	TLS	Renewal *
3+	Treviso Airport	TSF	Renewal *
3+	Trondheim Airport	TRD	Renewal *
3+	Umeå Airport	UME	Renewal
4	EuroAirport Basel Mulhouse Freiburg Airport	BSL	Renewal
4	London Luton Airport	LTN	Upgrade
4	Marseille Provence Airport	MRS	Renewal
4	Paris – Charles de Gaulle Airport	CDG	Upgrade
4	Paris – Le Bourget Airport	LBG	Upgrade
4	Paris-Orly Airport	ORY	Upgrade
4	Zürich Airport	ZRH	Upgrade

4+	Amsterdam Airport Schiphol	AMS	Upgrade
4+	Åre Östersund Airport	OSD	Renewal *
4+	Beja Airport – Civil Terminal	BYJ	Upgrade
4+	Cannes – Mandelieu Airport	CEQ	Renewal
4+	Copenhagen Airport	CPH	Renewal *
4+	Eindhoven Airport	EIN	Renewal *
4+	Faro Airport	FAO	Upgrade
4+	Flores Airport	FLW	Upgrade
4+	Göteborg Landvetter Airport	GOT	Renewal
4+	Heathrow Airport	LHR	Renewal
4+	Helsinki Airport	HEL	Upgrade
4+	Horta Airport	HOR	Upgrade
4+	Ivalo Airport	IVL	Upgrade
4+	Kiruna Airport	KRN	Upgrade
4+	Kittilä Airport	KTT	Upgrade
4+	Kuusamo Airport	KAO	Upgrade
4+	Lisbon Airport	LIS	Upgrade
4+	London City Airport	LCY	Upgrade
4+	Lyon Airport	LYS	Upgrade
4+	Lyon – Bron Airport	LYN	Upgrade
4+	Madeira Airport	FNC	Upgrade
4+	Malmö Airport	MMX	Upgrade
4+	Milan – Linate Airport	LIN	Renewal
4+	Milan – Malpensa Airport	MXP	Renewal
4+	Naples International Airport	NAP	Upgrade
4+	Nice Côte d'Azur Airport	NCE	Renewal
4+	Ponta Delgada Airport	PDL	Upgrade
4+	Porto Airport	OPO	Upgrade
4+	Porto Santo Airport	PXO	Upgrade
4+	Rome – Ciampino Airport	CIA	Renewal
4+	Rome – Fiumicino Airport	FCO	Renewal
4+	Rotterdam The Hague Airport	RTM	Renewal *
4+	Rovaniemi Airport	RVN	Upgrade
4+	Saint-Tropez Airport	LTT	Renewal
4+	Santa Maria Airport	SMA	Upgrade
4+	Stockholm – Arlanda Airport	ARN	Renewal
4+	Venice Airport	VCE	Renewal *
4+	Visby Airport	VBY	Upgrade

ASIA-PACIFIC & MIDDLE EAST

LEVEL	AIRPORT	CODE	TYPE
1	Broome International Airport	BME	Renewal
1	Duqm International Airport	DQM	Renewal
1	Gold Coast Airport	OOL	Renewal *
1	Hamilton Airport	HLZ	Renewal
1	Longreach Airport	LRE	Renewal
1	Muscat International Airport	MCT	Renewal
1	Tahiti-Faa'a International Airport	PPT	Renewal *
2	Biju Patnaik International Airport Bhubaneswar	BBI	Renewal
2	Guangzhou Bai Yun International Airport	CAN	Renewal *
2	King Khaled International Airport	RUH	Upgrade
2	Lal Bahadur Shastri International Airport Varanasi	VNS	Renewal
2	Macau International Airport	MFM	Renewal
2	Mount Isa Airport	ISA	Renewal
2	Netaji Subhash Chandra Bose International Airport Kolkata	CCU	Renewal
2	New Plymouth Airport	NPL	Renewal
2	Nouméa-La Tontouta International Airport	NOU	Renewal
2	Palmerston North Airport	PMR	Renewal
2	Perth Airport	PER	Renewal
2	Phnom Penh International Airport	PNH	Renewal
2	Prince Mohammed Bin Abdul Aziz International Airport	MED	Entry
2	Siem Reap International Airport	REP	Renewal
2	Sihanouk International Airport	KOS	Renewal
2	Townsville Airport	TSV	Renewal
2	Wellington International Airport	WLG	Entry
3	Abu Dhabi International Airport	AUH	Renewal *
3	Adelaide Airport	ADL	Renewal
3	Adelaide Parafield Airport	YPPF	Renewal
3	Chengdu Shuangliu International Airport	CTU	Renewal *
3	Dubai International Airport	DXB	Renewal
3	Dubai World Central Airport	DWC	Renewal
3	Hamad International Airport	DOH	Renewal
3	Kaohsiung International Airport	KHH	Renewal
3	Kuala Lumpur International Airport	KUL	Renewal *
3	Melbourne Airport	MEL	Renewal

