# FRAPORT TAV
# ANTALYA TERMİNAL İŞLETMECİLİĞİ A.Ş.

# CLIMATE CHANGE REPORT
# 2009-2026

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## Preface

Climate Change is one of the most important environmental challenges of this century. In 2009, our country assumed responsibility by signing the Kyoto Protocol and signing the Paris Climate Change Agreement in order to protect the climate by reducing of emissions of greenhouse gases. According to the latest statistical data 16% of total greenhouse gas emissions from the transportation sector, while 2-3% of this ratio is due to the aviation sector.

Fraport TAV Antalya Terminal Management (FTA) is committed to protecting the climate. Under this commitment, Antalya Airport initiated the Airport Carbon Accreditation process in August 2009 and achieved Level 1 “Mapping” in 2010.

The airport was subsequently accredited at Level 2 “Reduction” in 2011, following the implementation of carbon management measures. In 2012, Antalya Airport achieved Level 3 “Optimization” through the development of a stakeholder engagement plan and continued emission reduction efforts. The Level 3 accreditation was successfully renewed for 2013 and 2014.

In 2015, FTA decided to offset all Scope 1 and Scope 2 emissions and has since maintained Level 3+ “Neutrality”, which is currently valid until May 2026.

Integrating carbon management practices with the long-term decarbonization target for 2050 constitutes a key strategic priority for FTA. In 2025, FTA initiated pilot phase activities to support the transition to Level 4+ requirements. Building on these efforts, the Company has applied in 2026 to upgrade its accreditation to Level 4+.

The total emission of the airport is analyzed, a very important part is caused by aircraft movements, partly by passenger surface transportation, partly by Terminal Operations activities (FTA), and a small part by ground handling vehicles and personnel transportation. FTA is shared 1% of total emission at the Antalya Airport. FTA’s Scope 1 and Scope 2 emissions primarily consist of the following sources. Although there have been minor changes in FTA’s emission sources over the years, 74.9% of carbon emissions come from purchased electricity consumption, 19.4% from electricity consumption produced by Trigen, and 4.8% from refrigeration leaks.

## Basic Principles for Carbon Reporting

The basic principles which are defined by ISO 14064 standards are implemented in the company.

- Relevance
- Completeness
- Consistency
- Transparency
- Accuracy

## FTA Commitment- Policy and Objectives

FTA is committed to reduce own and stakeholders' carbon emission. The top management and all team members at FTA has been aware of the threats posed by climate change for some time, but have been equally aware of the inherent opportunities available from engagement in high quality carbon management. Besides, FTA always to be active in encouraging emissions' reductions to the third parties.

FTA has built on three pillars (reduction, avoid from additional and collaobrate with stakeholders) its carbon emissions policy.

a) To reduce direct (Scope 1-2) emissions and avoid the generation of additional $CO_2$ emissions as a result of company activities

b) To make collaboration with stakeholders to reduce indirect (Scope-3) emissions,

c) To achieve Zero Carbon (Carbon Neutrality) and final strategic objective is decarbonization in 2050.

In this context, FTA has defined its carbon reduction targets based on an absolute emission reduction approach and aligned them with a long-term net zero objective.

**Long-term target (2050):**

Achieve 90% absolute reduction in Scope 1 and Scope 2 emissions compared to the baseline year, with the remaining emissions to be neutralized.

**Mid-term targets:**

2030: 43,5 % reduction (vs. baseline)

2040: 66,5% reduction (vs. baseline)

**Short-term approach:**

Continuous annual emission reductions through the implementation of energy efficiency measures, renewable energy integration, and operational improvements.

To support these targets, FTA implements a structured Carbon Management Plan (CMP), which includes a defined emissions trajectory, implementation roadmap and monitoring framework. The company prioritizes renewable energy sourcing, energy efficiency projects, and low-emission technologies to reduce its direct emissions. In parallel, FTA actively collaborates with stakeholders to support emission reductions across Scope 3 sources, in line with ACA Level 4+ requirements.

Carbon performance is regularly monitored, reported and reviewed within the framework of the Integrated Management System, ensuring continuous improvement and alignment with both regulatory requirements and international best practices.

