Airports Responding to Climate Change



airport carbon accreditation

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Guadalajara International Airport is actively reducing its emissions at Level 3 of the programme



Introduction

Aviation and the global connectivity it enables is the life-blood of our modern-day world. The benefits and opportunities to societies, individuals and economies flowing from air connectivity have driven the industry's rise to one of the preferred modes of transport across all world regions.

At the same time, concern around the sector's impact on the climate has come to the fore of public debate in recent years, making a case for deeper emission cuts and faster business transformation.

Airports, the visible face of aviation on the ground, are no strangers to effective CO_2 management. For over a decade they have been working collectively to address their emissions under the auspices of *Airport Carbon Accreditation*, yielding tangible carbon savings each year.

Expanding on this remarkable history and acknowledging the necessity for constant enhancement, the *Airport Carbon Accreditation* programme has introduced Level 5, the highest achievement within the programme. Airports can now validate their efforts in maintaining a Net Zero carbon balance for Scopes 1 and 2 while also addressing Scope 3 emissions, showcasing their commitment to a sustainable future for the aviation sector as a whole.

Discover the *Airport Carbon Accreditation* recipe for effective airport climate action on the following pages.

1. Why does airport climate action matter?

While responsible for the lesser share of emissions attributed to the aviation sector, airports can, and often do, act as catalysts for the management of emissions that are not within their direct control.

At the higher levels of accreditation, airports need to submit evidence of broad stakeholder engagement with climate mitigation efforts. These stakeholders include ground handlers, airlines, air navigation service providers, retail companies, food and beverage concessions and other business partners active within the premises of the airport and beyond.

With initiatives such as Airport-Collaborative Decision-Making (A-CDM), support for continuous descent operations and time-based separation, airports help to lower airline-associated carbon emissions. Furthermore, airports are important partners for airlines and fuel suppliers in the deployment of Sustainable Aviation Fuels and are expected to play an essential part in providing the necessary infrastructure for aircraft powered by alternative energy sources (e.g. electric propulsion and hydrogen power) in the future.

Through the provision of better intermodal access offered to passengers – such as charging stations for private electric vehicles, electric or hybrid taxis, reliable and affordable railway connections – the emissions from transport to/from the airport can also be lowered.

As such, airports are ideally placed to become the nucleus of climate action for the air transport sector. Often the first step in this process is getting on board with *Airport Carbon Accreditation*.



International Airport de Nosy Be in Madagascar is at Level 1 Mapping

2. What is *Airport Carbon Accreditation*?



Tree planting at Melbourne Airport

Airport Carbon Accreditation is the only institutionally-endorsed, global carbon management certification programme for airports. It independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through its levels of accreditation: **'Mapping'**, **'Reduction'**, **'Optimisation'**, **'Neutrality'**, **'Transformation' 'Transition'** and **'Level 5'**.

With this gradual approach, *Airport Carbon Accreditation* acknowledges that airports are at different stages in their journey towards comprehensive carbon management. It is a programme for airports of all sizes, extending even beyond hubs and regional airports with scheduled passenger traffic, to include general aviation and freight-focused airports.

Airport Carbon Accreditation is also the only global, airport-specific carbon standard which relies on internationally recognised methodologies. It provides airports with a common framework for active carbon management with measurable goalposts. The programme is site-specific allowing flexibility in taking account of national or local legal requirements, whilst ensuring that the methodology used is always robust.

Airport Carbon Accreditation strives to enable the airport industry to effectively reduce its carbon footprint, to benefit from increased efficiency through lowered energy consumption, shared expertise and knowledge exchange, as well as better communication of the results. The considerable number of airports certified at each level of the programme signifies clearly that regardless of size or geography, these airports are leading the way, actively lowering aviation's carbon footprint on the ground.

Discover the latest participation figures and the yearly CO_2 reduction results on www.airportcarbonaccreditation.org.

airport carbon accreditation

Going Global



3. How is *Airport Carbon Accreditation* governed?

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.

