FRAPORT TAV
ANTALYA TERMİNAL MANAGEMENT C.O.



CARBON MANAGEMENT PLAN (CMP)

Issued by:*Fraport TAV Terminal İşletmeciliği A.Ş. (FTA), Antalya Airport, Terminal 1, 07230 Antalya, Turkiye*

Prepared by	Controlled by	Approved by	Approved by
Quality Manager	Quality Manager	General Manager	General Manager

Index

1. PURPOSE 3
2. SCOPE 3
3. DEFINITIONS 3
4. RELEVANT DOCUMENTS 4
5. CARBON MANAGEMENT PLAN 4
5.1 Introduction 5
5.1.1 Organizational Boundaries 5
5.1.2 Orperational Boundaries and Determination of the Carbon Sources 6
5.1.3 Collection and Retention of Data 8
5.1.4 Carbon Footprint Calculation and Emission Data 8
5.2 Carbon Footprint Report Contents 8
5.3 Policy 9
5.4 Carbon Management Structuring and Responsibilities 10
5.5 Internal and External Communication 10
5.6 Verification 11
5.7 Monitoring-Calculation 11
5.8 Targets 11
5.9 Implementation Plan 12
5.10 Emission Trajectory 13
5.11 Investment 14
5.12 Training 15
5.13 Audit 15
5.14 Terms of the base year and again Calculating Carbon Emissions 16
5.15 Carbon Management Plan Update 16
6. EXECUTION 16
7. REVISION 16
8. ENFORCEMENT 16

1. PURPOSE

With this management plan prepared, Fraport TAV aim to manage the CO2 emission produced as a result of their activities in the most efficient way and define the cooperation to be made to decrease the carbon emission arising from the shareholders.

2. SCOPE

Covers the responsible of the greenhouse gas emission produced as a result of the activities performed by Fraport TAV and their cooperatives and management of these processes.

3. DEFINITIONS

Fraport TA :Fraport TAV Terminal İşletmeciliği A. Ş.

Board of Directors **:**General Managers

Manager **:**Managers and Directors

Personnel :Employees working under an employment contract in FTA

EMS :Environmental Management System

IMS **:**Integrated Management System

Carbon Emission :CO_2 emission produced as a result of the activities of the enterprise.

Greenhouse Gases :Refers to the gases that have negative effects on the atmosphere. (CO_2, CH_4, N_2O, CFC-H, SF_4)

Carbon Footprint **:**Emission amount of CO2 and other gases produced that have the effects of greenhouse gas.

TSE **:**Turkish Standardization Institute

ACA **:**Airport Carbon Accreditation

ACI **:**Airport Council International

ACI ACAS **:**ACI Airports Carbon Accreditation Scheme

GHGP :Green House Gas Protocol

Hazardous Wastes :Hazardous wastes that are non-destroyable in the environment.

3.Parties **:**Covers all organizations located at the airport.

ESMS : Environmental & Social Management System Guideline

ESMP **:** Environmentaln & Social Management Plan

ESIA : Environmental & Social Impact Assesment

ESAP **:** Environmental & Social Action Plan

SPP **:** Stakeholder Partnership Plan

NTS **:** Non-technical Summary

CAP **:** Correction Action Plan

SDS : Safety Data Sheet

EPC : Engineering, Procurement and Construction)

EBRD : European Bank for Reconstruction and Development

IFC : International Finance Corporation

PS : Performance Standard

PR : Performance Requirement

4. RELEVANT DOCUMENTS

Integrated Management Systems Guide (8.46.IMS.6)

Air Quality Management Plan (8.46AQMP.6)

Audit Procedure (8.46KY.1.05)

Carbon Management Transaction Procedure (8.46KY.1.43)

Waste Management Plan (8.46WAMP.6)

Stakeholder Partnership Plan (8.46SPP.6)

Environmental Risk Assessment Chart (8.46.APL.6.03)

ACI ACAS Guide Documents

ISO 14001, ISO 14064 Standards

ICAO Doc No. 9889 (for ATM emission)

Green House Gas Data Monitoring Plan

IFC-General EHS Guidelines

IFC- Performance Standard 3 -Resource Efficiency and Pollution Prevention

5. CARBON MANAGEMENT PLAN

With the Carbon Management Plan (**CMP**), the management method for the greenhouse gases emission produced-to be produced as a result of our activities and activities of our cooperatives is defined for the protection of the climate.