# FTA Accreditation Process

### *Determination of the Carbon Sources and Responsibilities*

**The Greenhouse Gas Protocol (GHG Protocol) defines emissions as direct or indirect.**
Direct emissions, are owned or controlled by the reporting entity. Indirect emissions are a consequence of the activities of the reporting entity, but occur at sources owned or controlled by another entity. FTA scope 1, scope 2 and scope 3 emissions are reported in the ISO 14064-1 standard format.

FTA categorized these direct and indirect emissions into three broad scopes.

***Scope 1***

- Stationary sources
- Onsite power generation–Trigen Power Plant- uses NG
- Heating and cooling energy
- Refrigeration leaks
- Onsite waste water treatment
- Own car onsite

***Scope 2***

- Purchased electricity (Tenants-DHMI excluded)

***Scope 3***

- Aircraft movements (ATM) ICAO Airport Air Quality Guidance Manual (Doc No. 9889)
- Business travel
- Passenger surface access
- Ground vehicles (Ground handlings, catering, fuel companies..etc)
- FTA Staff surface access
- DHMI fire exercise
- Other CO2 emission sources
- Business Trips
- 3rd party Electricity Consumptions
- Purchased goods & services
- Capital Goods
- Well to tank emissions
- Waste disposal emission (off-side)
- Stakeholder refrigerant losses

All these sources' data are collected systematically and insert to the model to calculate emissions by scopes.

### *Carbon Footprint Mapping*

Carbon mapping is the act of identifying the sources of carbon emission caused by the activities of the enterprise and calculating the total amount of emission. Carbon emission is calculated with respect to the GHG (sera gases) ISO 14064 standard. The yearly carbon emission that is produced as a result of FTA's activities is obtained both as an absolute value. **"Unit ton"** is used when the $CO_{2e}$ emission is calculated in absolute value.

In order to calculate the emission rate that is output due to our company's tasks and responsibilities rising from the managerial contract the sources are clustered under 3 scopes.

### *Carbon Footprint Report (CFR)*

The "Carbon Footprint Report" (CFR) is prepared each year within the scope of ISO 14064-1 and ACAS guiding document and it is verified according to ISO 14064-3 by means of an independent audit firm in every year. The inputs of the report include all the following data; emission-causing energy consumption which is in project scope, emission rates created by air conditioning (heating/cooling), waste decomposition and waste water treatment plants, material usage, business trips of employed personnel, vehicles used for transferring to/from airport, fuel consumption of company vehicles. The ACI ACAS guiding document is the main reference when preparing the CFR.

### *Carbon Management Plan (CMP)*

The Carbon Management Plan (CMP) is prepared and maintained as a core requirement of the Airport Carbon Accreditation (ACA) programme and is regularly updated to reflect the latest operational developments, emission sources and programme requirements.

In line with the revised ACA framework, the CMP serves as a strategic document outlining FTA's approach to carbon management, including the definition of absolute emission reduction targets, a long-term decarbonisation trajectory, and a structured implementation plan.

The CMP defines FTA's approach to:

- Managing energy consumption and improving energy efficiency,
- Reducing Scope 1 and Scope 2 emissions under operational control,
- Supporting the reduction of Scope 3 emissions through stakeholder collaboration,
- Integrating renewable energy solutions and low-carbon technologies into operations.

In addition, the CMP includes short-, medium- and long-term targets, aligned with a net zero pathway, and provides a clear roadmap supported by measurable actions and performance indicators.