3	Nadi International Airport	NAN	Renewal
3	Narita International Airport	NRT	Renewal
3	Salalah International Airport	SLL	Renewal
3	Singapore Changi Airport	SIN	Renewal
3	Sydney International Airport	SYD	Renewal
3	Taiwan Taoyuan International Airport	TPE	Renewal
3+	Hobart International Airport	HBA	Renewal
3+	Rajiv Gandhi International Airport	HYD	Renewal
3+	Sharjah International Airport	SHJ	Renewal *
3+	Sunshine Coast Airport	MCY	Renewal *
4	Bahrain International Airport	BAH	Upgrade
4	Brisbane International Airport	BNE	Upgrade
4	Christchurch International Airport	CHC	Renewal
4	Hong Kong International Airport	HKG	Upgrade
4	Incheon International Airport	ICN	Upgrade
4	Kansai International Airport	KIX	Renewal *
4	Kobe Airport	UKB	Renewal *
4	Newcastle Airport	NTL	Entry
4	Osaka International Airport	ITM	Renewal *
4+	Chhatrapati Shivaji Maharaj International Airport	BOM	Renewal
4+	Hawke's Bay Airport	NPE	Upgrade
4+	Indira Gandhi International Airport	DEL	Renewal
4+	Kempegowda International Airport	BLR	Upgrade
4+	Queen Alia International Airport	AMM	Renewal



New Plymouth Airport / NPL

NORTH AMERICA

LEVEL	AIRPORT	CODE	TYPE
1	Albany International Airport	ALB	Entry
1	Calgary International Airport	YYC	Renewal
1	Charlotte Douglas International Airport	CLT	Entry
1	Edmonton International Airport	YEG	Renewal
1	Fredericton International Airport	YFC	Renewal
1	Harry Reid International Airport	LAS	Entry
1	Hartsfield-Jackson Atlanta International Airport	ATL	Renewal
1	John C. Munro Hamilton International Airport	YHM	Entry
1	John Glenn Columbus International Airport	CMH	Entry
1	Logan International Airport	BOS	Entry
1	London International Airport	YXU	Renewal
1	Nanaimo Airport	YCD	Entry
1	Norman Y. Mineta San Jose International Airport	SJC	Renewal
1	Northeast Philadelphia Airport	PNE	Entry
1	Oakland International Airport	OAK	Entry
1	Plant City Airport	PCM	Renewal
1	Regina International Airport	YQR	Renewal
1	Region of Waterloo International Airport	YKF	Entry
1	Saint John Airport	YSJ	Renewal
1	San Antonio International Airport	SAT	Renewal
1	Stinson Municipal Airport	SSF	Entry
1	Thunder Bay International Airport	YQT	Entry
2	Trois-Rivières Airport	YRQ	Renewal
2	Winnipeg James Armstrong Richardson International Airport	YWG	Renewal *
2	Charlottetown Airport	YYG	Renewal
2	Downtown Heliport	8A4	Upgrade
2	Eagle Creek Airpark	EYE	Upgrade
2	Fort McMurray Airport	YMM	Upgrade
2	Hendricks County Airport-Gordon Graham Field	2R2	Upgrade
2	Honolulu International Airport	HNL	Renewal
2	Indianapolis Regional Airport	MQJ	Upgrade
2	Kelowna International Airport	YLW	Renewal
2	King County International Airport – Boeing Field	BFI	Upgrade
2	Long Beach Airport	LGB	Renewal

