



INTERIM REPORT

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airport
carbon
accreditation



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La Réunion Roland Garros Airport / RUN

Welcome to the Interim Report

COVID-19 has caused an unprecedented crisis that disrupts the aviation sector and brings significant uncertainty regarding the future. Besides protecting human health, undeniably, the priority is ensuring airports' solvency and preparing a safe restart of operations. At the same time, climate change remains the greatest long-term challenge we face, so we should use this crisis as an opportunity to "build back better" by cutting carbon from flying. It will be key to ensure that climate action remains one of the priorities on the airport agendas – it is needed to safeguard the viability of the airport industry.

Airport Carbon Accreditation can help achieve that objective, as it is the global standard for carbon management in the airport industry. The programme was launched in Europe in 2009 and since 2014 it covers all ACI regions. As part of the global efforts in climate mitigation, *Airport Carbon Accreditation* supports the airport community in reducing its carbon footprint, demonstrating its achievements and sharing knowledge and best practices.

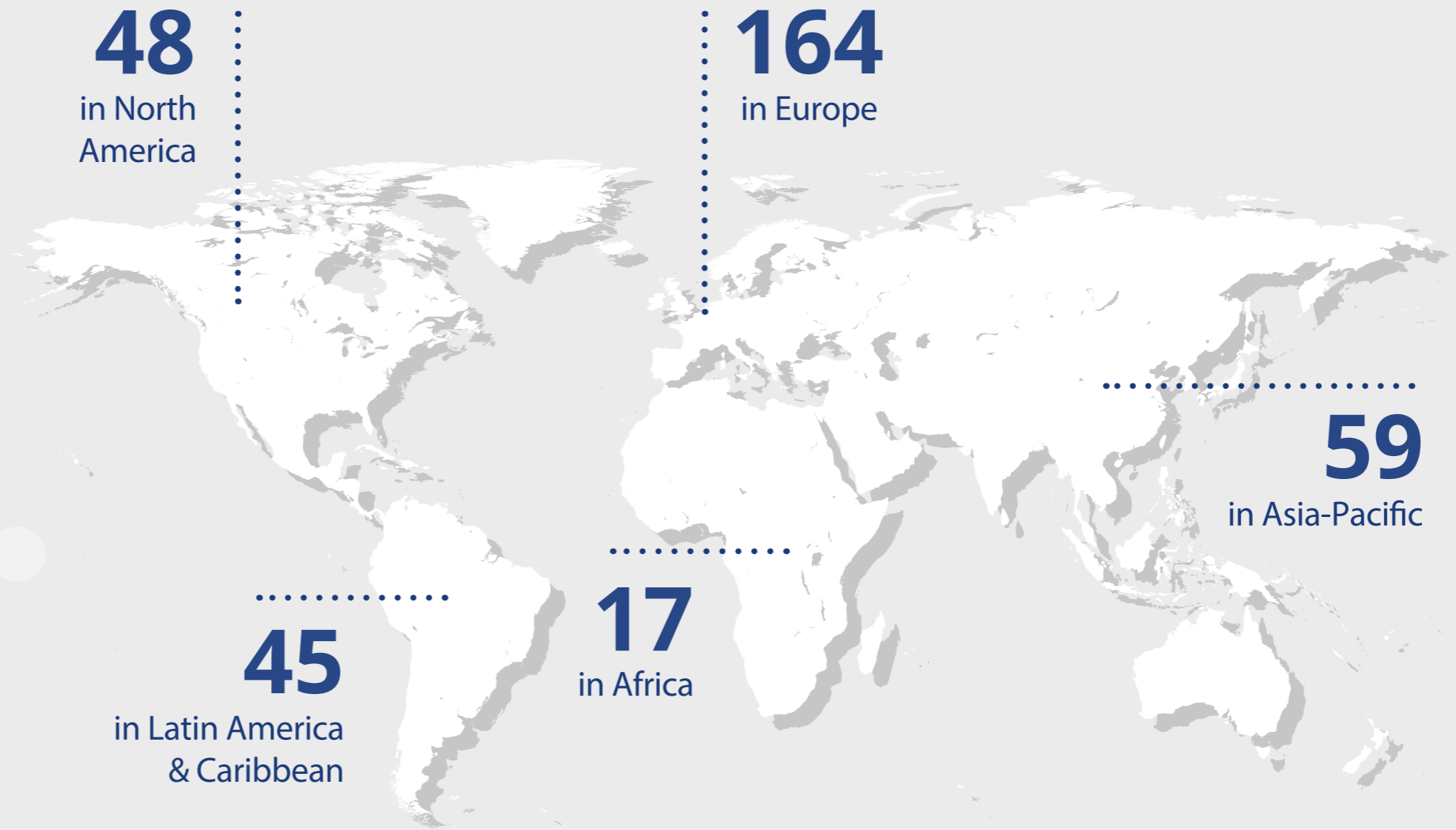
Airport Carbon Accreditation has entered the second decade since its launch. Despite the challenging conditions, the programme continues to evolve and grow. Specifically, two new more demanding accreditation levels were introduced in 2020: Level 4 (Transformation) and Level 4+ (Transition). Why? Firstly, to better align the programme with the objectives of the Paris Agreement to limit the increase of global average temperature to 2°C above pre-industrial levels and pursuing efforts not to exceed 1.5°C. Secondly, to respond to evolving airport needs, especially for those airports that have already reached a high level of carbon management maturity and wish to show continuous improvement. These two new levels will therefore encourage airports to reduce their emissions in line with the latest scientific and political developments and meet growing public and stakeholder expectations.

Since the last Annual Report, 57 new airports have been accredited, reaching 333 airports in total.¹ Specifically, 113 airports are now accredited at Level 1 (Mapping), 94 at Level 2 (Reduction), 62 at Level 3 (Optimisation), 61 at Level 3+ (Neutrality), 1 at Level 4 (Transformation) and 2 at Level 4+ (Transition). Furthermore, despite the COVID-19 challenges, since March 2020 a number of airports have either joined the programme or upgraded to more demanding accreditation levels.

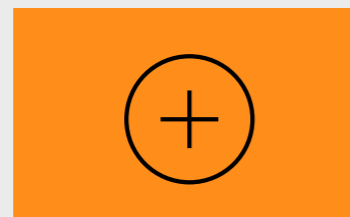
The Annual Report, which is published in the fall of each year, typically covers the previous reporting year (i.e., mid-May to mid-May) and presents the programme's evolution and achievements. However, because of the extraordinary conditions faced in 2020, special provisions are applied to all accredited airports, including the merge of programme years 11 and 12, which implies the extension of accreditation validity by one year. Thus, the current *Airport Carbon Accreditation* certification period covers the timespan May 2019 to May 2021. For this reason, this report is considered as an Interim Report which addresses only a part of the on-going reporting period (i.e., from 16th May 2019 to 11th December 2020), and as such does not include the usual carbon Key Performance Indicators, such as amount of emission reductions and emissions per passenger or traffic unit. However, the report provides valuable information regarding key achievements and developments, the most significant global and regional trends, and case studies highlighting the airports' commitment to continued climate action in spite of the current crisis.

¹There were 59 new accreditations and two withdrawals (Beijing Capital International Airport and Haikou Meilan International Airport), thus the net new accreditations are 57. The term "new accreditations" in this report refers to the net number of new accreditations.

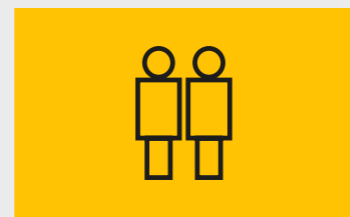
Executive summary



333
accredited airports



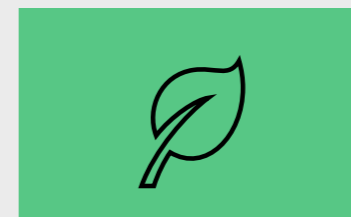
57
new accreditations



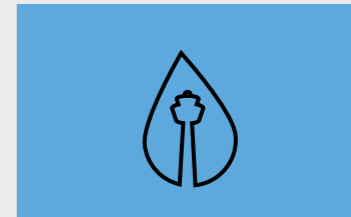
45%
global passengers welcomed by accredited airports



74
countries with accredited airports



61
carbon neutral airports



2
new accreditation levels (Level 4 & 4+)

1. The global context

The context the airport industry operates in has changed dramatically – as has the whole world. In just a couple of weeks since the breakout of the COVID-19 pandemic, demand for air transport has vanished and air connectivity collapsed. During the month of April 2020, airports globally saw a 94.4% drop in passenger numbers, compared to the same period last year. They are set to lose 2.3 billion passengers in 2020, down from 4.5 billion in 2019, a decrease of more than 50%.²

At the same time, aviation has been pivotal in addressing the pandemic, by enabling vital medical supplies and repatriation flights. As critical infrastructure, airports worldwide have been at the forefront of this crisis response. Furthermore, they have been providing support to health workers and their communities by putting in place COVID-19 test centres on their sites, donating masks and ventilators to hospitals and food to the most vulnerable populations left without employment.³

The aviation sector is now grappling with a protracted and uncertain recovery. Its impact on the environment – in particular climate change, has somehow been temporarily eclipsed by the pandemic and issues of health and safety. But there can be no doubt that climate change remains a major challenge that needs to be fully addressed.

COVID-19 has shown how important early action is to address a looming crisis, and that delays do have a significant human and economic cost. The same is true for climate change. As put by a group of leading experts: “*The climate emergency is like the COVID-19 emergency, just in slow motion and much graver.*”⁴ Delaying or reducing the rate at which emission reductions are made today will require more significant cuts in emissions in the future, with higher costs.⁵ *Airport Carbon Accreditation* supports airports in being proactive leaders in climate action.

Besides the developments regarding *Airport Carbon Accreditation*, work is also continuing relentlessly on other fronts. In a Resolution from November 2020, the ACI World Annual General Assembly emphasized that climate change, adaptation and resilience should be included in airport recovery plans and remain key issues for the sector despite the pandemic. In that respect, ACI World is working towards the formulation of a long term carbon goal for airports. ICAO is finalising preparations for the implementation of CORSIA as of 2021, and is exploring the feasibility of a long-term global aspirational goal for international civil aviation CO₂ emissions reductions, including options and roadmaps for their realization. Finally, in September 2020, the Air Transport Action Group (ATAG) issued the Waypoint 2050 report, resulting from the collaboration of experts examining how aviation can further decarbonise by looking into operations, technology, fuels and market-based measures.

Airport Carbon Accreditation overview

Airport Carbon Accreditation is the global standard for carbon management in the airport industry. The aim is to encourage and enable airports to implement best practices in carbon management. It has been developed in line with international standards, including the Greenhouse Gas Protocol and ISO 14064, and is reviewed and updated accordingly as these standards evolve. The programme focuses on CO₂ emissions, as they comprise the large majority of airport emissions, while independent administration and verification ensure the programme’s credibility.