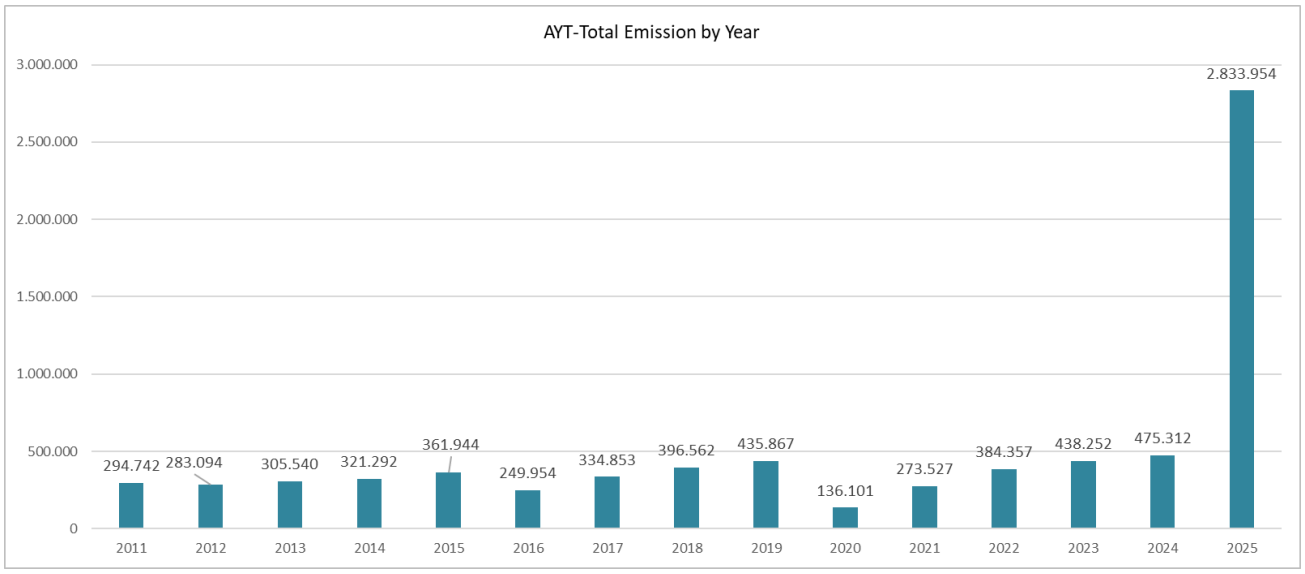
The preparation and structure of the CMP are aligned with the requirements set out in the ACI Airport Carbon Accreditation guidance and the document is shared with relevant stakeholders to ensure transparency and effective implementation.

### *Carbon Neutralizing*

Within the scope of Fraport TAV Antalya's ACA Accreditation activities, scope-1 and scope activities have been offset by providing carbon certificates. 2025 emissions were offset by providing VCS certificate equivalent to 13,511 tonnes of $CO_2$ for scope-1 emissions and I-REC certificate equivalent to 19,838 tonnes of $CO_2$ for scope-2 emissions for 2025.

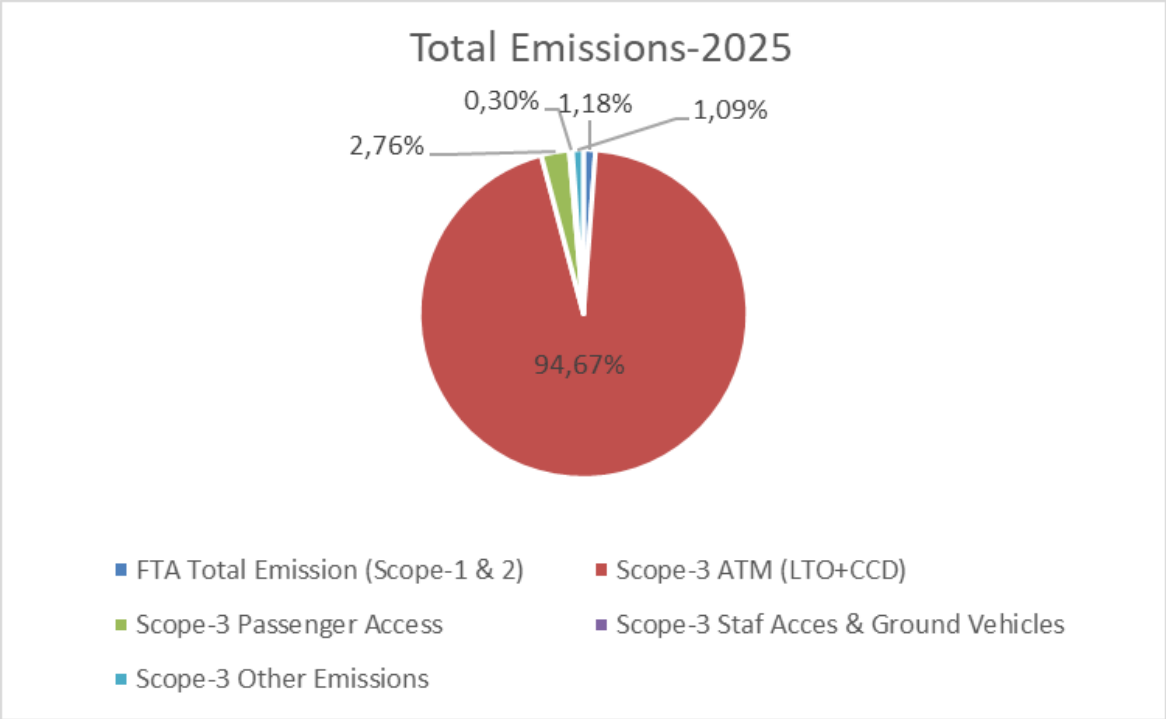
## Antalya Airport's Yearly Emission Data