2	Metropolitan Airport	UMP	Upgrade
2	Minneapolis Saint Paul International Airport	MSP	Renewal
2	Peter O. Knight Airport	TPF	Upgrade
2	Philadelphia International Airport	PHL	Upgrade
2	Saskatoon John G. Diefenbaker International Airport	YXE	Upgrade
2	Tampa Executive Airport	VDF	Upgrade
2	Tampa International Airport	TPA	Renewal
2	Victoria International Airport	YYJ	Renewal
3	Dallas Love Field Airport	DAL	Renewal
3	Detroit Metropolitan Airport	DTW	Renewal *
3	Halifax Robert L. Stanfield International Airport	YHZ	Upgrade
3	Indianapolis International Airport	IND	Renewal
3	John F. Kennedy International Airport	JFK	Renewal *
3	LaGuardia Airport	LGA	Renewal *
3	Los Angeles International Airport	LAX	Renewal
3	Montréal–Trudeau International Airport	YUL	Renewal
3	Newark Liberty International Airport	EWR	Renewal *
3	Québec City Jean Lesage International Airport	YQB	Renewal
3	Salt Lake City International Airport	SLC	Renewal
3	Stewart International Airport	SWF	Renewal *
3	Teterboro Airport	TEB	Renewal *
3	Van Nuys Airport	VNY	Renewal
3+	Austin-Bergstrom International Airport	AUS	Renewal
3+	Ottawa Macdonald-Cartier International Airport	YOW	Renewal
4	Phoenix Sky Harbor International Airport	PHX	Upgrade
4	San Francisco International Airport	SFO	Renewal
4	Toronto Pearson International Airport	YYZ	Upgrade
4+	Dallas-Fort Worth International Airport	DFW	Renewal
4+	San Diego International Airport	SAN	Upgrade
4+	Vancouver International Airport	YVR	Upgrade



Guadalajara International Airport / GDL



Tijuana International Airport / TIJ

LATIN AMERICA & THE CARIBBEAN

LEVEL	AIRPORT	CODE	TYPE
1	Chihuahua Airport	CUU	Entry
1	Ciudad Juarez International Airport	CJS	Entry
1	Comodoro Rivadavia Airport	CRD	Entry
1	Culiacan International Airport	CUL	Entry
1	Curaçao International Airport	CUR	Renewal *
1	Durango International Airport	DGO	Entry
1	Ezeiza International Airport	EZE	Entry
1	Florianopolis International Airport	FLN	Entry
1	General Juan Alvarez International Airport	ACA	Entry
1	Gral Francisco J. Mujica International Airport	MLM	Renewal
1	Gral Francisco Javier Mina Internaational Airport	TAM	Entry
1	Gral Rodolfo Sánchez Taboada International Airport	MXL	Renewal
1	Iguazu Cataratas Airport	IGR	Entry
1	Jorge Chavez International Airport	LIM	Renewal
1	Jorge Newbery Airfield	AEP	Renewal *
1	Luis Muñoz Marin International Airport	SJU	Entry
1	Lynden Pindling International Airport	NAS	Renewal
1	Macaé Airport	MEA	Entry
1	Mazatlan International Airport	MZT	Entry
1	Mendoza El Plumerillo Airport	MDZ	Entry
1	Monterrey Airport	MTY	Entry
1	Norman Manley International Airport	KIN	Entry
1	Pajas Blancas Airport	COR	Entry
1	Playa de Oro International Airport	ZLO	Renewal
1	Ponciano Arriaga International Airport	SLP	Entry
1	Reynosa-Blanco Airport	REX	Entry
1	Santos Dumont Airport	SDU	Renewal
1	Torreon International Airport	TRC	Entry
1	Vitoria Airport	VIX	Entry
1	Zacatecas Airport	ZCL	Entry
1	Zihuatanejo Airport	ZIH	Entry
2	Brasilia International Airport	BSB	Upgrade
2	Cancun International Airport	CUN	Upgrade
2	Carrasco International Airport	MVD	Renewal