ACI 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:

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

ICAO

European Commission

EUROCONTROL

Manchester Metropolitan University

4. Why apply?

The airport is a uniquely complex space, typically welcoming millions of passengers, thousands of vehicles and hosting hundreds of companies. *Airport Carbon Accreditation* has been developed specifically for airports seeking to address their carbon emissions and become more efficient. Accredited airports across the world have developed a wide range of activities to reduce carbon emissions linked to airport operations. These emissions mainly stem from energy use in airport buildings and infrastructure, airside vehicles, aircraft ground movements, energy consumption and refrigerants.

By becoming *Airport Carbon Accredited*, an airport benefits in many ways, including:

- Achievement of real, verified emissions reductions
- Data collection and verification, which ensures that a clear understanding of emissions at the airport is developed, enabling the airport to identify priority areas for emissions reduction
- Enhanced dialogue between different airport departments on issues relating to CO_2 emissions
- Substantiated endorsement in the public domain of the airport's achievements
- Improved emissions performance and operational/cost efficiencies not only for the airport itself, but also for third parties responsible for emissions sources at the airport
- Increased shareholder value, brand reputation and stakeholder support
- Alignment with the global climate goals





Solar facility and apiary at Allegheny County Airport, USA

5. Levels of certification

airport carbon accreditation

Level 1
Carbon footprint calculation and policy commitment to CO_2 reduction

Level 2
Managing and reducing footprint

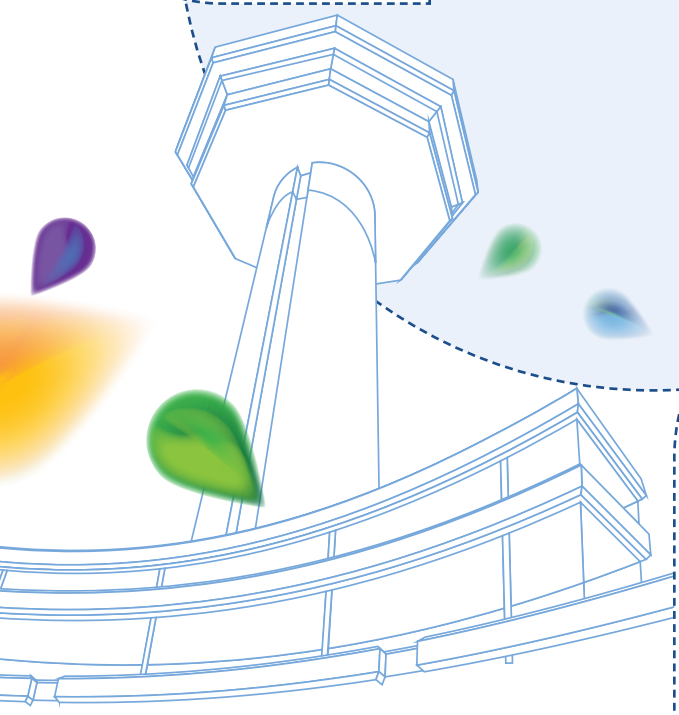
Level 3
Engaging others and measuring their emissions

Level 4
Extending carbon footprint, absolute emissions reductions in line with the Paris Agreement, enhancing 3rd party engagement

Level 3+
Offsetting residual Scope 1 and 2 emissions

Level 4+
Offsetting residual Scope 1 and 2 emissions

Level 5
Maintaining a Net Zero balance on Scopes 1 and 2 and actively addressing Scope 3 emissions, strengthening approach to 3rd party engagement, offset removals for residual emissions



Level 1: Mapping

airport carbon accredited
MAPPING

What is it?

Becoming *Airport Carbon Accredited* at the Mapping level requires carbon footprint measurement and policy commitment to CO_2 reduction.