Responsibilities and authorities have been determined within the organization for the carbon emission management.

Carbon Management Plan (CMP) is prepared to include the following items. This plan defines the scope, responsibilities, how energy management will be carried out and how carbon emissions will be reduced. How to prepare the CMP is explained in ACI ACAS Guidance Document Article 2.5 in detail. The following topics are included respectively.

I. Introduction:

1. Organization
2. Operational **boundaries, scope** and excluded sources
3. Carbon emission data (absolute – relative) and

4. Carbon footprint calculation and reporting.

Section II

1. **Policy**: Establishment policy approved by the Senior Manager including the decrease of carbon emission.
2. **Responsibilities:** Responsibility of the Senior Management, how energy management is performed, operation responsibility, definition within the organization.
3. **Internal and External Communication:** How carbon emission studies are announced to the parties and how the parties are informed.

Section III

4. **Verification:** Data verification and report verification.

Section IV

5. **Monitoring**: How carbon emission activities are monitored and improved.
6. **Targets**: Have the targets for the decrease of carbon emission been shared as to cover the entire enterprise?
7. **Implementation Plan:** How are the targets and activities for the decrease of carbon emission implemented?
8. **Investments:** Investments planned and made by the Enterprise in order to decrease carbon emission.
9. **Trainings:** Awareness raising activities and trainings in order to decrease carbon emission.

Self-Assessment and Audit: What kind of a systemic has been developed to audit the improvements, remedial and preventive activities.

5.1 Introduction

5.1.1 Organizational Boundaries

Fraport TAV have been established with the partnership of Fraport AG and TAV in 2018 May to operate Antalya Airport terminals until the end of 2026. Terminal 1, Terminal 2, Domestic and CIP terminals and parking areas, energy center, management of waste water treatment plant and management of waste treatment plant are among their responsibilities for operation. The lighting, heating-cooling and ventilation of the buildings while providing passenger and flight services at national and international standards are under the responsibilities of Fraport TAV. The responsibility of the Fraport TAV for air side is to the plane bridge contact point and to provide energy, ventilation and water at the bridge are the main services. The air side traffic management and operation responsibility completely belongs to the General Directorate of State Airports Authority.

In 2022, the Antalya Airport Expansion Project was initiated to accommodate the expected increase in passenger traffic and aircraft movements. The project involves the expansion of airport infrastructure as part of a multi-phased development programme aimed at increasing operational capacity and improving passenger services. The first phase of the expansion project was completed in 2025.

Within this framework, Fraport TAV Antalya (FTA) was awarded the tender for the operation of Antalya Airport (AYT) for 25 years from 2027 to 2051, extending its operational responsibilities beyond the current concession period.

As a terminal operator, within the framework of our responsibilities, efforts will be made to reduce Scope 3 emissions through cooperation with stakeholders, project partnerships and infrastructure supports. However it must be noted that certain limits may be faced as Fraport TAV has no direct impact on the airside operation, including aircraft movement, slot management and traffic development.

Fraport TAV have determined the greenhouse gases emission responsibilities according to the General Directorate of Civil Aviation 14A-01 Instruction, General Directorate of State Airports Authority Management and Operation Agreement, Environment Law No. 2872, ISO 14064 standard and ACI ACAS requirements.

5.1.2 Orperational Boundaries and Determination of the Carbon Sources

Within the framework of the organizational boundaries, the enterprise has listed below the carbon sources and excluded sources. The Airport Accreditation study carried out in 2010, has continued as stated in ACI ACAS document and in accordance with the level requirements reports the carbon sources produced as a result of the activities of organization and can be directly controlled by the organization (**Scope 1**) and energy carbon sources produced as a result of the activities of the organization and cannot be directly controlled by the organization (**Scope 2**) and calculates the emission. In order to report the carbon sources produced as a result of third parties activities (**Scope 3**), it collects data.

In case of any change in the enterprise responsibility areas, comparison on annual basis can be made by using the “Like for Like Analysis” method in the carbon emission calculation.