**Graph 1** includes the total emission data for the years 2015-2025 in Antalya Airport. The total emission at Antalya Airport was 2,833,954 $tCO_2$ in 2025. The significant change observed in the total emission figures compared to previous years is primarily due to a change in the scope of emissions included in the inventory. In previous years, aircraft emissions were calculated based on the Landing and Take-Off (LTO) cycle only. However, starting from the 2025 reporting year, emissions from the Cruise phase have also been included as part of the aircraft emissions assessment. As a result, the total reported emissions show a substantial increase compared to previous years.




*Graph 1*

**Graph 2** demonstrates among the Antalya Airport's entire CO2 emissions in 2025 is 94.67% comes from the operation of aircraft (cruise, taxi, takeoffs and landings as well as use of APUs), 2.76% of total emission comes from passenger surface access, 0.3% comes from staff access and ground vehicles' fuel consumptions, 1.09 % of total emission comes from other scope 3 emissions. The rest 1.18% of total CO2 emission comes from activities of FTA (scope 1 + 2). This 1.18 % emission resulting from FTA activities has also been analyzed in terms of its sources and reduction plans have been made.




*Graph 2*

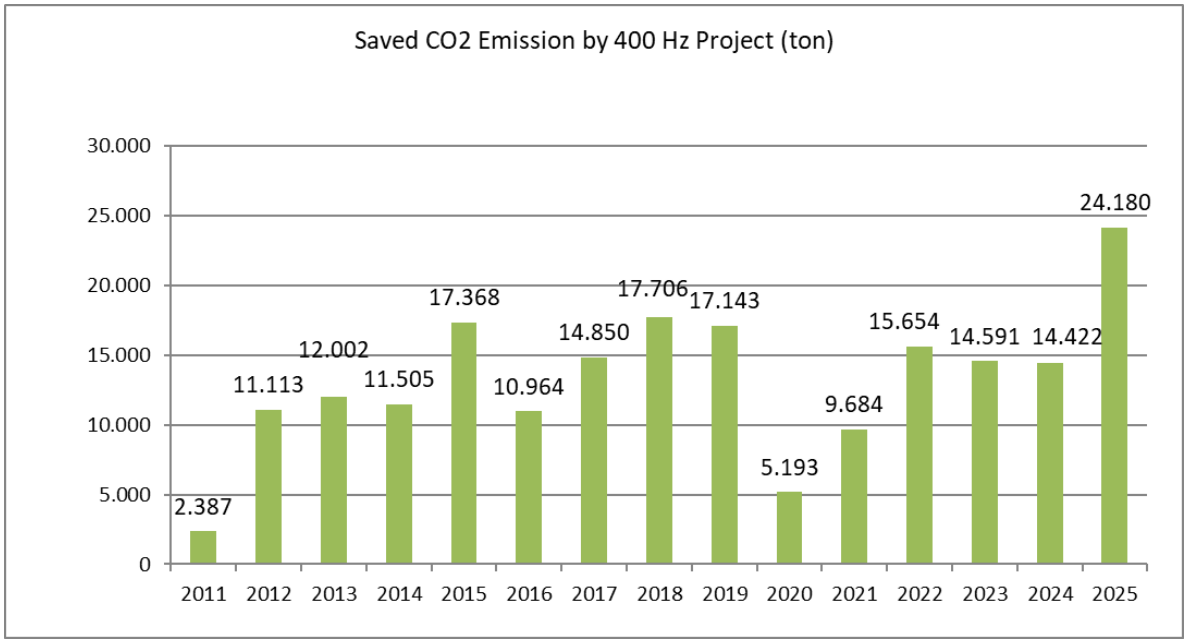
## Stakeholders Partnership and Scope 3 Emission Reduction