How to achieve it:

To achieve this level of accreditation, an airport has to:

- Determine its 'organisational boundary' and the emissions sources within that boundary which are Scope 1 and Scope 2 sources, as defined by the Greenhouse Gas Protocol
- Provide written evidence of policy commitment to emissions reduction by the top management at the airport
- Collect data and calculate the annual carbon emissions for the previous year
- Compile a carbon footprint report

Level 2: Reduction

airport carbon accredited
REDUCTION

What is it?

Becoming *Airport Carbon Accredited* at the Reduction level requires the definition of a carbon management plan and progress towards a reduced carbon footprint.

How to achieve it:

To achieve this level of accreditation, an airport has to:

- Fulfil all the requirements of Mapping
- Provide evidence of effective carbon management procedures including target setting, and
- Demonstrate a reduction in Scope 1 and 2 CO_2 emissions against a 3-year rolling average



Community reforestation initiative at Dakar Airport

Level 3: Optimisation



What is it?

Becoming *Airport Carbon Accredited* at the Optimisation level requires third-party engagement in carbon footprint reduction. Third parties include airlines and various service providers, for example, independent ground handlers, catering companies, air traffic control and others working on the airport site. This level also includes engagement on surface access modes (such as road and rail), with authorities and with users.

How to achieve it:

To achieve this level of accreditation, an airport has to:

- Fulfil all the requirements of Mapping and Reduction
- Widen the scope of its carbon footprint to include a range of Scope 3 emissions
- Present evidence of engagement with third-party operators to reduce the above emissions

Level 4: Transformation



What is it?

The achievement of Level 4 represents a step change in the carbon management of an airport, as the airport will have to define a long-term carbon management strategy oriented towards absolute emissions reductions, in line with the ambition enshrined in the Paris Agreement.

How to achieve it:

To achieve this level of accreditation, an airport has to:

- Compile an extended carbon footprint (for Scope 1 and 3)
- Formulate a long-term, absolute emissions reduction target, aligned with the 1.5°C pathway or the 2°C pathway outlined by the Intergovernmental Panel on Climate Change (IPCC)
- Define the steps to achieve this target and the interim milestones to measure its progress
- Demonstrate evidence of actively driving third parties towards delivering emissions reductions

Level 3+: Neutrality and Level 4+: Transition

airport carbon accredited
NEUTRALITY

airport carbon accredited
TRANSITION

What is it?

Becoming *Airport Carbon Accredited* at the Neutrality or Transition levels requires that the airport company achieves Level 3 or 4 respectively and compensates for the remaining carbon emissions under its control that cannot be further reduced by offsetting.

How to achieve level 3+ 'Neutrality':

To achieve this level of accreditation, an airport has to:

- Fulfil all requirements of Mapping, Reduction and Optimisation, and
- Offset its residual carbon emissions over which the airport has control, using internationally recognised offsets.

How to achieve level 4+ 'Transition':

- Fulfil all requirements of Transformation, and
- Offset the residual carbon emissions over which the airport has control, using internationally recognised offsets.



Electric COBUS vehicles at Dallas Fort Worth International Airport

Level 5

Aviation is under increasing pressure from a growing public and institutional awareness of the urgency of climate change and the narrow window of opportunity that remains to keep the 1.5 or even 2 degree warming target alive and achievable.

Airport Carbon Accreditation needs to evolve in step with this growing pressure and boost its ability to facilitate and guide the airport industry's ambition to reach Net Zero CO_2 emissions.

Against this backdrop, the *Airport Carbon Accreditation* Task Force has been tasked with creating an additional Level 5 to align the programme's framework with the commitments made by airports globally.

This new level certifies that an airport has reached and is maintaining a Net Zero carbon balance on Scopes 1 and 2, and has addressed Scope 3 emissions sources that it can significantly influence on the pathway to Net Zero.

What is it?

Level 5 is the topmost level in *Airport Carbon Accreditation* programme, setting high standards for airports to significantly reduce their absolute carbon emissions. In addition, airports at this level must collaborate with their entire ecosystem, including employees, suppliers, business partners, airlines, and other companies and third parties active on the airport site, to significantly contribute to emissions reduction, aligning with the broader Net Zero commitments of the sector. Regular monitoring and assessment are essential to measure progress and ensure transparency.