Carbon sources included in the calculation

Scope 1 : Direct Greenhouse Gas Emissions

a) Stationary Combustion Sources

- Warming-NG
- Trigen Electricity Generation - NG
- Stationary Generator – Diesel

b) Mobile Combustion Sources

- Fraport TAV Vehicles
- Vehicles for hire

c) Air Conditioning Gases

- Refrigerators
- Office Split Air Conditioners
- Cooling Groups
- PCA Cooling Systems
- Fire Extinguishers

d) Process Emission sources (declared only in ACI report)

- Waste water treatment system emission (existing fog is aerobic system)

Scope 2 Energy Indirect Greenhouse Gas Emissions

- Emissions from electricity consumption purchased from the electricity grid are calculated by subtracting transmission & distribution losses, metered electricity sold to tenants and electricity consumption by DHMI in terminal buildings.

Scope 3 Indirect Greenhouse Gas Emissions Sources

In this section, indirect greenhouse gas emission sources associated with the airport's activities have been identified and assessed. The Scope 3 emission categories have been defined in alignment with the GHG Protocol Scope 3 Standard Categories. In addition to emissions arising from stakeholder activities within the airport ecosystem, other relevant indirect emission sources related to airport operations have been evaluated through a relevance and materiality assessment. Based on this assessment, the Scope 3 emission sources considered within the inventory are defined as follows.

- Airport transportation (passenger + company personnel)
- Aircraft movements (LTO and CCD phases) ICAO Airport Air Quality Guidance Manual (Doc No. 9889)
- Third parties ground service vehicles
- Fire drill (General Directorate of State Airports Authority)
- 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

Sources Excluded in TSE and DGCA Report

- Business trips
- On-site solid waste
- Since the treatment plant is aerobic, the emission source is considered as zero and excluded.

- In 2015, since there was no biomass burning activity, it was excluded from the emission calculation.
- Current breakers with SF6 cooling gas in the HEMS were cancelled in 2015.

Leaks from air conditioning gases of vehicles used within Fraport TAV are excluded since there is no verifiable data.

5.1.3 Collection and Retention of Data

All data required for the calculation of carbon emission are periodically collected and analyzed. The persons responsible for the collection and presentation of the data within ACA Group are stated. The data is saved to "**Carbon Raw Data**" file under the server and the starting year of the excel file should be 2009 data. During the carbon report preparation, each responsible sends its data to the Quality Department. The Quality Department controls and integrates the data in the file and prepares to be used in the carbon emission calculation. It is essential that the data is collected with the same method. In case of the method is changed, it is agreed with the Quality Department. The data regarding carbon emission is saved in server systematically by the Quality Department.

5.1.4 Carbon Footprint Calculation and Emission Data

The carbon emission calculation is made in compliance with GHG 14064 standard criteria. Consultant can be used for the calculation as well as it can be performed by Fraport TAV Quality Department.

The company uses internationally accepted references such IPCC tables for emission calculation purposes. As a result of the calculation, one year carbon emission absolute value or relative value is achieved. When CO_2 emission calculation is absolute value **ton** is used as the unit and when it is relative **%...kg/passenger** is used as the unit. CO_2 per passenger calculation is made by dividing the one year total emission amount to the number of passengers in the relevant year and multiplying with 1000.

5.2 Carbon Footprint Report Contents

Following criteria to be taken into considerations;

a) Greenhouse gas policies, strategies or programs

b) Report of the goals and targets,

c) The intended use of the report and target users,

d) The general and specific responsibilities in the preparation and submission of the report,

e) The frequency of preparation of the report,

f) Apply the time period of the report,

g) The format of the report,

h) The report will include data and information,

i) Transparency, and policies related to the delivery method of the Report.

Contents of the Carbon Footprint Report;

j) An explanation about the organization that prepared the report,

k) The person in charge,

l) The period of the report,

m) Boundaries document of the organization,

n) CO2 equivalent is calculated separately for each ton of greenhouse gases in terms of direct greenhouse gas emissions,

o) Biomass burning the resulting CO2 emissions, description of how the assessment of greenhouse gas inventories,

p) Calculated greenhouse gas removals,

q) Explanation in the calculation of greenhouse gas sources or sinks,

r) CO2 equivalent in tones (Article 4.2.3) calculated separately, the electricity supplied from the outside, heat or energy indirect greenhouse gas emissions from the production of steam,

s) The base year and the base year GHG inventory,

t) Basic or past years and other greenhouse gases in the base year data, or other disclosure changes that have occurred in past greenhouse gas inventory of recalculated,

u) Calculation methodology and reference or statement made on the reasons for their selection,

v) The disclosure of changes made to the calculation methodology previously used,

w) Used greenhouse gas emissions or removal factors citations or their documentation,

x) The disclosure of the impact of greenhouse gas emissions and the removal of uncertainty regarding the accuracy of the data,

y) A statement that the GHG report was prepared in accordance with this standard,

z) Verification type and including the obtained confidence level of greenhouse gas inventory report and a statement that the declaration is verified.