As *Airport Carbon Accreditation* is a dynamic programme, it needs to reflect the latest scientific and political calls for more ambitious climate action, while continuing engaging airports from various regions and at different stages in their carbon management journey. *Airport Carbon Accreditation* has to remain a tool that accommodates the needs of all airports.

Accordingly, in 2020 two new accreditation levels were introduced into the programme: Level 4 (Transformation) and Level 4+ (Transition). Consequently, 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, the 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.

² ATAG, Blueprint for a Green Recovery, September 2020 (https://aviationbenefits.org/media/167158/bgr20_final.pdf).

³ For more examples, see ACI EUROPE WeAreAviation hub at: <https://www.aci-europe.org/weareaviation>.

⁴ Hepburn, C., O’Callaghan, B., Stern, N., Stiglitz, J., and Zenghelis, D. (2020), ‘Will COVID-19 fiscal recovery packages accelerate or retard progress on climate change?’, Smith School Working Paper 20-02.

⁵ See IPCC Special Report 2018, <https://www.ipcc.ch/sr15/>; UNEP Emissions Gap Report 2019 <https://wedocs.unep.org/bitstream/handle/20.500.11822/30797/EGR2019.pdf>; Nicole Glanemann, Sven N. Willner, Anders Levermann (2020): Paris Climate Agreement passes the cost-benefit test. Nature Communications. [DOI 10.1038/s41467-019-13961-1].

Figure 1 presents the main accreditation requirements, while a dedicated section provides more details regarding Levels 4 and 4+. Figure 2 provides an indicative classification of the main airport-related emissions.

FIGURE 1: MAIN REQUIREMENTS OF AIRPORT CARBON ACCREDITATION

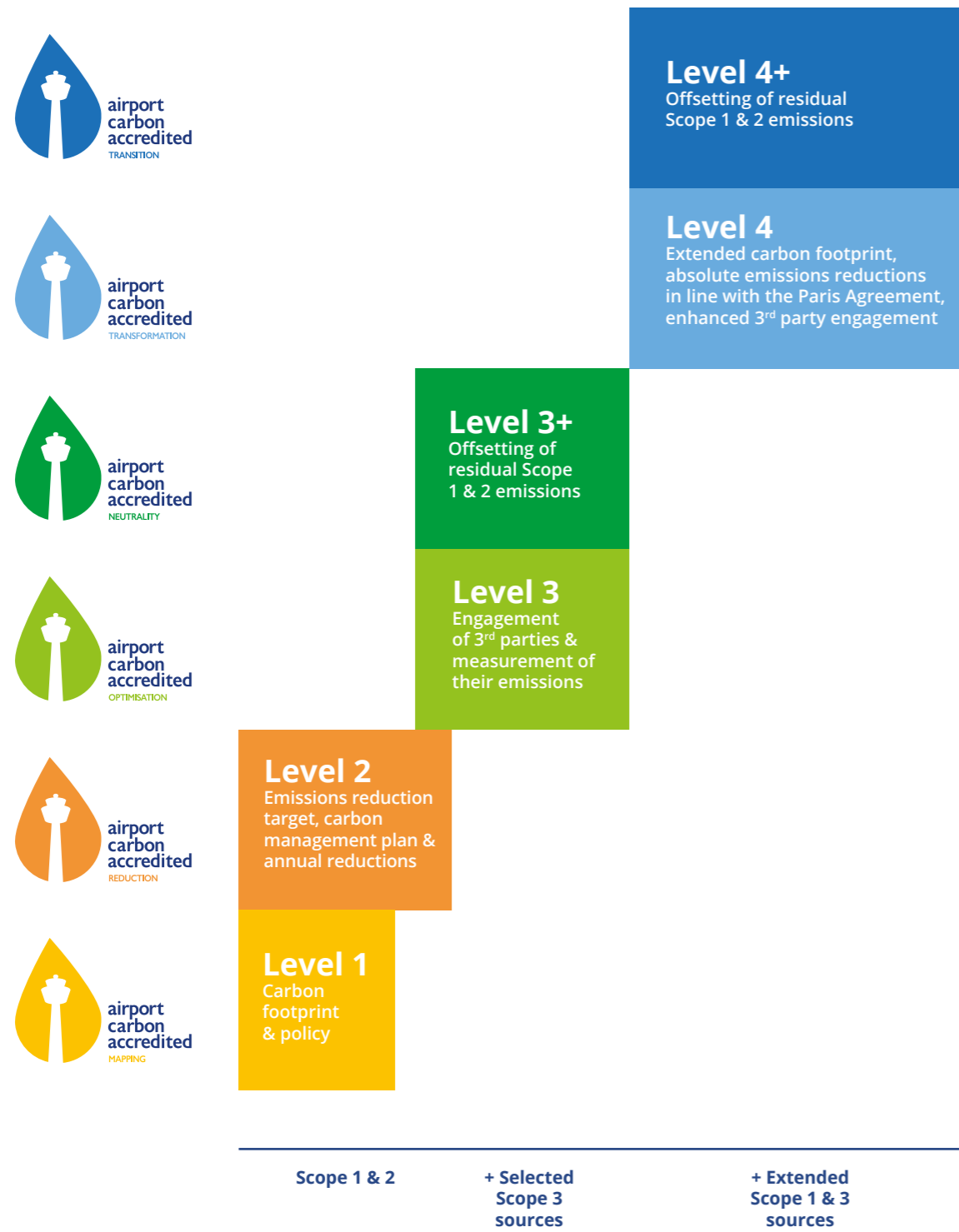


FIGURE 2: INDICATIVE CLASSIFICATION OF AIRPORT-RELATED EMISSIONS



Which emissions can occur at an airport?

→



Scope 1

Emissions from airport controlled sources

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

Scope 2

Emissions from purchased electricity

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

Scope 3

Emissions from other sources related to the activities of an airport

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

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

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How is Airport Carbon Accreditation governed?



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.



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.



TASK FORCE

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

ADVISORY BOARD

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

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



ICAO



What are the benefits from accreditation?

Airports voluntarily participate in *Airport Carbon Accreditation* for a number of reasons. In particular, the programme:

- **Facilitates better understanding of airport emissions.**
- **Helps achieve quantified emissions reductions.**
- **Inspires leadership and bold climate initiatives.**
- **Supports the implementation of a strategic approach to carbon management.**
- **Enhances engagement with third parties regarding climate action.**
- **Facilitates exchange of best practices between airports.**
- **Encourages operational and cost efficiencies for the airport and third parties.**
- **Enhances the public credibility of climate action by the airport industry.**



Singapore Changi Airport / SIN

2. New Levels 4 and 4+

Two new accreditation levels were introduced in 2020: Level 4 (Transformation) and Level 4+ (Transition), for two main reasons. Firstly, to align the programme with the objectives of the Paris Agreement to limit the increase of global average temperature to 2°C above pre-industrial levels and pursuing efforts not to exceed 1.5°C; and secondly, to respond to evolving airport needs, especially for those airports that have already reached a high level of carbon management maturity and wish to show continuous improvement.

Levels 4 and 4+ are considered as an interim step towards the long-term goal of supporting airports in achieving net zero carbon emissions.⁶ These two new levels will therefore encourage airports to reduce their emissions in line with the latest scientific and political developments and meet growing public and stakeholder expectations.



⁶ The Intergovernmental Panel for Climate Change (IPCC) has defined net zero emissions as the state 'when anthropogenic CO₂ emissions are balanced globally by anthropogenic CO₂ removals over a specified period.'

The main requirements at each new level of accreditation are presented below.

Level 4 Transformation

- Policy commitment to **absolute emissions reduction**.
- Development of a **carbon footprint for the airport's Scope 1, 2 & 3 emissions, including additional mandatory sources** compared to Levels 3/3+.
- Formulation of a **long-term absolute reduction target for all Scope 1 & 2 emissions in line with the IPCC 1.5°C or 2°C pathways**. Airports may incorporate one or more sources of Scope 3 emissions in the target and thus partially or entirely cover the airport as a system.⁷
- Development of a **Carbon Management Plan** to set out the reduction trajectory and the measures required to achieve the target, including milestones.
- Development of a **Stakeholder Partnership Plan**, including emissions reduction targets and/or measures leading to effective reductions of the airport's Scope 3 emissions.

Level 4+ Transition

- **Fulfilment of all Level 4 accreditation requirements.**
- **Offset of residual emissions under the airport's control** that cannot be reduced.

Regarding the carbon footprint, airports applying for Level 4 or 4+ shall include the following additional emissions sources (compared to the requirements of Levels 3/3+):

- De-icing substances for surfaces and aircraft;
- Refrigerant losses;
- Third party non-road construction vehicles and plant emissions;
- All aircraft full flight emissions (i.e., cruise, climb and descent);⁸
- Maritime surface access emissions;
- All offsite emissions from activities originating at the airport, such as waste incineration, landfill, sewage.