FTA has demonstrated a long-standing commitment to expanding its carbon management approach to include key stakeholders across the airport ecosystem. Building on the initial Stakeholder Engagement Plan developed in 2011 and further strengthened through the updated Stakeholder Partnership Plan (SPP) in 2026, FTA has adopted a more structured and inclusive approach to managing Scope 3 emissions.

Within this framework, airlines, ground handling companies, fuel operators, public authorities, and other relevant stakeholders are actively engaged through regular meetings, data exchange processes, and collaborative initiatives. These engagements aim to identify practical emission reduction opportunities within stakeholders' operational boundaries and to ensure alignment with FTA's long-term decarbonization objectives.

One of the most significant and long-standing initiatives contributing to Scope 3 emission reduction is the Fixed Ground Power (400 Hz) Project, which enables aircraft at gate positions to switch off Auxiliary Power Units (APUs) and use electricity supplied via boarding bridges.

As indicated in Graph 3 the saved CO2 emission improved year by year comparison the departed aircraft. The Graph 3 shows how much $CO_2$ removed from the atmosphere by this way. In the beginning (2011) of the project 2.387 tCO2 was saved by using the 400Hz terminal facilities, and 24,180 tCO2 was saved by using the facilities in 2025. The substantial increase in emission savings observed in 2025 is primarily attributable to the commissioning of new terminal areas and additional passenger boarding bridges. This has enabled the provision of the service to a higher number of aircraft. Thanks to FTA **Bridge Package Project** to decrease of aircraft emission during the ground time. This example is good practice to demonstrate how we are reducing scope 3 emissions with our partners.




*Graph 3*

This initiative represents a strong example of how FTA collaborates with stakeholders to deliver measurable Scope 3 emission reductions. In line with the updated SPP, similar stakeholder-driven actions are being identified and implemented across other emission sources, including ground operations, fuel logistics, and the use of Sustainable Aviation Fuel (SAF), ensuring a comprehensive and practical approach to emissions management across the airport value chain.

## CO2 Reduction Implementations at FTA

- Lighting, heating and cooling systems work by editing the values of working hours are tracked from the automation system.
- Natural gas with the least CO2 emission potential is used in the production of electrical energy with Trigeneration power plant.
- A plan to supply electrical energy from the green tariff was made.
- Heating and Cooling on a regular basis by measuring the energy loss is prevented.
- LED used for Lighting
- Light sensors are used,
- Fuel consumption is monitored from the automation of systems. Operational planning is an important tool.
- Energy Management Team has been set to walking check and developed saving projects.
- The control of chimney emissions and filters are done periodically.
- All existing monitors in the company had exchanged with more saving once.
- Public monitors are used in save modes and love energy consuming.

- FTA provide the access facilities to employees. In addition, FTA offers public transportation to all employees. Only allowed to use euro diesel on these buses.
- The Waste Water Treatment System is operated with full efficiency. pH value of effluent water is measured every day and its laboratory analysis is conducted monthly basis.
- Waste Management Plan is prepared to provide recycling efficiency.
- Terminal operating systems are established as a tool for energy saving.
- Effective periodic maintenance is implemented for all existing systems.
- FTA commissioned a 4 MW solar power plant. A total of 3,710,526 kWh of renewable electricity was generated from these panels in 2025, resulting in an **emission reduction of 1,611.85 $tCO_2e$**
- The installation of the 1.2 MW solar power plant is scheduled to be completed by the end of 2026. As a result, FTA will generate approximately 7,430,930 kWh of electricity annually from renewable energy sources.
- The new terminal buildings were designed and constructed in accordance with LEED standards and have achieved LEED Gold certification.
- Notably FTA reduced its boilers NG consumption significantly in 2025 by utilising waste heat from its Combined Heat and Power Plant, known as TRIGEN. **Emission savings from this policy were 1,692 tCO2e.**

Respectfully Yours,

Antalya,15.04.2026

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