

## Airport Carbon Accreditation Communication

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| <b>Communication No:</b> | 4 of 2025                                                          |
| <b>From:</b>             | Environmental Minds                                                |
| <b>To:</b>               | Accredited Airports, Approved Verifiers and Programme Stakeholders |
| <b>Subject:</b>          | Programme Updates                                                  |
| <b>Date:</b>             | August 6 <sup>th</sup> , 2025                                      |

The purpose of this Communication is to provide information regarding updates to *Airport Carbon Accreditation* in line with relevant decisions of the Task Force and Advisory Board.

### 1. Level Names

The programme has undergone a change involving the removal of all descriptive names from the Level designations for simplicity as well as for compliance with legislative guidelines. Effective immediately, each level now refers solely to its numerical value:

- **Level 1 Mapping** is now **Level 1**
- **Level 2 Reduction** is now **Level 2**
- **Level 3 Optimisation** is now **Level 3**
- **Level 3+ Neutrality** is now **Level 3+**
- **Level 4 Transformation** is now **Level 4**
- **Level 4+ Transition** is now **Level 4+**
- **Level 5** remains unchanged

For relevant communication material please contact the airport's regional ACI office and/or Mr. Theodoros Papachristou *Airport Carbon Accreditation* Communications Coordinator at [theodoros.papachristou@aci-europe.org](mailto:theodoros.papachristou@aci-europe.org)

### 2. Scope 3 – Full Flight for Level 3/3+

Full-flight emissions shall be included in Scope 3 reporting for Level 3 and 3+. This replaces the requirement to report the LTO cycle. This update ensures alignment with higher levels of the programme to avoid reporting gaps, support a smoother transition to higher levels, and contribute to global decarbonisation efforts. This update corresponds to *Category 11: Use of Sold Products* and is illustrated in Figure 6 on page 27 of Application Manual Issue 14.

Effective January 1<sup>st</sup>, 2026, this change applies to all new entries, upgrades, or downgrades at this Level. All currently accredited Level 3/3+ airports must comply by their next renewal after that date.

### 3. Market-Based Hierarchy

A programme update has been made to the market-based hierarchy, changing it from a requirement (i.e., “shall”) to a recommendation (i.e., “should”). This revision applies, effective immediately, across all Levels.

Currently, as per Box 2 page 37 of Application Manual Issue 14, the use of the market-based hierarchy is a requirement. The change to recommendation brings the programme into alignment with the [GHG Protocol's Scope 2 Guidance](#) (Section 6) and accounts for local/regional/national contexts, such as the use of state-level emission factors. This adjustment aims to provide greater flexibility for airports when selecting emission factors for electricity purchased or generated from renewable sources, while maintaining compliance with the requirements of *Airport Carbon Accreditation*.

**For any questions, please contact the Airport Carbon Accreditation Helpdesk at [aca@environmental-minds.com](mailto:aca@environmental-minds.com)**