5.3 Policy

The Fraport TAV Carbon Accreditation Policy an integral part of the Integrated Management System (IMS). In line with this policy, Fraport TAV continuously works to reduce greenhouse gas emissions arising from its own operations as well as to support emission reduction efforts across the airport ecosystem.

The policy is based on the effective management of energy and carbon sources, the reduction of resource consumption, and the continuous improvement of carbon management practices. In this context, Fraport TAV aims to reduce its greenhouse gas emissions through structured carbon management practices aligned with the objectives of the Paris Agreement and the global effort to limit temperature increase to 1.5°C, while supporting the long-term transition towards net-zero emissions.

In addition, Fraport TAV works collaboratively with stakeholders operating within the airport ecosystem to encourage and support greenhouse gas emission reduction initiatives through partnership-based approaches.

5.4 Carbon Management Structuring and Responsibilities

Based on the effective management of the carbon emission sources, the carbon management process is performed under the leadership of the Quality Manager within the framework of IMS. The Quality Manager ensures the coordination of the responsible within the carbon management structuring; reports to the Senior Management and monitors the realization of the targets in accordance with the strategy and general purposes. Within this framework, the processes for data collection, emission calculation, record keeping and reporting are established and maintained.

At Fraport TAV, the Energy Systems Department was established within the Technical Department to be responsible for the determination of energy policy, energy planning, management of energy supply and distribution processes, presentation to the Senior Management and approval. This unit also undertook the main duties such as electricity generation, delivery, monitoring of consumption and taking saving measures within the scope of the operation of the power plant.

Within FTA, a Sustainability Committee has been established to oversee sustainability-related initiatives. As one of the working groups under this structure, the Carbon and Energy Efficiency Sub-Committee has been formed to monitor, collect and report carbon emission data and to support the effective implementation of energy management practices. This sub-committee includes representatives from different departments to ensure cross-functional coordination.

Fraport TAV produces investment and development projects for the efficient use of energy resources and the use of renewable energy resources. Fraport TAV has built its energy policy on 3 milestones. These are taken into account in every activity.

a) Effective electricity production, produce and/or purchase renewable energy

b) Active operation and

c) Motivation for energy saving.

The lighting, heating, cooling and follow-up of breakdown in all points of the terminals are under the responsibility of the Automation Unit.

The daily energy activity within the operational process in the terminals is controlled by the Terminal Duty Management.

The Environmental Management Specialist in coordination with Energy Management Unit performs awareness raising activities in order to ensure efficiency in energy use. It performs transactions such as the training of employees and third institutions, effective management of wastes and disposal of dangerous wastes.

5.5 Internal and External Communication

The Carbon Footprint Report and Verification Reports are published on intranet and annual “Fraport TAV *Climate Protection Report*” is published on intranet and the official website and made publicly available. The verified Greenhouse Gas certificate and Sectoral Criteria Certificate which confirmed by TSE are publish via company intranet.

In order to raise awareness about carbon emission, training is given to all employees of the enterprise. A series of meetings are held with the managers of the enterprises located in the Airports regarding the reduction of carbon emission. Participation to various congress and symposiums is ensured and presentations are made. Additionally, press announcements are made about the carbon accreditation made each year by ACI.

5.6 Verification

The annual "Carbon Footprint Report" is made by an independent and ACI-approved verifier. The online verified report is submitted to Environmental Minds, the governing body appointed by the ACI presented to the company. With the positive opinion of the organization, the certificate is approved by submitting it to ACI. The reporting and verification process is maintained in accordance with the ACI reference document requirements. According to ACA's requirements, verification is done annually, and for 3-year memberships, once every 3 years.