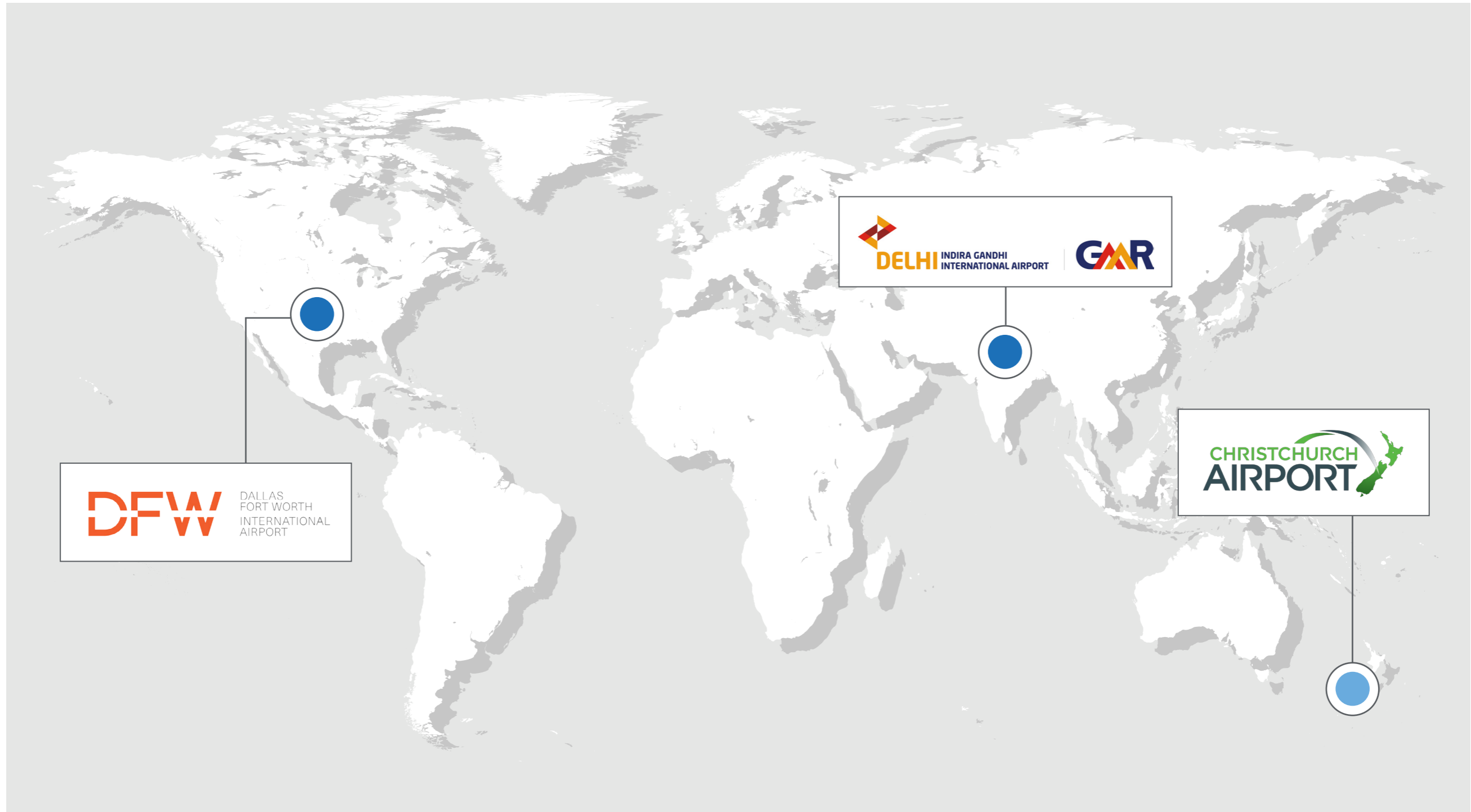
Accreditations at Levels 4/4+ have to be renewed every three years. Verifiers need to meet specific requirements, follow a special training and pass a dedicated exam to be entitled to verify Levels 4/4+ applications.

Three airports have already achieved accreditation at the new levels: Christchurch International Airport at Level 4, as well as Dallas Fort Worth International Airport and Indira Gandhi International Airport at Level 4+. The section below gives an insight into the experiences of these airports and challenges they have encountered while pursuing upgrades to the new accreditation levels.

⁷ It is strongly recommended that airports follow the IPCC 1.5°C scenario to define their absolute emissions reduction target. However, it is understood that many airports are operating under varying levels of challenges and regional disparities that might either encourage or prevent them from being able to set very ambitious targets (e.g. access to greener energy). They will need to have the flexibility to set targets that are achievable to them and contribute to the overall emissions reductions in the airport sector. Therefore, aiming to recognise airports' alignment with the Paris Agreement, the minimum standard required to achieve Level 4 is compliance with the 2°C scenario.

⁸ As per *Airport Carbon Accreditation Application Manual*, Issue 12, "Airports will collect data on aircraft emissions and Airport Carbon Accreditation will use the data submitted by airports for the purposes of accreditation only. Therefore, Airport Carbon Accreditation shall not use this data for any other purposes, such as for the attribution of emissions from international flights to a specific airport or country, and Airport Carbon Accreditation will not disclose these data in any form."

3. First accreditations at Level 4 and Level 4+





DALLAS FORT WORTH INTERNATIONAL AIRPORT

LEVEL	ACI REGION	COUNTRY	2019 PASSENGERS
4+	North America	United States	75.066.956



Why did your airport decide to apply for Level 4/4+?

In alignment with the UN Sustainable Development Goals and Paris Agreement, DFW Airport has set an ambitious goal to achieve net zero carbon emissions by 2030. We recognize our vital role in protecting natural resources for our community now and into the future – Climate Action is one of six key pillars of our sustainability strategy. Becoming the first North American airport to achieve Carbon Neutral certification was important because it enabled us to recognize the connection between improved operational efficiencies and a lower environmental footprint. It also made a bold statement to the world that we care about the way that our business impacts not only the financial bottom line, but how we take care of our customers, our employees, our business partners, and the surrounding communities that we serve. Accreditation at the new Level 4+ endorses our progress to-date and certifies our path forward.

What was the most challenging requirement in the accreditation process?

As a large and complex airport with over 7,000 hectares of land, the most challenging requirement we faced is expanding our carbon footprint to account for additional sources outside of our control. Airport Carbon Accreditation requires a robust carbon management system to account for sources we control, guide, and influence; the new Level 4/4+ inspired our team to create a new cloud-based software system to map and measure construction emissions on our airport. As we've learned with prior work on

energy efficiency, the ability to measure progress will drive new partnerships and a reduction in Scope 3 emissions.

What would you recommend to other airports that wish to become accredited at Level 4/4+?

I offer two key recommendations to airports pursuing Airport Carbon Accreditation Level 4/4+ certification: (1) be courageous in setting your climate action targets and (2) take time to learn about the challenges your internal stakeholders and business partners face. Committing your airport to net zero emissions will inspire innovation and challenge your teams to think big! As an example, the renewable natural gas (RNG) initiative at DFW was born from research on renewable fuels generated by landfills and wastewater treatment plants in our region; we now use more than 70% RNG to power our large fleet of over 200 busses. My second recommendation is a strategy to build effective partnerships in your carbon management program. Airport Carbon Accreditation Level 4/4+ requires 'transforming' and 'transitioning' your airport. By learning about the challenges your colleagues and partners face, you will identify solutions together that improve operations, reduce cost, and lower environmental impacts.





INDIRA GANDHI INTERNATIONAL AIRPORT

LEVEL	ACI REGION	COUNTRY	2019 PASSENGERS
4+	Asia-Pacific	India	68.490.731



Why did your airport decide to apply for Level 4/4+?

Climate change is an existential threat which is impacting communities and businesses across the world. To effectively address the climate change concerns, Delhi International Airport Limited has adopted the *Airport Carbon Accreditation* programme, progressively reaching higher accreditation levels.

In 2016, Delhi Airport became the first carbon neutral airport in the Asia Pacific region, achieving Level 3+ (Neutrality). Furthermore, we have set our emission reduction targets in line with IPCC 1.5-degree scenario and are working towards making Indira Gandhi International Airport in Delhi a “net zero carbon emission airport” by 2030. This approach is aligned with ICAO’s emission reduction initiatives to achieve carbon neutral growth from 2020 as well as with Government of India’s climate change objectives, which are in line with the Paris Agreement. Upgrade to Level 4+ (Transition) is another step towards attaining “net zero carbon emission airport” status by 2030.

What was the most challenging requirement in the accreditation process?

India is amongst the fastest growing aviation markets globally. To cater for the forecasted growth, it’s essential for Delhi Airport to undergo expansion by upgrading existing as well as by adding new infrastructure. In this scenario, in spite of having best operational efficiency measures in place, the absolute emissions usually increase. Therefore, the key challenges were to formulate an absolute GHG emission reduction goal aligned with IPCC 1.5-degree scenario, along with a comprehensive

carbon management plan in line with emission trajectories and to develop a Stakeholder Partnership Plan.

What would you recommend to other airports that wish to become accredited at Level 4/4+?

Climate change mitigation is a collective responsibility. We all need to scale up our actions to act faster towards protecting the planet. It is very important to create awareness among all the stakeholders and work collectively towards the objective of reducing carbon emissions.

Airports that wish to attain Level 4/4+ accreditation need to integrate climate change mitigation related strategies into the organizational strategy and should adopt a holistic science based approach for reducing GHG emissions in line with IPCC recommendations. Airports should explore all feasible emission reduction measures such as green infrastructure programs, green energy use, efficiency improvements, resource conservation, adoption of circular economy, operational excellence measures, green transportation, innovative technological solutions, etc.

Apart from this, it is important to develop a robust GHG management system with a strong internal review process, which will help in adequately identifying and addressing improvement opportunities.





CHRISTCHURCH INTERNATIONAL AIRPORT

LEVEL	ACI REGION	COUNTRY	2019 PASSENGERS
4	Asia-Pacific	New Zealand	6.908.270



Why did your airport decide to apply for Level 4/4+?

We started our carbon journey back in 2007, when our first carbon footprint was independently audited. Then our Board passed our Carbon Policy and we launched our Green Transition Plan to investigate emission reduction projects we could undertake.

We wanted to do more, so developed an emissions reduction pathway, in line with the UNFCCC Paris Agreement to keep global temperatures within 1.5 degrees, and wanted expert scrutiny to check our proposals.

That's when we heard about the *Airport Carbon Accreditation* Level 4 Transformation – an airport specific programme that aligns with the global climate goals. It required setting long-term pathways and providing evidence based examples of how airports, and their stakeholders, will achieve their emission targets.

This aligned with the work we were doing and was overseen with international airport specific expertise, so exactly what we were looking for to ensure our climate action truly was best practice.

What was the most challenging requirement in the accreditation process?

The accreditation process is extensive, detailed and requires a significant commitment from an airport. We were driven to learn and adapt as we went through the accreditation process with the support of the *Airport Carbon Accreditation* Administrator, and the expert examination of an independent verifier. What airports can get at the end

of it is an extremely robust plan aligned with global targets, which holds up to scrutiny and can guide emissions reductions through the next 30 years.

What would you recommend to other airports that wish to become accredited at Level 4/4+?

This is an enormously valuable process to go through as an airport, and we strongly recommend other airports pursue Level 4/4+ accreditation.

As part of the aviation sector that contributes three percent of global emissions, we have a responsibility to do all we can to reduce our operational footprints - and technology currently exists for us to do so.

The process of setting carbon reduction targets, a carbon management plan, and a stakeholder management plan, are all crucial elements for an airports future planning – and necessary to understand for the transition to a low carbon future. Ultimately, we want aviation decoupled from greenhouse gas emissions, and this is an important step in that direction.



4. Temporary adjustments to Airport Carbon Accreditation due to COVID-19



Although the impact of COVID-19 has caused unprecedented disruption in the global aviation sector, the airport industry's commitment to addressing carbon and climate issues remains an absolute priority. Therefore, it is vital that *Airport Carbon Accreditation* continues to encourage and enable airports to implement best practices in carbon management.

This also means that *Airport Carbon Accreditation* needs to support airports that face challenges progressing with applications during this period. It must provide clear and consistent guidance to all airports on how to deal with the decrease in carbon emissions in 2020 caused by COVID-19, followed by a subsequent increase in emissions as flights and passenger traffic gradually return to pre-COVID levels.