How to achieve it:

To achieve this level of accreditation an airport must:

- Submit a verified carbon footprint for Scope 1 and 2 emissions and all relevant categories of Scope 3 emissions as per requirements of the GHG Protocol Scope 3 Guidance
- Reach and maintain ≥ 90% absolute CO_2 emissions reductions in Scope 1 and 2, and commit to Net Zero in Scope 3 by 2050 or sooner
- Apply credible carbon removals for the residual emissions
- Develop a Carbon Management Plan (CMP) outlining the steps to achieve emissions targets,
- Develop a Stakeholder Partnership Plan to achieve Net Zero for Scope 3 emissions by engaging with the value chain and actively drive third parties at the airport towards delivering emissions reductions themselves with regular milestones in line with their sectors Net Zero frameworks and commitments

Manual on Offsetting and Removals

Airports accredited at Levels 3+, 4+, and 5 must purchase offsets (i.e., emissions reductions or removals resulting from an action outside the organisation's boundaries, used to counterbalance the organisation's residual emissions). The Offset Guidance Document has been developed to inform and guide airports about offset reduction and removal options, requirements, and recommendations as well as to provide practical support through dedicated offset procurement guidelines. After introducing the key definitions and quality criteria, the document introduces the relevant requirements and recommendations.

The requirements aim at ensuring that only the most established and credible offset programmes and projects that meet strict methodological and quality criteria are used. Furthermore, airports are mandated to publicly provide a minimum set of information about offsets, in order to verify compliance of the airport with relevant requirements and for transparency reasons. On the other hand the recommendations, such as selecting projects with co-benefits, provide guidance to airports on how to further improve the quality of selected offsets.

The comprehensive guide detailing the processes for Offsetting and Removals is available on the official *Airport Carbon Accreditation* website **www.airportcarbonaccreditation.org**



Electric GSE at Hollywood Burbank Airport

6. Official endorsements and Advisory Board

From the very beginning, the programme has enjoyed the patronage of notable international institutions in the realms of aviation and the environment, including the European Commission, the European Civil Aviation Conference (ECAC) and EUROCONTROL. At the COP21 climate change negotiations in Paris (December 2015), the United Nations Framework Convention on Climate Change (UNFCCC) and ACI also signed a partnership to further promote climate action by airports through *Airport Carbon Accreditation*.



Independent Expert Advisory Board:
The administration of *Airport Carbon Accreditation* is overseen by an independent Advisory Board, with participation from institutions that have endorsed the programme, as well as representatives from other relevant organisations which have expressed support or an interest in the programme. The members of the Advisory Board play an active role in monitoring the progress of *Airport Carbon Accreditation*.

The Advisory Board is comprised of many distinguished, independent experts from the fields of aviation and environment, including:

- **Mr Raúl Medina**, Director General, EUROCONTROL
- **Mr Damien Meadows**, Advisor on European and International Carbon Markets, DG Climate Action, European Commission
- **Mr Filip Cornelis**, Director Aviation, DG MOVE Directorate E, European Commission
- **Mr Conor Barry**, Manager Engagement and Climate Change Sub-Division, United Nations Framework Convention for Climate Change
- **Focal Point: Ms Jane Hupe**, Deputy Director, Environment, International Civil Aviation Organization (ICAO)
- **Mr Christopher Paling**, Senior Lecturer, Centre for Aviation, Transport and Environment, Manchester Metropolitan University (MMU)
- **Mr Tim Johnson**, Director, Aviation Environment Federation, UK (in his personal capacity)
- **Mr Damien Cazé**, Director General, Direction Générale de l'Aviation Civile (DGAC), Focal Point for Environment, European Civil Aviation Conference (ECAC)
- **US FAA Technical Liaison: Dr Thomas Cuddy**, Environmental Specialist, Federal Aviation Administration of the United States (FAA)