In addition to the verification of the ACA carbon footprint report, the verification of the Greenhouse Gas Emission data prepared within the scope of the National legislation is made every year by the verifier approved by the Ministry of Environment, Urbanization and Climate Change and submitted to the relevant Ministry.

5.7 Monitoring-Calculation

The carbon emission sources are constantly monitored by the responsible units and monthly data is collected in the Quality Department. Measurement data related to carbon sources are analyzed in accordance with the calculation systematic. Electric consumption, fuel consumption, water consumption, organic and inorganic wastes and dangerous wastes are followed on daily and monthly basis and the chimney emissions are followed with annual measurements.

Scope 3 data is used in the greenhouse gas calculation by requesting an official letter from the third organizations at the airport at the end of the year, the calculation can be made by authorized personnel or consultants.

5.8 Targets

In order to reduce CO_2 emissions, short- and long-term strategies and targets have been defined for 2030, 2040 and 2050, and will continue to be developed and updated as necessary. Emission reduction targets are defined across the organization as corporate, departmental and individual targets. The monitoring of these targets is carried out by considering either the total annual CO_2 emissions or the CO_2 emissions per capita.

The roadmap for achieving the emission reduction targets is further detailed in Section 5.9 Implementation Plan and Section 5.10 Emission Reduction Trajectory.

1. To achieve absolute reductions in Scope 1 and Scope 2 greenhouse gas emissions, in line with the long-term climate objectives of the Paris Agreement and the transition towards net-zero emissions by 2050.

2. To implement emission reduction strategies through energy efficiency improvements, renewable energy use, electrification of equipment and vehicles, and continuous improvement of operational practices.

3. To integrate emission reduction targets into corporate, departmental and individual performance objectives and monitor their implementation through the annual target monitoring plan.

4. To collaborate with stakeholders operating within the airport ecosystem in order to support and encourage the reduction of indirect emissions associated with airport operations.

5. To address residual emissions that cannot be eliminated through operational improvements by applying credible carbon offsetting mechanisms in accordance with the Airport Carbon Accreditation requirements.

5.9 Implementation Plan

The Carbon Management Plan is a plan required to be implemented in all processes in private under the leadership of appointed responsible and in general by all Fraport TAV employees. The most important source of enterprise carbon emission is electricity consumption. Therefore, important implementations are developed for energy saving. The following practices are carried out to achieve the goals.

a) Energy Supply Plans

- Long-term electricity supply planning was made. Grid Electricity will not be purchased after 2030. By 2030, 44% of the average energy need will come from renewable sources. After 2030, it is planned to be obtained from 100% renewable resources. For this purpose, electricity will be taken from the green tariff and will be produced some of electricity with solar power plant.
- Until the end of 2030, Trigen power plant on electricity generation will be in use in case of alternative fuel supply instead of natural gas.
- 4 MW solar plant generation started in 2025 Q2. As a result, FTA generates approximately 5,707,320 kWh of electricity annually from renewable energy sources.
- 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 use of alternative sources (synthetic fuel, hydrogen, etc.), will be evaluated.

b) Effective Management of Resources and Saving Measures

- Display monitors work in saving mode.
- Sunlight detection sensors is placed on the use of lighting automation.
- Emphasis is placed on the use of lighting detection sensors.
- The use of LED lighting is being expanded.
- Time relay is used in the lighting panels.
- Heating and cooling are managed by building automation and the ASHRAE standard value is real time constantly observed.
- Effective management of water and wastewater. Daily pH measurement and regular laboratory analysis of the wastewater treatment plant's effluent are carried out. Analyzes meet EU standards.
- Visuals are used to raise awareness of passengers and personnel about carbon emissions.
- It is preferred to use cooler gases with low global warming potential (KIP) for cooling systems.
- Waste recycling is increased.

- It monitors chimney emissions and takes necessary measures within the scope of protecting air quality.
- ACA and the Energy Management Team are working on saving measures. The best example of this subject is “Saving 25 seconds per operation by redesigning the Domestic Terminal bridge stop points”.
- The new terminal buildings were designed and constructed in accordance with LEED standards and have achieved LEED Gold certification.

c) Collaborations and Joint Studies with 3rd Organizations

The implementation plan also includes collaborations with third parties and these studies.