In order to maintain the integrity of *Airport Carbon Accreditation* through this period, the decision was made to merge year 11 (May 2019 to May 2020) and year 12 (May 2020 to May 2021) of the programme. In summary that means that airports need to make only one application for certification in the period May 2019 to May 2021. Consequently, airports will also only have to pay an accreditation fee once in that period. For airports on a three-yearly renewal cycle, the period May 2019 to May 2021 will also count as just one year. On a voluntary basis, airports can choose to make a second application during this period, for example if they have already been certified since May 2019 but now wish to upgrade to a higher level.

These changes were complemented by additional provisions including exclusion of 2020 emissions data from carbon footprints, postponement of offset purchases for a year, encouragement of off-site verifications, etc.





5. New technical documentation

Following the introduction of new accreditation levels, the *Airport Carbon Accreditation* Task Force has prepared several supporting technical documents that are released on the programme website, enhancing the programme's transparency⁹. These documents are classified as "Manuals" if they contain rules and requirements or "Guidance Documents" if they only provide recommendations. In particular, new technical documentation includes the following:

- **Airport Carbon Accreditation Application Manual** (Issue 12)
The main technical programme document. The new issue introduces a number of changes compared to the previous edition, including detailed accreditation requirements for Level 4/4+, revised requirements for Scope 2 emissions reporting, clarification on the accounting of emissions from the use of biofuels and renewable electricity, and introduction of eligibility criteria for off-site verification.
- **Verifier Manual** (Issue 1)
A dedicated manual with the primary purpose to strengthen and harmonise the quality of the verification process. It outlines the relevant requirements and guidance and includes specific criteria for carrying out verifications at Levels 4/4+.
- **Offsetting Manual** (Issue 2)
A document which sets out the quality criteria, requirements and recommendations for airports' offsetting choices. The second issue of the manual introduces the UK Woodland Carbon Code as an additional offset programme which was approved as eligible under *Airport Carbon Accreditation*. It is a forestry related programme, which can only be used for airports located in the United Kingdom.
- **Guidance on Reducing Emissions Before Offsetting** (Issue 1)
A document which provides recommendations on emissions reductions. It aims to support airports and verifiers in assessing whether all the opportunities for reducing emissions have been used to the furthest extent possible before offsetting. For this reason, the document applies mainly to airports aiming at Level 3+, but it is also valid for airports at any level of accreditation.

⁹To access all technical documentation, see <https://www.airportcarbonaccreditation.org/airport/technical-documents.html>.



Belgrade Nikola Tesla Airport / BEG



Puerto Vallarta International Airport / PVR



Montréal-Pierre Elliott Trudeau International Airport / YUL

6. Trends

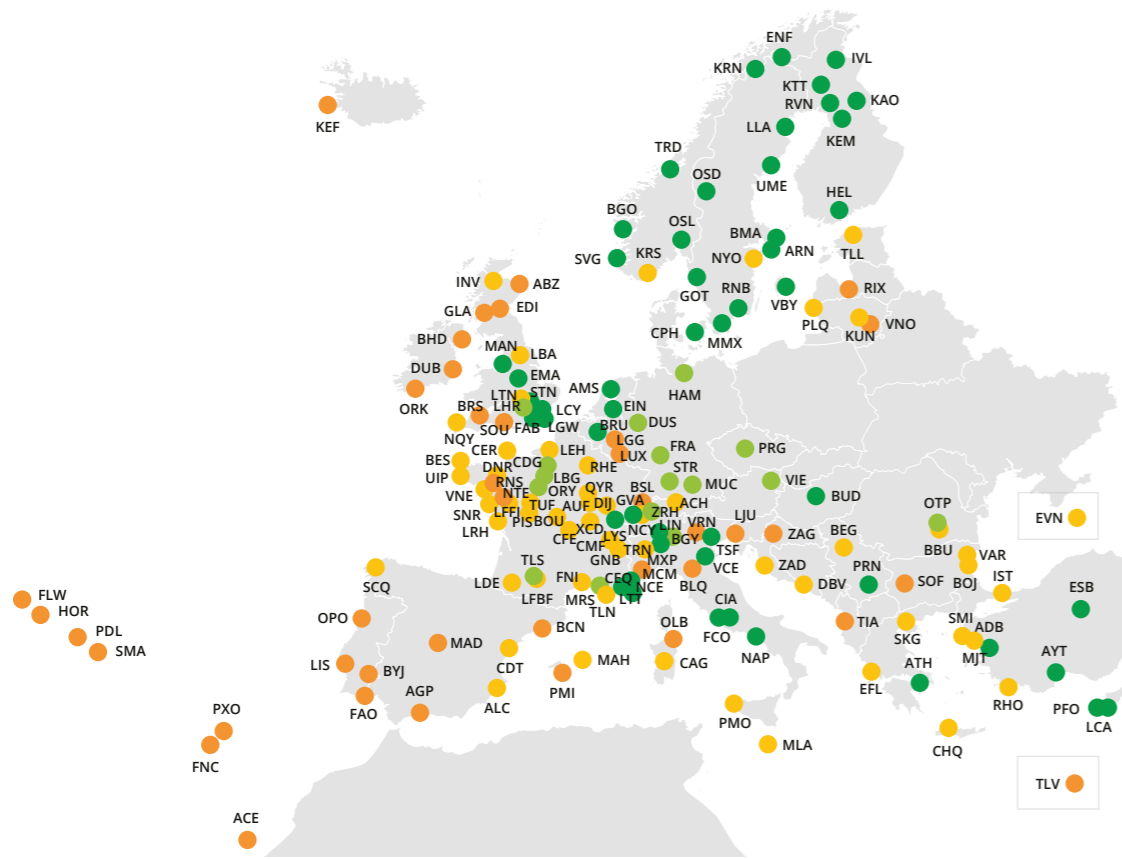
Global

As of December 11th, 2020 there were 333 accredited airports across the world, of which 113 were accredited at Level 1 (Mapping), 94 at Level 2 (Reduction), 62 at Level 3 (Optimisation), 61 at Level 3+ (Neutrality), as well as 1 at the newly introduced Level 4 (Transformation) and 2 at Level 4+ (Transition). The percentage of global passenger traffic traveling through accredited airports increased marginally to 45%, suggesting that the newly accredited airports represent a comparatively small share of global passenger traffic.

REGION	LEVELS						TOTAL
	1	2	3	3+	4	4+	
Europe	57	40	16	51			164
Asia Pacific	7	19	25	6	1	1	59
North America	16	11	19	1		1	48
Latin America & the Caribbean	26	16	1	2			45
Africa	7	8	1	1			17
Global	111	94	61	61	1	2	333

Despite the COVID-19 challenges, since March 2020 a number of airports have either joined the programme or upgraded. Specifically, in Europe there were 14 new entrants and 2 upgrades to higher accreditation levels; in Asia-Pacific 3 new entrants and 10 upgrades; in North America 1 new entrant and 3 upgrades; in Latin America and the Caribbean 12 new entrants and 7 upgrades; and in Africa 3 new entrants and 4 upgrades.

Europe



There were 164 accredited airports in Europe, of which 57 were accredited at Level 1 (Mapping), 40 at Level 2 (Reduction), 16 at Level 3 (Optimisation) and another 51 at Level 3+ (Neutrality). These airports account for 69.6% of European passenger traffic and 49.2% of all accredited airports in the programme. The 51 carbon neutral airports suggest good progress towards the ACI EUROPE target of 100 carbon neutral airports by 2030.

The following airports have joined the *Airport Carbon Accreditation* programme or upgraded since COVID-19 was declared a pandemic (11 March 2020):

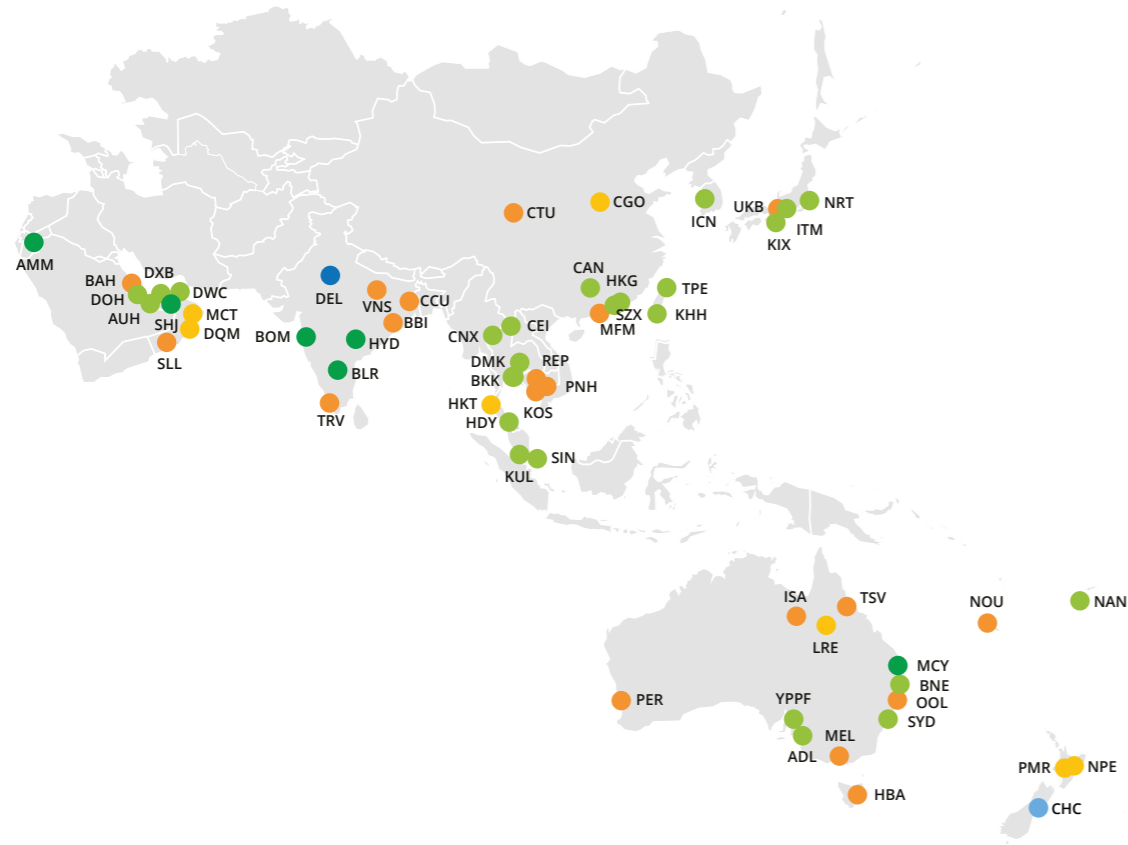
14 Entrants

Belgrade Nikola Tesla Airport	Level 1
Chania International Airport	Level 1
Inverness Airport	Level 1
Istanbul International Airport	Level 1
Leeds Bradford International Airport	Level 1
Falcone and Borsellino Palermo Airport	Level 1
Samos International Airport	Level 1
St. Gallen-Altenrhein Airport	Level 1
Stockholm Skavsta Airport	Level 1
Zvartnots International Airport	Level 1
Aberdeen Airport	Level 2
Edinburgh Airport	Level 2
George Best Belfast City Airport	Level 2
Glasgow Airport	Level 2

2 Upgrades

Riga International Airport	to Level 2
Milan Bergamo Airport	to Level 3

Asia Pacific



There were 59 accredited airports in Asia Pacific, of which 7 were accredited at Level 1 (Mapping), 19 at Level 2 (Reduction), 25 at Level 3 (Optimisation), 6 at Level 3+ (Neutrality), as well as 1 at Level 4 (Transformation) and 1 at Level 4+ (Transition). These airports account for 40.3% of Asia Pacific passenger traffic and 17.7% of all accredited airports in the programme.