Florianópolis Airport in Brazil is at Level 2 Reduction of the programme

7. Institutional support for *Airport Carbon Accreditation*

> *Airport Carbon Accreditation* is a proven, successful process for airports to assess their performance, identify efficiencies and improvements, and pursue a full range of economic, environmental, social, and operational sustainability. The growing community of accredited airports worldwide proves that the aviation industry is environmentally conscious and in terms of carbon management, is an example to follow for other industries."
>
> **Dr Thomas Cuddy**
> Environmental Specialist, US FAA (Federal Aviation Administration of the United States)

> The recovery of European aviation goes hand in hand with ambitious measures to address the sector's environmental footprint. The bold vision and determination shown by the airport industry through their *Airport Carbon Accreditation* programme is a standard striving for tangible solutions whose further take-up by airports around Europe I can only encourage. This collective, industry-led voluntary effort is making a measurable difference, delivering effective carbon savings each year. It also serves as a powerful catalyst to bring forward the efforts of the wider aviation sector. More than ten years into the programme, accredited airports are ensuring their businesses can emerge from the crisis actively accelerating the transition to cleaner, safer and more sustainable air transport."
>
> **Adina-Ioana Vălean**
> EU Commissioner for Transport (European Commission)

"It is important that all parts of the economy take action to tackle climate change and reduce their emissions. Airports acting to reduce their climate impacts are showing outstanding action from their place within a sector that will only become more and more visible in terms of its impacts on climate change. *Airport Carbon Accreditation*, by having airports work their way up through multiple levels of certification, brings together individual efforts and leads to significant actual emissions reduction collectively. The programme has had a leadership effect, as airlines, air traffic controllers, retailers, passengers, and surface transport and other companies at airports are now also getting involved to lower their climate emissions on the ground.
I congratulate ACI EUROPE on the momentum they have achieved – a credible industry-led climate change initiative that began in Europe, and which has now expanded to bring broader action from airports across the Globe."

Kurt Vandenberghe
Director-General, DG CLIMA
European Commission

"I commend the *Airport Carbon Accreditation* Programme for providing a common framework and measurable goals for active carbon management at airports. Its important contributions will greatly assist the efforts of world airports toward achievement of Net Zero CO_2 emissions from international air operations by 2050."

Juan Carlos Salazar Gómez
Secretary-General, ICAO
(International Civil Aviation Organisation)



Fuel cell forklifts and hydrogen infrastructure in cargo area at Kansai Airport

8. How to become *Airport Carbon Accredited*

Any airport wishing to apply to the programme should have a continued dialogue with the *Airport Carbon Accreditation* Administrator, WSP, to ensure that information is prepared correctly and in line with the minimum *Airport Carbon Accreditation* requirements.

- Access up-to-date technical manuals and guidance on **www.airportcarbonaccreditation.org**
- Decide on level of certification based on carbon management activity at airport
- Collate data and prepare documentary evidence to support application
- Identify an independent third party verifier to verify data and supporting documentary evidence
- Contact *Airport Carbon Accreditation* Administrator at **aca@wsp.com** to make your formal application

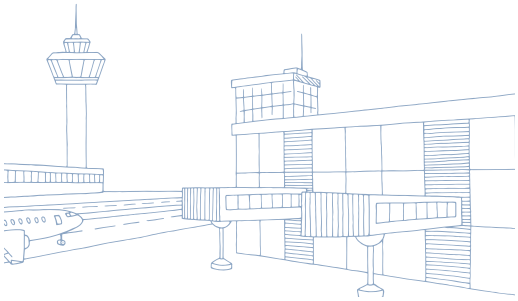
Airport Carbon Accreditation has an online tool specifically designed to make the application more cost effective, less time consuming for airports, and allows for online registration and application to the programme. The tool is readily accessible at: **www.aca-application.org**.