- 400 Hz project. Aircraft in the bridge position shut down their APUs, powered by the FTA.
- Silencing aircraft engines on the ground, developing measures to reduce fuel consumption in ground maneuvers,
- Preferring electric ground handling vehicles in terminal under-shot areas,
- Periodic emission measurements for vehicles using the car park and establishment of a charging station in the car parks,
- Collaborating with personnel and passenger transportation companies.
- Working together with the Municipality to promote public transportation.
- Training cooperation,
- Every year DHMI, ground handling, catering, fuel, etc. To collect the vehicle fuels used in land transportation separately on the basis of type, to prepare a carbon footprint report and to share it with the relevant institutions.
- Availability of Sustainable Aviation Fuel (SAF) supply infrastructure at the airport through the Fuel Farm Operator.
- The Fuel Farm Operator is transitioning its service vehicle fleet to electric vehicles.

5.10 Emission Trajectory

Fraport TAV has defined a long-term greenhouse gas emission reduction trajectory in line with the objectives of the Paris Agreement and the global effort to limit temperature increase to 1.5°C. The trajectory reflects the airport’s commitment to achieving absolute reductions in Scope 1 and Scope 2 emissions and supporting the long-term transition towards net-zero emissions.

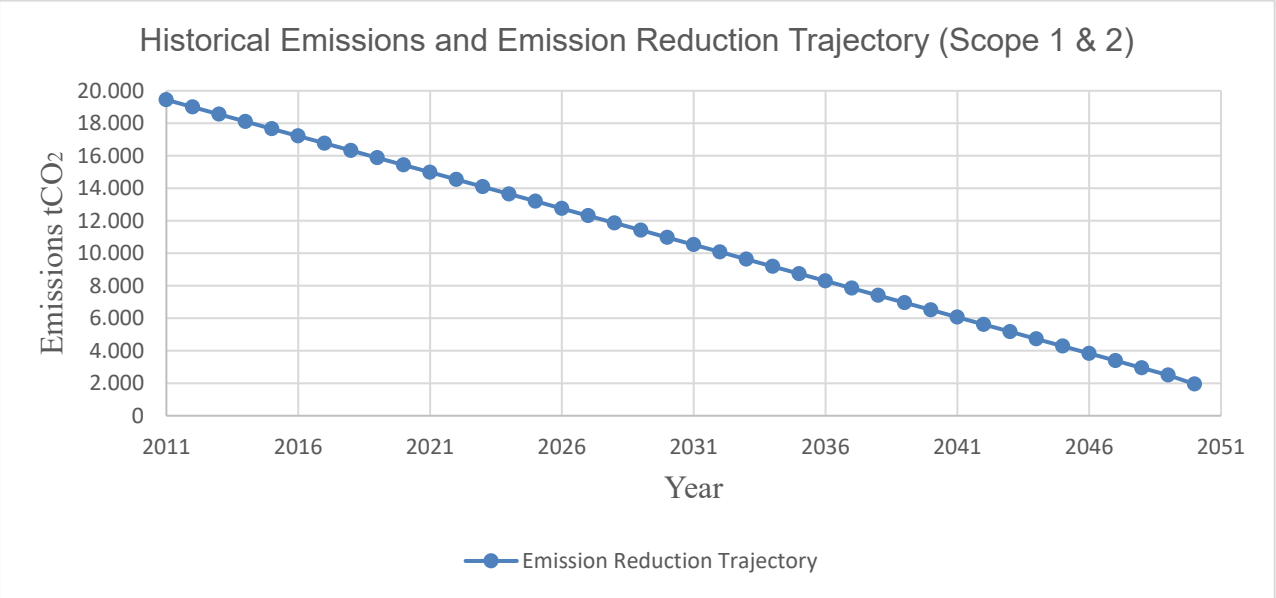
The emission reduction pathway is based on the defined baseline year and supported by a portfolio of decarbonisation measures, including energy efficiency improvements, renewable energy use, electrification of vehicles and equipment, sustainable infrastructure development and continuous improvement of operational practices.

The long-term emission reduction trajectory includes interim milestones to monitor progress and guide the implementation of carbon management measures.

The implementation of this trajectory is supported through the actions defined in the Implementation Plan (Section 5.9) and through collaboration with stakeholders across the airport ecosystem.