The following airports have joined the *Airport Carbon Accreditation* programme or upgraded since COVID-19 was declared a pandemic (11 March 2020):

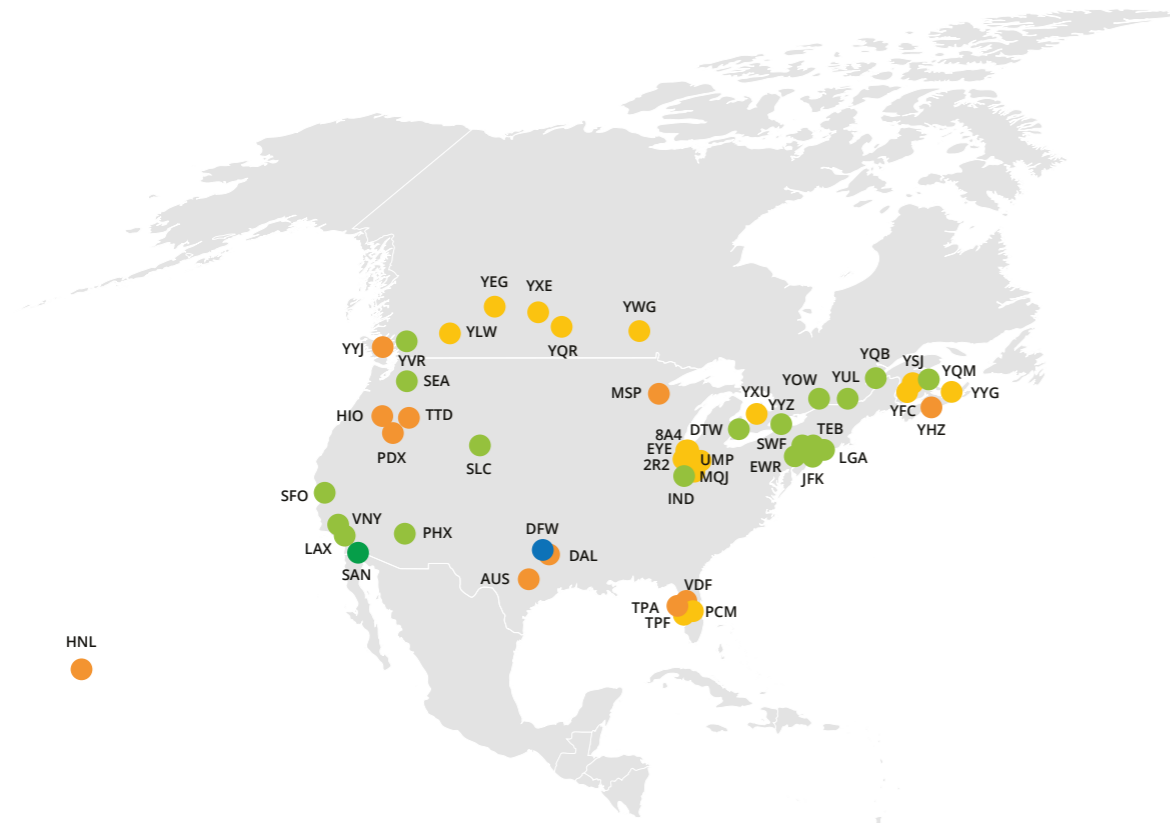
3 Entrants

Duqm International Airport	Level 1
Phuket International Airport	Level 1
Kaohsiung International Airport	Level 3

10 Upgrades

Guangzhou Bai Yun International Airport	to Level 2
Phnom Penh International Airport	to Level 2
Siem Reap International Airport	to Level 2
Sihanouk International Airport	to Level 2
Guangzhou Bai Yun International Airport	early upgrade to Level 3
Nadi International Airport	to Level 3
Shenzhen Bao'an International Airport	to Level 3
Sharjah International Airport	to Level 3 +
Christchurch International Airport	to Level 4
Indira Gandhi International Airport	to Level 4+

North America



There were 48 accredited airports in North America, of which 16 were accredited at Level 1 (Mapping), 11 at Level 2 (Reduction), 19 at Level 3 (Optimisation), 1 at Level 3+ (Neutrality), and 1 at Level 4+ (Transition). These airports account for 40.7% of North America passenger traffic and 14.4% of all accredited airports in the programme.

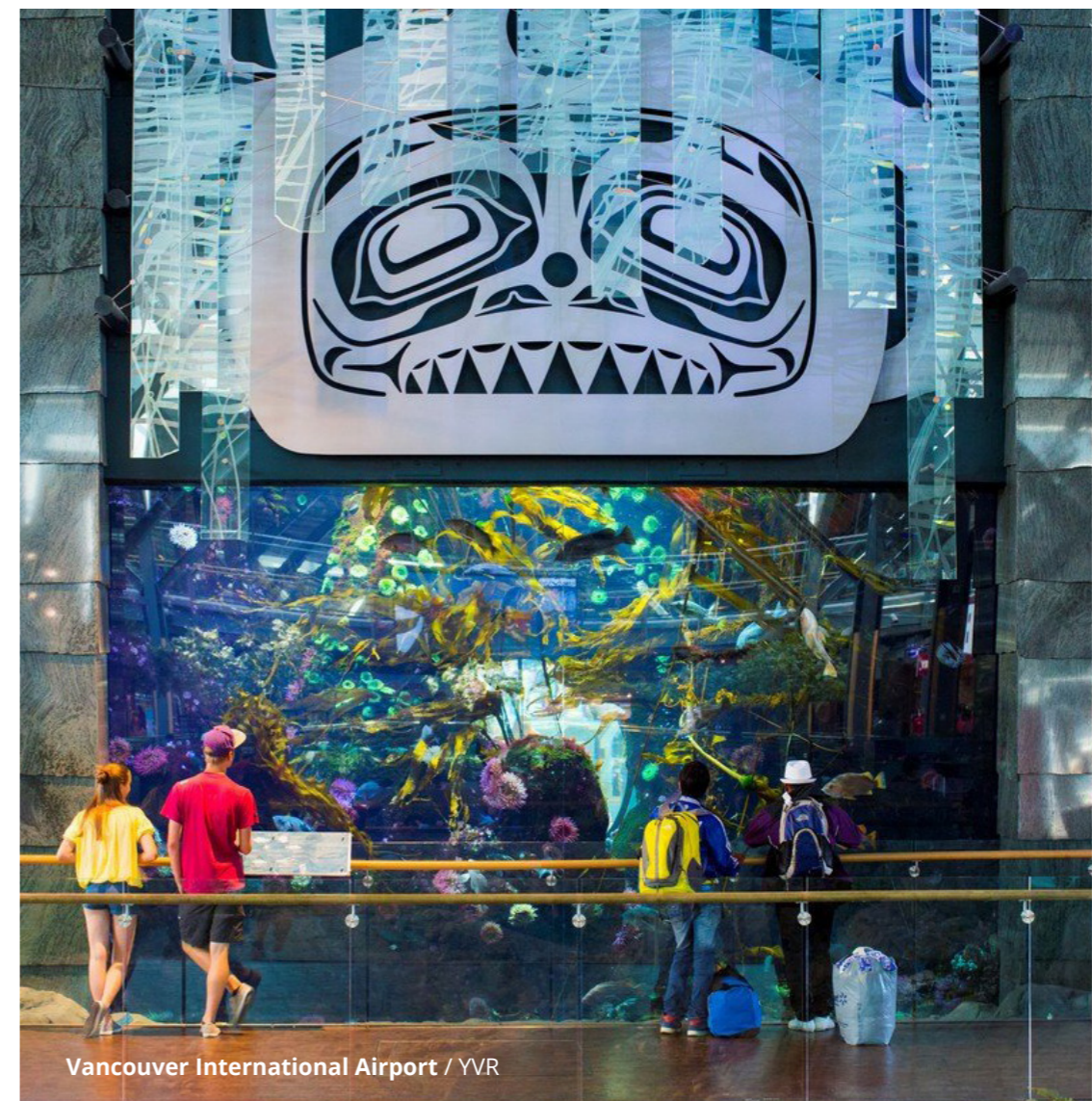
The following airports have joined the *Airport Carbon Accreditation* programme or upgraded since COVID-19 was declared a pandemic (11 March 2020):