2	Cayenne-Rochambeau Airport	CAY	Renewal *
2	Cozumel International Airport	CZM	Upgrade
2	D. Oduber Quiros International Airport	LIR	Renewal
2	Guadeloupe-Pôle Caraïbes Airport	PTP	Renewal
2	Guanajuato International Airport	BJX	Upgrade
2	Hermosillo International Airport	HMO	Upgrade
2	Huatulco Airport	HUX	Upgrade
2	La Paz International Airport	LAP	Upgrade
2	Los Mochis International Airport	LMM	Renewal
2	Martinique Aimé Césaire International Airport	FDF	Early upgrade
2	Mérida International Airport	MID	Upgrade
2	Minatitlàn Airport	MTT	Upgrade
2	Pisco Airport	PIO	Renewal
2	Rio de Janeiro International Airport-Galeão Antonio Carlos Jobim	GIG	Upgrade
2	San Jose Del Cabo International Airport	SJD	Upgrade
2	San José Juan Santamaria International Airport	SJO	Renewal *
2	Sangster International Airport	MBJ	Upgrade
2	Santiago Arturo Merino Benitez International Airport	SCL	Renewal
2	Tancredo Neves-Confins International Airport	CNF	Renewal
2	Tapachula International Airport	TAP	Upgrade
2	Tijuana International Airport	TIJ	Upgrade
2	Veracruz International Airport	VER	Upgrade
2	Villahermosa International Airport	VSA	Upgrade
2	Xoxocotlan International Airport	OAX	Upgrade
3	Aguascalientes International Airport	AGU	Renewal
3	Arroyo Barril International Airport	EPS	Renewal
3	Gregorio Luperón International Airport	POP	Renewal
3	Guadalajara International Airport	GDL	Upgrade
3	La Isabela International Airport	JBQ	Renewal
3	Las Américas International Airport	SDQ	Renewal
3	María Montez International Airport	BRX	Renewal
3	Puerto Vallarta International Airport	PVR	Upgrade
3	Queen Beatrix International Airport	AUA	Upgrade
3	Querétaro Intercontinental Airport	QRO	Upgrade
3	Saint Martin Grand Case Airport	SFG	Renewal
3	Salvador Bahia International Airport-Deputado Luis Eduardo Magalhaes	SSA	Renewal
3	Samaná El Catey International Airport	AZS	Renewal

3+	Cibao International Airport	STI	Renewal *
3+	Galápagos Ecological Airport	GPS	Renewal
3+	Guayaquil International Airport – José Joaquín de Olmedo	GYE	Upgrade
3+	Quito International Airport	UIO	Renewal
4	El Dorado International Airport	BOG	Upgrade



Las Américas International Airport / SDQ

AFRICA

LEVEL	AIRPORT	CODE	TYPE
1	Antananarivo Airport – Ivato	TNR	Entry
1	Fes / Saiss Airport	FEZ	Entry
1	Lomé-Tokoin Airport	LFW	Entry
1	Murtala Muhammed International Airport	LOS	Renewal *
1	Nosy Be Airport	NOS	Entry
1	Rabat / Salé Airport	RBA	Entry
2	Brazzaville Maya-Maya International Airport	BZV	Early upgrade
2	Cape Town International Airport	CPT	Renewal
2	Casablanca Mohammed V International Airport	CMN	Upgrade
2	Chief Dawid Stuurman International Airport (formerly Port Elizabeth International Airport)	PLZ	Renewal
2	Eldoret Airport	EDL	Upgrade
2	Jomo Kenyatta International Airport	NBO	Upgrade
2	King Shaka International Airport	DUR	Renewal
2	Kisumu International Airport	KIS	Upgrade
2	Marrakech Ménara Airport	RAK	Upgrade
2	Mauritius Sir Seewoosagur Ramgoolam Airport	MRU	Renewal *
2	Moi International Airport	MBA	Upgrade
2	Monastir International Airport	MIR	Entry
2	O.R. Tambo International Airport	JNB	Renewal
2	Saint-Pierre Airport – Pierrefonds	ZSE	Entry
3	Dakar Blaise Diagne International Airport	DSS	Renewal *
3	Dzaoudzi Pamandzi International Airport	DZA	Renewal
3	Enfidha Hammamet International Airport	NBE	Renewal *
3	La Réunion Roland Garros Airport	RUN	Renewal
3+	Félix-Houphouët-Boigny Abidjan International Airport	ABJ	Renewal
3+	Libreville Léon Mba International Airport	LBV	Upgrade



www.airportcarbonaccreditation.org

@AirportCO2

Telephone: +44 845 868 2708
Email: aca@wsp.com

© ACI EUROPE 2024
Designed by Caroline Terrée

airport
carbon
accreditation