Electric fuel truck at Brussels Airport

9. Independent verification – key principles

airport carbon accreditation
VERIFIER



As part of the *Airport Carbon Accreditation* application process, each airport's carbon footprint must be independently verified before its full review by the programme Administrator.

Who can verify?
Any potential verifier has to comply with specific requirements set by the programme Administrator, follow a dedicated training and pass the associated online written examination. For Level 4, Level 4+ and Level 5 verifications, specific requirements apply.

Eligible verifiers are typically individual environmental specialists with an appropriate track record of verification, or individuals employed by:

- Nationally accredited certification bodies
- An environmental consultancy or accountancy firm offering validation and verification services as part of their business portfolio
- Organisations that already report on an airport's behalf (financial reporting / ISO / EMAS certification)

The up-to-date list of approved verifiers is available on **www.airportcarbonaccreditation.org.**

10. Mentorship Initiative

What is the Mentorship Initiative?

The Mentorship Initiative is a voluntary framework launched in January 2021, aiming to support airports in overcoming entry-level barriers and obstacles in their accreditation journey within the *Airport Carbon Accreditation* programme. It is designed to assist airports interested in becoming accredited or advancing to a higher level of accreditation. The initiative operates in complement to the formal accreditation process, providing mentor airports an avenue to share their knowledge, best practices, and experiences with candidate airports.

It's essential to emphasise that the Mentorship Initiative does not substitute the approved verification process or any formal roles and responsibilities of the *Airport Carbon Accreditation* programme administrator. Currently, 18 airports have actively participated in this initiative, fostering long-term cooperation within the airport community.

In what areas can support be provided?

The areas where support can be provided may be indicatively related to:

- Governance and management structure
- Development of carbon footprints
- Target setting & Carbon Management Plan
- Stakeholder Engagement Plan
- Offsetting
- Verification
- Application process
- Communications
- Requirements of new levels (e.g., Level 4)

Mentor and Candidate Airports explained

In order to ensure adequate level of experience and a manageable approach, airports at Levels 2, 3/3+ or 4/4+ could mentor and be paired with up to three Candidate Airports at any level below the level of the Mentor Airport. A Candidate Airport can be any ACI member airport that wishes to enter the *Airport Carbon Accreditation* programme or upgrade to a higher level. In addition, depending on its current level and ambition for further progress, the Mentor Airport can also take the role of a Candidate Airport.

For a detailed overview of the Mentorship Initiative, you can visit the *Airport Carbon Accreditation* official website at **www.airportcarbonaccreditation.org.**



Photovoltaic facility at Frankfurt Airport

11. Recognition



Electric towing truck at Billund Airport

In 2013, the programme was **ranked in the top three in "A World You Like"** – a competition in which businesses, NGOs and local authorities were recognised for their efforts to build a low carbon economy. This initiative, launched by European Commission's Directorate-General for Climate Action, placed *Airport Carbon Accreditation* at the very top of innovative carbon management projects in the Transport & Tourism category.