1 Entrants

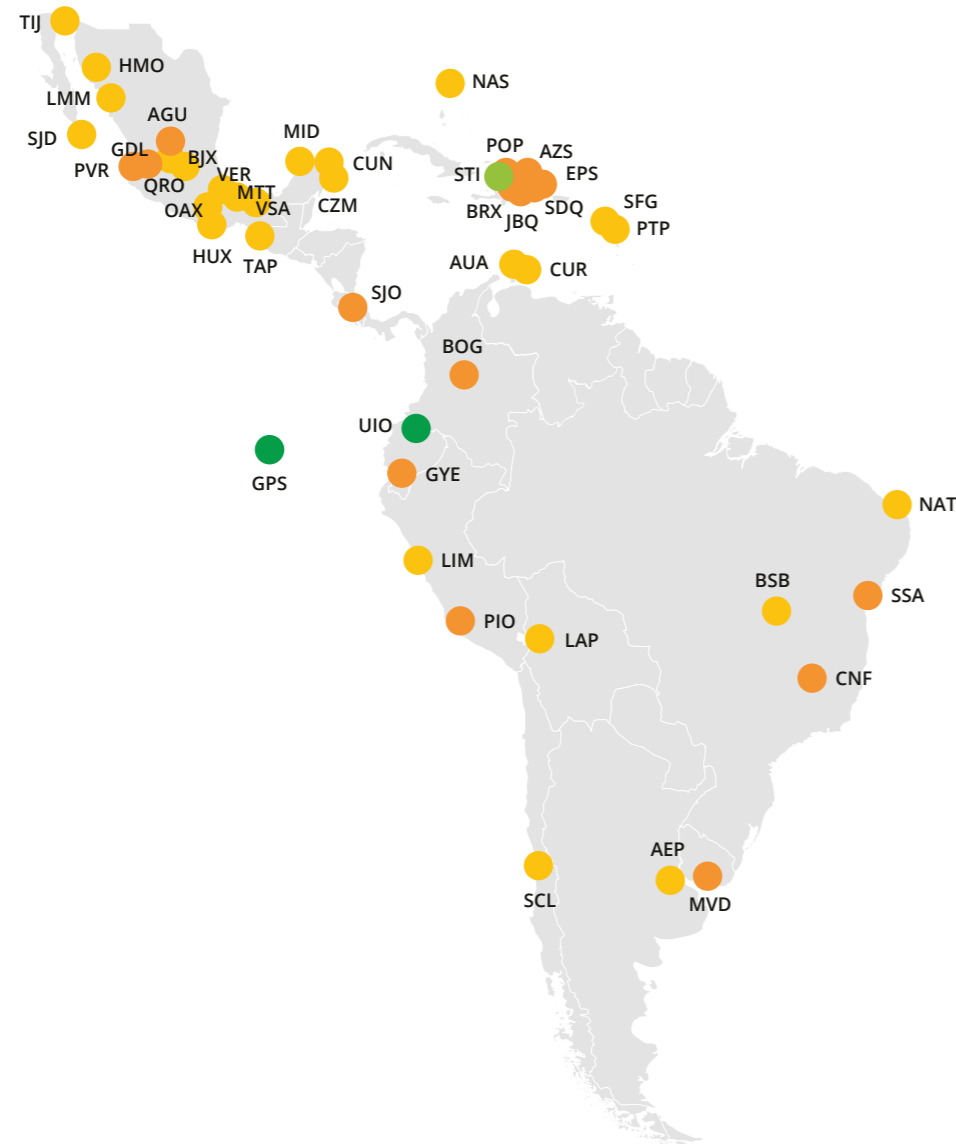
London International Airport	Level 1
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3 Upgrades

Phoenix Sky Harbor International Airport	to Level 3
Salt Lake City International Airport	to Level 3
Dallas Fort Worth International Airport	to Level 4+



Latin America & the Caribbean



There were 45 accredited airports in Latin America and the Caribbean, of which 26 were accredited at Level 1 (Mapping), 16 at Level 2 (Reduction), 1 at Level 3 (Optimisation) and another 2 at Level 3+ (Neutrality). These airports account for 35.9% of Latin America and the Caribbean passenger traffic and 13.5% of all accredited airports in the programme.

The following airports have joined the *Airport Carbon Accreditation* programme or upgraded since COVID-19 was declared a pandemic (11 March 2020):

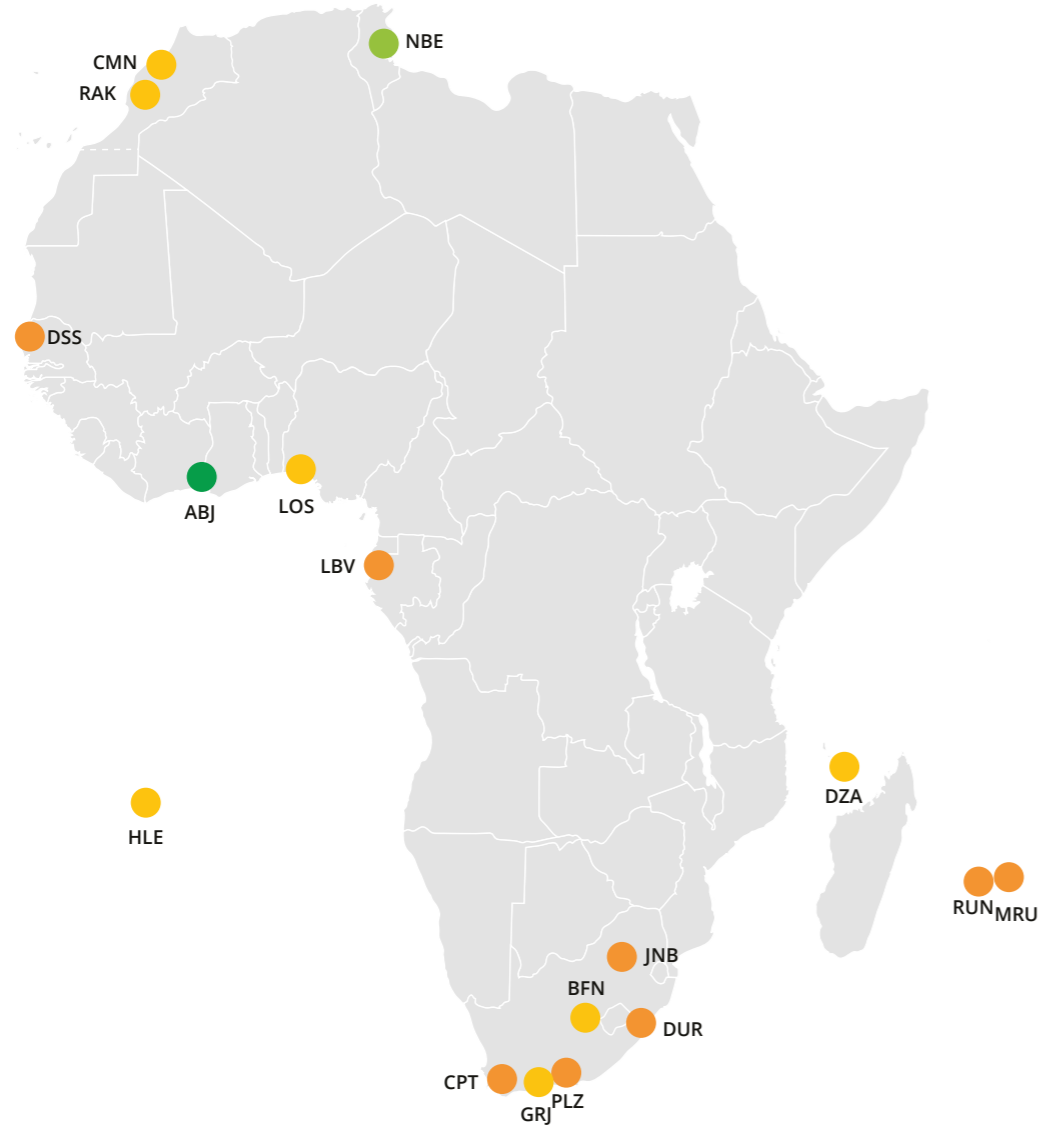
12 Entrants

Cancun International Airport	Level 1
Cozumel International Airport	Level 1
Huatulco Airport	Level 1
Lynden Pindling International Airport	Level 1
Mérida International Airport	Level 1
Minatitlán Airport	Level 1
Xoxocotlan International Airport	Level 1
Queen Beatrix International Airport	Level 1
Querétaro Intercontinental Airport	Level 1
Tapachula International Airport	Level 1
Veracruz International Airport	Level 1
Villahermosa International Airport	Level 1

7 Upgrades

Arroyo Barril International Airport	to Level 2
Gregorio Luperón International Airport	to Level 2
La Isabela International Airport	to Level 2
Las Américas International Airport	to Level 2
María Montez International Airport	to Level 2
Samaná El Catey International Airport	to Level 2
Cibao International Airport	to Level 3

Africa



There were 17 accredited airports in Latin America and the Caribbean, of which 7 were accredited at Level 1 (Mapping), 8 at Level 2 (Reduction), 1 at Level 3 (Optimisation) and another 1 at Level 3+ (Neutrality). These airports account for 34.7% of Africa's passenger traffic and 5.1% of all accredited airports in the programme.

The following airports have joined the *Airport Carbon Accreditation* programme or upgraded since COVID-19 was declared a pandemic (11 March 2020):

3 Entrants

Bram Fischer International Airport	Level 1
Lagos Murtala Mohammed International Airport	Level 1
Saint Helena Airport	Level 1

4 Upgrades

Dakar Blaise Diagne International Airport	to Level 2
King Shaka International Airport	to Level 2
Port Elizabeth International Airport	to Level 2
Enfidha Hammamet International Airport	to Level 3