Residual emissions that cannot be eliminated through operational improvements will be addressed through credible carbon offsetting mechanisms in accordance with the requirements of the Airport Carbon Accreditation programme.

The figure below illustrates the projected emission reduction pathway based on the defined baseline year. The trajectory includes interim milestones for 2030, 2040 and 2050, providing a structured framework for monitoring progress towards long-term decarbonisation targets.



Year	Emission Reduction Target
2030	To achieve at least a 43,5 % reduction compared to the baseline year.
2040	To achieve at least a 66,5 % reduction compared to the baseline year.
2050	To achieve at least a 90% reduction compared to the baseline year.

Progress against the defined trajectory is monitored regularly through the carbon management process and updated in line with operational developments and infrastructure changes.

5.11 Investment

Fraport TAV makes important investments for a sustainable environment in accordance with its policy. As of the beginning of the Project, it has invested approximately EUR 26.3 million for the environment. Additionally, environment budget has been allocated for each year. The investments made have been listed below.

- TRIGEN power generation plant. The power plant, which has an installed capacity of 8.00 MW, started production in April 2011. The system works with natural gas, which has less CO2 emission, and its efficiency is high. While the system generates electrical energy, it provides the opportunity to benefit from waste energy for heating and cooling.
- A 400Hz external power and PCA ventilation system has been built to provide energy to the aircraft.
- A fuel hydrant system has been built to provide fuel to the aircraft. In this way, the circulation of fuel vehicles is prevented on the apron area.
- All old-style monitors in the terminals were renewed and energy savings were achieved.
- Virtualization investment in IT infrastructure was completed, resulting in significant energy savings.
- Significant energy savings have been achieved due to improvements in technical equipment
- The solar energy system, which is being built within the scope of the Expansion Project with 4 MW capacity, is in operation. Feasibility studies are ongoing to increase the capacity in the coming years.
- The new terminal buildings constructed as part of the airport expansion project have LEED Gold certification

5.12 Training

In Fraport TAV, the annual training plan is made by the Human Resources Department by taking into consideration the requests of the departments, necessities during service providing and legal requirements.

Carbon Emission Awareness Training is given to employees at every level. Additionally, trainings to decrease carbon sources are given to the personnel of the business partners. Our enterprise sends the engineers and personnel for energy management to ISO 50001 Energy Management Training and ensures that they are informed. Additionally, inter department trainings are organized for energy efficiency. Company intranet system is used for training. It is ensured that the environmental engineer receives training on environmental sustainability such as water management and greenhouse gas management.

5.13 Audit

In Fraport TAV, once in a year internal audit is made with respect to the Quality, Customer Satisfaction, Environmental, Social and Occupational Health and Safety; once in a year ISO 14001, ISO 50001, ISO 45001, ISO 9001 and ISO 10002 Management Systems are made by an external audit by accredited certification body and ISO 14064 Greenhouse gas verification is made approved verifier. The audits of public authority (General Directorate of Civil Aviation, Ministry of Environment , Urbanization and Climate Change) with respect to environmental effects (including but not limited to carbon emission) are made unplanned.

The principles regarding the audits have been defined in Audit Procedure (8.46KY.1.05).

5.14 Terms of the base year and again Calculating Carbon Emissions

In the calculation of the Fraport TAV greenhouse gas inventory, the base year in the ACI reporting has been determined as the annual average of 3 years from the reporting year.

Our organization;

a) If there is a change in the enterprise boundaries

b) If there is a change of Fraport TAV borders into or out of the transfer of ownership and control of greenhouse gas sources or sinks of information change

c) If there is significant changes in the greenhouse gas calculation methodology in calculating the base year revision should be made.

These changes are made by the Quality Department, based on principles similar approach to other years in accordance with the base year calculating revisions are made.

5.15 Carbon Management Plan Update

CMP is basically determined to be revised every 3 years, it is revised when is needed and sent to the relevant parties electronically. It is tracked with the revision number.

6. EXECUTION

Fraport TAV management and employees are responsible for the implementation of the scope of the Carbon Management Plan.

7. REVISION

Carbon Management Plan revision is made by the Quality Department in accordance with the Document Control Procedure and is published again.

8. ENFORCEMENT

Carbon Management Plan enters into force with the approval of the General Managers at ...../...../.....