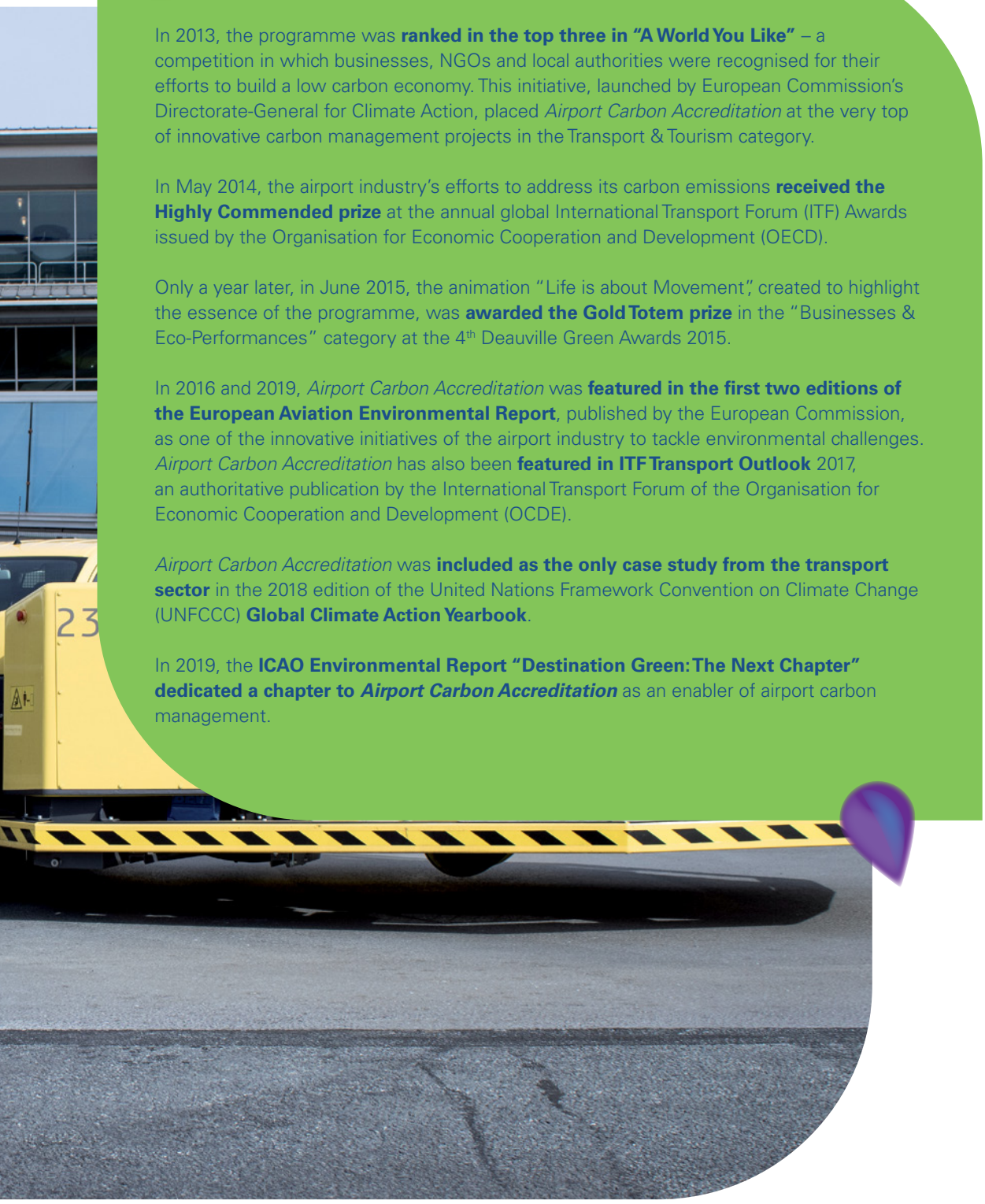
In May 2014, the airport industry's efforts to address its carbon emissions **received the Highly Commended prize** at the annual global International Transport Forum (ITF) Awards issued by the Organisation for Economic Cooperation and Development (OECD).

Only a year later, in June 2015, the animation "Life is about Movement", created to highlight the essence of the programme, was **awarded the Gold Totem prize** in the "Businesses & Eco-Performances" category at the 4th Deauville Green Awards 2015.

In 2016 and 2019, *Airport Carbon Accreditation* was **featured in the first two editions of the European Aviation Environmental Report**, published by the European Commission, as one of the innovative initiatives of the airport industry to tackle environmental challenges. *Airport Carbon Accreditation* has also been **featured in ITF Transport Outlook** 2017, an authoritative publication by the International Transport Forum of the Organisation for Economic Cooperation and Development (OCDE).

Airport Carbon Accreditation was **included as the only case study from the transport sector** in the 2018 edition of the United Nations Framework Convention on Climate Change (UNFCCC) **Global Climate Action Yearbook**.