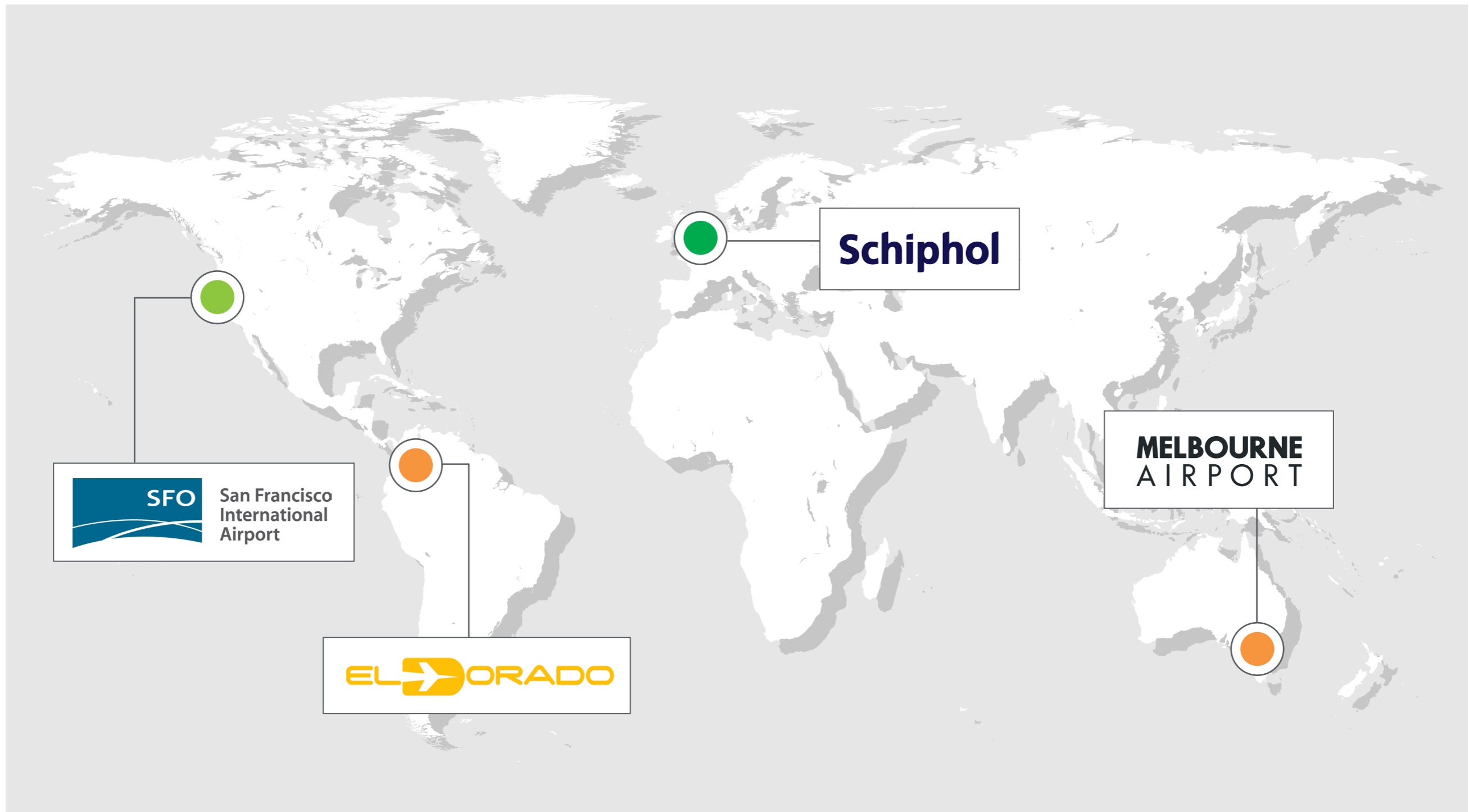


Enfidha Hammamet International Airport / NBE

7. Airport climate leadership during the COVID-19 crisis



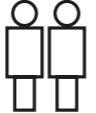


In addition to the case studies from airports at Levels 4/4+, this section illustrates further examples from a selection of airports worldwide which implemented certain environmental initiatives in the most recent period and continued climate action in spite of COVID-19.





EL DORADO INTERNATIONAL AIRPORT

			
LEVEL	ACI REGION	COUNTRY	2019 PASSENGERS
2	Latin America & the Caribbean	Colombia	34.975.000



What effect has the pandemic had on the carbon management activities at your airport?

Lower utilization of the airport infrastructure caused by the pandemic has generated a 65% reduction in the energy demand due to the non-use of equipment with higher energy consumption, as well as a 72% reduction in the demand for fossil fuels for vehicles. This has made our carbon footprint smaller, however, as no passengers were traveling, the efficiency per Traffic Unit (transported passengers) was lower.

Please describe the main environmental initiatives that were introduced at your airport in the past months.

Among the main initiatives implemented at the airport to guarantee greater energy efficiency, we have optimized the operating cycles of the air conditioning systems, while ensuring their rational use according to the thermal load of the building and the number of passengers we transport. In the pandemic stage, making use only of what is strictly necessary to guarantee thermal comfort and air quality, we also started our retrofit project in the lighting system, changing the lamps from conventional sodium, metal halide, and fluorescent technology to LED technology. The total number of luminaires to be replaced are 14,236 units and the estimated energy savings are 450,000 kWh per month, with which we expect to reduce our annual energy consumption by 15%. This will represent an estimated reduction in the carbon footprint (Scope 1 & 2) of 11% before the end of 2020. Additionally, we advance with our air conditioning systems interconnection project that will allow greater

versatility in the use of these systems and will guarantee an estimated energy saving of 50,000 kWh per month, which means avoiding the emissions of 8.2 tCO₂eq monthly.


What are your future carbon management plans and how much do they depend on the COVID-19 crisis?

El Dorado International Airport will continue working on the implementation of new projects that aim at energy efficiency, making its processes sustainable and achieving the goal of Neutrality by 2030. In the short term, we have estimated implementation of the automated systems, such as radar type sensors and variators of the latest generation that will enable us to use the equipment only when needed and will also allow us to optimize the use of vertical and horizontal transport equipment (i.e., elevators, escalators and conveyor belts). In the medium term, more solar panels on the roofs are projected, increasing our total installed capacity in non-conventional energy. For the long term plans, it is projected to promote the use of electric mobility with electrical installations. The medium and long-term projects will undergo detailed engineering analysis and assessments regarding implementation according to the reactivation projections that will occur post-pandemic. The airport expansion plan will also have to be reviewed as it will significantly depend on the number of passengers that will be handled by the airport in the future.





MELBOURNE AIRPORT

			
LEVEL	ACI REGION	COUNTRY	2019 PASSENGERS
2	Asia-Pacific	Australia	37.490.978



What effect has the pandemic had on the carbon management activities at your airport?

The most significant impact the pandemic has had on the airport is a sharp drop in passengers and revenue. What we have done to mitigate that is to reduce our energy use wherever possible which in turn will reduce our absolute carbon emissions this year. However, as our passenger numbers will be so low, our per-passenger carbon emissions will likely rise significantly.

Another opportunity is related to the lower cost of natural gas. This fuel is less carbon intensive than the grid of the State of Victoria and allows us to run our 8MW trigeneration facility more and reduce our carbon footprint. We have also continued to progress 3 solar array projects:

- A 12MW solar array that will provide approximately 25% of the airport's energy needs (pre-COVID-19);
- A 1.8MW roof array on a warehouse in our Business Park;
- A 100KW array + 140KW battery solar array to power an on-site water treatment plant.

Please describe the main environmental initiatives that were introduced at your airport in the past months.

Other environmental initiatives included the completion and commissioning of our PFAS (Per- and polyfluoroalkyl substances) soil storage facility and associated water treatment plant, planting over 1200 trees and shrubs along one of our water ways (Moonee Ponds Creek), and adding more environmental management data to our enterprise GIS to assist in site assessment

and adaptive management across our >2700ha estate.

What are your future carbon management plans and how much do they depend on the COVID-19 crisis?

The opportunity of the pandemic for aviation carbon management is the likely acceleration of hydrogen fuel cell technology. Melbourne Airport has been in discussions with scientists who are looking at how hydrogen can be used in aviation and on airfields, and we are assessing our strategic plans to make sure we are ready when this happens.

We will continue to make cost effective decisions to drive down our carbon emissions through energy use and purchase, and monitor the evolving energy market to take advantage of shifts in (lower carbon) supply when they occur.





SAN FRANCISCO INTERNATIONAL AIRPORT

LEVEL	ACI REGION	COUNTRY	2019 PASSENGERS
3	North America	United States	57.418.574



What effect has the pandemic had on the carbon management activities at your airport?

While passenger counts have been low and slow to recover, SFO has maintained its strategic goals to achieve carbon neutrality, zero waste, and net zero energy by 2021 and continues to advance related sustainability projects. SFO's continued focus on "zero" is essential in California, where our Governor has called for continued emissions mitigations to abate the current and forecasted consequences of inaction on climate - wildfires. Capital funding for transportation electrification have slowed or paused, as resources are directed to major projects like runway repair during slow travel periods and to safeguarding passenger and employee health throughout our airport facilities.

Please describe the main environmental initiatives that were introduced at your airport in the past months.

SFO successfully deployed six new 40-foot all-electric zero-emission buses and electric vehicle charging infrastructure. The Proterra Catalyst E2 buses can be charged in under 4.5 hours for an operating range of up to 231 miles. Lower fuel prices and reduced vehicle maintenance costs will save SFO \$4.5 million and eliminate more than 10,500 tonnes of Scope 1 emissions during the 12-year lifespan of the buses.

SFO opened the Fitwel-Certified Harvey Milk Terminal 1 and is pursuing the WELL Building Standard to pilot health/wellness rating systems which are new to our sector. This facility also opened using one-third the energy use of its predecessor thanks to a tote-based baggage system, dynamic glazing, ra-

diant HVAC, and regenerative moving walkways.

SFO also completed a Zero-Emission Vehicles Readiness Study and initiated working groups to implement its recommendations. Aircraft at SFO received 860,000 gallons of sustainable aviation fuel (SAF) last fiscal year. We continue to lead a SAF Working Group composed of airlines, fuel providers, government agencies, and NGOs to drive SAF use at SFO, increase in-state incentives and expand use/awareness across the industry. This includes drafting a Sustainable Aviation Fuels Playbook for Airports, co-authored with the Commercial Alternative Aviation Fuels Initiative (CAAFI), Seattle-Tacoma Airport, and ACI-NA.

What are your future carbon management plans and how much do they depend on the COVID-19 crisis?

SFO continues to aim for carbon neutrality in its operational emissions by 2021 and to focus first on actual and absolute emissions reductions through investment in clean energy and transportation solutions. The crisis will determine the funding available to achieve these outcomes and could alter the timeline for delivery if projects are paused. We will continue our *Airport Carbon Accreditation* participation, at least at our current level, and could reach to Level 3+ if our planning stays on track.





AMSTERDAM AIRPORT SCHIPHOL

LEVEL	ACI REGION	COUNTRY	2019 PASSENGERS
3+	Europe	Netherlands	71.706.999



What effect has the pandemic had on the carbon management activities at your airport?

The pandemic has a tremendous impact on Amsterdam Airport Schiphol. However, we are still committed to our 2030 zero emissions and zero waste goals that we have defined in our sustainability strategy. Some investments will be delayed because of the current financial situation, but we are confident that we will reach our goals. In the meantime we are improving our carbon emissions reporting to have better information and focus on energy efficiency. Energy efficiency often doesn't need high investments and leads to a lower energy consumption including financial benefits.

Please describe the main environmental initiatives that were introduced at your airport in the past months.

Next to our ambitions for our own organisations, we are committed to realise a net-zero-carbon aviation sector by 2050. In the eco-system of aviation partners, we are active on several fields to contribute to the reduction of aviation carbon emissions. During the spring of 2020 Schiphol and its partners started a trial with sustainable taxiing. Aircraft have taxied from and to the runway by a special tow vehicle, also known as the 'Taxibot'. As a result the aircraft engines remain mostly turned off during taxiing. Airlines achieved savings of 50-85% on fuel consumption during taxiing. During the trial, we have done 170 missions including 8 live flights. The project was a bit delayed because of the COVID-19 impact, but it turned out to be an ideal situation to do multiple tests during day and night-time. We will publish the feasibility study at the end of 2020. For

more information please see: <https://www.schiphol.nl/en/innovation/page/lab/>.

What are your future carbon management plans and how much do they depend on the COVID-19 crisis?

In accordance with our roadmap "Most Sustainable Airports" we will work on several topics. On the ground, our focus will be on phasing out natural gas in our terminals and buildings and fossil fuels at the airside. Main challenges will be to renovate the terminals during a 24/7 operation and provide renewable electricity at airside, including remote handling locations and platforms. In order to reduce aviation emissions, acceleration of sustainable aviation fuels will be the key. Jointly with many aviation partners we are making this feasible. Additionally, a second pilot on sustainable taxing is being planned.





Sir Seewoosagur Ramgoolam International Airport / MRU

8. Outlook

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

- Closely monitor the implementation of Levels 4/4+ as well as any associated developments.
- Review developments around COVID-19 and identify implications for *Airport Carbon Accreditation*.
- Roll out a Mentorship Initiative to support new entries and the progress of airports through the accreditation levels.



9. Accreditations list

EUROPE

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

1	Malta International Airport	MLA
1	Menorca Airport	MAH
1	Mytilini International Airport	MJT
1	Nîmes Alès Camargue Cévennes Airport	FNI
1	Palanga Airport	PLQ
1	Pays d'Ancenis Airport	LFFI
1	Poitiers Biard Airport	PIS
1	Quimper Bretagne Airport	UIP
1	Reims-Champagne Airport	RHE
1	Rodos Airport - Diagoras	RHO
1	Saint-Nazaire Montoir Airport	SNR
1	Samos International Airport	SMI
1	Santiago Airport	SCQ
1	St. Gallen-Altenrhein Airport	ACH
1	Stockholm Skavsta Airport	NYO
1	Tallinn Airport	TLL
1	Tarbes Lourdes Pyrénées Airport	LDE
1	Thessaloniki International Airport	SKG
1	Torino Airport	TRN
1	Toulon Hyères Airport	TLN
1	Toulouse Franczal Airport	LFBF
1	Tours Val de Loire Airport	TUF
1	Troyes-Barberey Airport	QYR
1	Vannes Golfe du Morbihan Airport	VNE
1	Varna Airport	VAR
1	Zadar Airport	ZAD
1	Zvartnots International Airport	EVN
2	Aberdeen Airport	ABZ
2	Adolfo Suárez Madrid-Barajas Airport	MAD
2	Ljubljana Jože Pučnik Airport	LJU
2	Barcelona-El Prat Airport	BCN
2	Beja Airport - Civil Terminal	BYJ
2	Bologna Guglielmo Marconi Airport	BLQ
2	Bristol Airport	BRS
2	Cork Airport	ORK
2	Dublin Airport	DUB
2	Edinburgh Airport	EDI
2	EuroAirport Basel Mulhouse Freiburg Airport	BSL

2	Faro Airport	FAO
2	Flores Airport	FLW
2	George Best Belfast City Airport	BHD
2	Glasgow Airport	GLA
2	Horta Airport	HOR
2	Keflavik International Airport	KEF
2	Lanzarote Airport	ACE
2	Liège Airport	LGG
2	Lisbon Airport	LIS
2	Luxembourg Airport	LUX
2	Madeira Airport	FNC
2	Málaga Airport - Costa del Sol	AGP
2	Monaco International Heliport	MCM
2	Nantes Atlantique Airport	NTE
2	Olbia Costa Smeralda Airport	OLB
2	Palma de Mallorca Airport	PMI
2	Ponta Delgada Airport	PDL
2	Porto Airport	OPO
2	Porto Santo Airport	PXO
2	Rennes Bretagne Airport	RNS
2	Riga International Airport	RIX
2	Santa Maria Airport	SMA
2	Sofia Airport	SOF
2	Southampton International Airport	SOU
2	Tel Aviv Ben Gurion International Airport	TLV
2	Tirana International Airport Nënë Tereza	TIA
2	Verona Airport	VRN
2	Vilnius International Airport	VNO
2	Zagreb Airport	ZAG
3	Bucharest Henri Coandă International Airport	OTP
3	Düsseldorf International Airport	DUS
3	Frankfurt Airport	FRA
3	Hamburg Airport	HAM
3	Heathrow Airport	LHR
3	Marseille Provence Airport	MRS
3	Milan Bergamo Airport	BGY
3	Munich Airport	MUC
3	Paris - Charles de Gaulle Airport	CDG

3	Paris - Le Bourget Airport	LBG
3	Paris-Orly Airport	ORY
3	Prague Airport	PRG
3	Stuttgart Airport	STR
3	Toulouse-Blagnac Airport	TLS
3	Vienna International Airport	VIE
3	Zürich Airport	ZRH
3+	Amsterdam Airport Schiphol	AMS
3+	Ankara Esenboğa Airport	ESB
3+	Antalya International Airport	AYT
3+	Åre Östersund Airport	OSD
3+	Athens International Airport	ATH
3+	Bergen Airport	BGO
3+	Brussels Airport	BRU
3+	Budapest Ferenc Liszt International Airport	BUD
3+	Cannes-Mandelieu Airport	CEQ
3+	Copenhagen Airport	CPH
3+	East Midlands Airport	EMA
3+	Eindhoven Airport	EIN
3+	Enontekiö Airport	ENF
3+	Genève Airport	GVA
3+	Göteborg Landvetter Airport	GOT
3+	Helsinki Airport	HEL
3+	Ivalo Airport	IVL
3+	Izmir Adnan Menderes International Airport	ADB
3+	Kemi-Tornio Airport	KEM
3+	Kiruna Airport	KRN
3+	Kittilä Airport	KTT
3+	Kuusamo Airport	KAO
3+	Larnaka International Airport	LCA
3+	London City Airport	LCY
3+	London Gatwick Airport	LGW
3+	London Stansted Airport	STN
3+	Luleå Airport	LLA
3+	Lyon Airport	LYS
3+	Malmö Airport	MMX
3+	Manchester Airport	MAN
3+	Milan-Linate Airport	LIN

3+	Milan-Malpensa Airport	MPX
3+	Naples International Airport	NAP
3+	Nice Côte d'Azur Airport	NCE
3+	Oslo Gardermoen Airport	OSL
3+	Pafos International Airport	PFO
3+	Prishtina International Airport 'Adem Jashari'	PRN
3+	Rome-Ciampino Airport	CIA
3+	Rome-Fiumicino Airport	FCO
3+	Ronneby Airport	RNB
3+	Rovaniemi Airport	RVN
3+	Saint-Tropez Airport	LTT
3+	Stavanger Airport	SVG
3+	Stockholm-Arlanda Airport	ARN
3+	Stockholm-Bromma Airport	BMA
3+	Farnborough Airport	FAB
3+	Treviso Airport	TSF
3+	Trondheim Airport	TRD
3+	Umeå Airport	UME
3+	Venice Airport	VCE
3+	Visby Airport	VBY



ASIA-PACIFIC

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

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



Kansai International Airport / KIX

NORTH AMERICA

LEVEL	AIRPORT	CODE
1	Charlottetown Airport	YYG
1	Eagle Creek Airpark	EYE
1	Edmonton International Airport	YEG
1	Fredericton International Airport	YFC
1	Hendricks County Airport-Gordon Graham Field	2R2
1	Indianapolis Downtown Heliport	8A4
1	Indianapolis Regional Airport	MQJ
1	Kelowna International Airport	YLW
1	London International Airport	YXU
1	Metropolitan Airport	UMP
1	Peter O. Knight Airport	TPF
1	Plant City Airport	PCM
1	Regina International Airport	YQR
1	Saint John Airport	YSJ
1	Saskatoon John G. Diefenbaker International Airport	YXE
1	Winnipeg James Armstrong Richardson International Airport	YWG
2	Austin-Bergstrom International Airport	AUS
2	Dallas Love Field Airport	DAL
2	Halifax Stanfield International Airport	YHZ
2	Honolulu International Airport	HNL
2	Minneapolis-Saint Paul International Airport	MSP
2	Portland International Airport	PDX
2	Portland-Hillsboro Airport	HIO
2	Portland-Troutdale Airport	TTD
2	Tampa Executive Airport	VDF
2	Tampa International Airport	TPA
2	Victoria International Airport	YYJ
3	Detroit Metropolitan Airport	DTW
3	Greater Moncton Roméo Leblanc International Airport	YQM
3	Indianapolis International Airport	IND
3	JFK International Airport	JFK
3	LaGuardia International Airport	LGA
3	Los Angeles International Airport	LAX
3	Montréal - Pierre Elliott Trudeau International Airport	YUL
3	Newark Liberty International Airport	EWR

3	Ottawa Macdonald-Cartier International Airport	YOW
3	Phoenix Sky Harbor International Airport	PHX
3	Québec City Jean Lesage International Airport	YQB
3	Salt Lake City International Airport	SLC
3	San Francisco International Airport	SFO
3	Seattle-Tacoma International Airport	SEA
3	Stewart International Airport	SWF
3	Teterboro Airport	TEB
3	Toronto Pearson International Airport	YYZ
3	Van Nuys Airport	VNY
3	Vancouver International Airport	YVR
3+	San Diego International Airport	SAN
4+	Dallas Fort Worth International Airport	DFW



Seattle-Tacoma International Airport / SEA

LATIN AMERICA & THE CARIBBEAN

LEVEL	AIRPORT	CODE
1	Augusto Severo International Airport	NAT
1	Brasilia International Airport	BSB
1	Cancun International Airport	CUN
1	Cozumel International Airport	CZM
1	Curaçao International Airport	CUR
1	Guadeloupe-Pôle Caraïbes Airport	PTP
1	Guanajuato International Airport	BJX
1	Hermosillo International Airport	HMO
1	Huatulco Airport	HUX
1	Jorge Chavez International Airport	LIM
1	Jorge Newbery Airfield	AEP
1	La Paz International Airport	LAP
1	Los Mochis International Airport	LMM
1	Lynden Pindling International Airport	NAS
1	Mérida International Airport	MID
1	Minatitlán Airport	MTT
1	Querétaro Intercontinental Airport	QRO
1	Queen Beatrix International Airport	AUA
1	Saint Martin Grand Case Airport	SFG
1	San Jose Del Cabo International Airport	SJD
1	Santiago Arturo Merino Benitez International Airport	SCL
1	Tapachula International Airport	TAP
1	Tijuana International Airport	TIJ
1	Veracruz International Airport	VER
1	Villahermosa International Airport	VSA
1	Xoxocotlan International Airport	OAX
2	Aguascalientes International Airport	AGU
2	Arroyo Barril International Airport	EPS
2	Carrasco International Airport	MVD
2	El Dorado International Airport	BOG
2	Gregorio Luperón International Airport	POP
2	Guadalajara International Airport	GDL
2	Guayaquil International Airport - José Joaquín de Olmedo	GYE
2	La Isabela International Airport	JBQ
2	Las Américas International Airport	SDQ

2	María Montez International Airport	BRX
2	Pisco Airport	PIO
2	Puerto Vallarta International Airport	PVR
2	Salvador Bahia International Airport-Deputado Luis Eduardo Magalhaes	SSA
2	Samaná El Catey International Airport	AZS
2	San José Juan Santamaria International Airport	SJO
2	Tancredo Neves-Confins International Airport	CNF
3	Cibao International Airport	STI
3+	Galápagos Ecological Airport	GPS
3+	Quito International Airport	UIO



AFRICA

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





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