In 2019, the **ICAO Environmental Report "Destination Green: The Next Chapter" dedicated a chapter to *Airport Carbon Accreditation*** as an enabler of airport carbon management.



11. Who's behind it?

About ACI EUROPE *(Launched Airport Carbon Accreditation in 2009)*

ACI EUROPE is the European region of Airports Council International (ACI), the only worldwide professional association of airport operators. ACI EUROPE represents over 500 airports in 55 countries. Our members facilitate over 90% of commercial air traffic in Europe. Air transport supports 13.5 million jobs, generating €886 billion in European economic activity (4.4% of GDP). In response to the Climate Emergency, in June 2019 our members committed to achieving Net Zero carbon emissions for operations under their control by 2050, without offsetting. **www.aci-europe.org**

About ACI Asia-Pacific & Middle East *(Joined the Accredition programme in November 2011)*

ACI Asia-Pacific & Middle East (ACI APAC & MID) serves as the voice of 132 airport members, operating 623 airports across 47 countries/territories in Asia-Pacific and Middle East. ACI Asia-Pacific & Middle East is head-quartered in Hong Kong and has a Middle East office in Riyadh (Kingdom of Saudi Arabia). ACI Asia-Pacific & Middle East represents the collective interests of airport members to promote professional excellence in airport management and operations. ACI Asia-Pacific & Middle East's mission is to advocate for policies and provide services that strengthen its members' ability to serve their passengers, employees and stakeholders. In 2022, ACI Asia-Pacific & Middle East airports collectively handled 2.09 billion passengers and 49 million tonnes of cargo. **www.aci-asiapac.aero**

About ACI Africa *(Joined the Accreditation programme in June 2013)*

ACI Africa is the international association of African airports and is their leading voice on the continent. Its mission is to represent and advance the collective interests of African airports, while promoting professional excellence in airport operations and management, through the provision of effective and quality programs and services, to achieve a safe, secure and sustainable development of the air transport industry in Africa.

As of end February 2023, ACI Africa was composed of 71 airport members from 53 countries managing more than 265 airports, and of 54 business partners. **www.aci-africa.aero**

About ACI-NA *(Joined the Accreditation programme in September 2014)*

Airports Council International-North America (ACI-NA) represents local, regional, and state governing bodies that own and operate commercial airports in the United States and Canada. ACI-NA member airports enplane more than 95 percent of the domestic and virtually all the international airline passenger and cargo traffic in North America. Approximately 380 aviation-related businesses are also members of ACI-NA, providing goods and services to airports. Collectively, U.S. airports support more than 11.5 million jobs and account for $1.7 trillion in economic activity – or more than seven percent of the total U.S. GDP. Canadian airports support 405,000 jobs and contribute C$35 billion to Canada's GDP. **www.airportscouncil.org**

About ACI-LAC *(Joined the Accreditation programme in November 2014)*

ACI Latin America-Caribbean (ACI-LAC) represents the interests of airport operators in Latin American and the Caribbean. Founded in 1991, its primary objective is to promote cooperation among airport members and other air transport and civil aviation industry stakeholders. Through this cooperation, ACI-LAC provides support for a secure, stable, efficient and environmentally sustainable airport system. Currently, ACI-LAC has over 80 members operating more than 325 airports in 34 countries and territories from the Latin American and Caribbean region. **www.aci-lac.aero**

With the support of ACI World:

About WSP

WSP is the independent Administrator of Airport Carbon Accreditation. As such, it accredits the airports under the programme, provides administrative and secretariat services and advises applicant airports through the accreditation process. WSP is one of the world's leading engineering professional services firms. WSP are technical experts and strategic advisors, and provide services to transform the built environment and restore the natural one, in areas including environmental and climate remediation, urban and transport planning, sustainable transport networks and strategies, airport sustainability, carbon management and energy planning and management. **www.wsp.com**

To find out more about
Airport Carbon Accreditation,
including an up-to-the-minute list of
participating airports, please visit our website at:
www.airportcarbonaccreditation.org

For application and technical queries,
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