



**PRISHTINA INTERNATIONAL AIRPORT "ADEM JASHARI"
LIMAK KOSOVO INTERNATIONAL AIRPORT J.S.C**



**CARBON FOOTPRINT
ANNUAL REPORT
2018**



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1. INTRODUCTION

The Carbon Footprint Report 2018 is the fifth report that Prishtina International Airport “Adem Jashari” has established and it estimates Prishtina International Airport’s 2018 Greenhouse Gas emissions inventory. Precisely this report provides the Carbon Footprint data of LKIA based on the emissions emitted in 2014. In addition from previous report, this report includes additional information of emissions, calculations, activities, green initiatives taken regarding Scope 3 of Greenhouse Gas emissions and the involvement and engagement of stakeholders as a requirement of Level 3 (Optimization) from Airport Carbon Accreditation, as well as the achievements and benefits because of them. The methodologies used are all in accordance with GHG emission programs we follow and work with.

By accurately measuring the GHG emissions associated to our operations, we continue to develop and improve our carbon management strategy and identify new opportunities for carbon reduction. Thus demonstrating commitment and effort for a healthier environment and a greener airport.

1.1 Reporting period covered

The reporting period covers 1 January 2018 to 31 December 2018 with all assessments made based on the 2014 data.

2. ORGANIZATIONAL AND OPERATIONAL BOUNDARIES

2.1 Organizational Boundaries

Prishtina International Airport’s operational structure can be understood by dividing operations into airside operations and landside operations. The Aerodrome land is 393.68 hectares referred to LKIA Aerodrome Services and Operations Manual (8th edition).

Limak International Airport has overall control of both operations expecting ATC tower activities that are controlled by authority of state.

2.1.1 LKIA airside operations

Runways, taxiways, aprons, aircraft remote parking position, aircraft ground power supply, planning and other airside activities and maintenance.

2.1.2 LKIA terminal and landside operations

Operation and the maintenance of terminal building, including car park area, power distribution center, heating and cooling, water and wastewater treatment plant.

The Carbon Footprint Report 2018 is in accordance with the Airport Carbon Accreditation Scheme (Guidance Document Issue 11) and covers emission sources identified under Scope 1, Scope 2 and Scope 3. All emission sources under airside and landside operations that are in consistency with Scope 1 and 2 are under LKIA responsibility, while Scope 3 emissions are only part of LKIA emissions, that LKIA can guide but not control and are managed by Energy and Carbon Stakeholder Management Plan.

This plan details the program and activities taken related to the engagement of stakeholders and making the most effective use of their participation. Stakeholders are part of LKIA’s activities and have a regular contract with our airport. Most of them are located at the terminal area. Their list can be found at Energy and Carbon Stakeholder Engagement Plan.

The scheme of LKIA units divided by airside and landside operations is shown below:

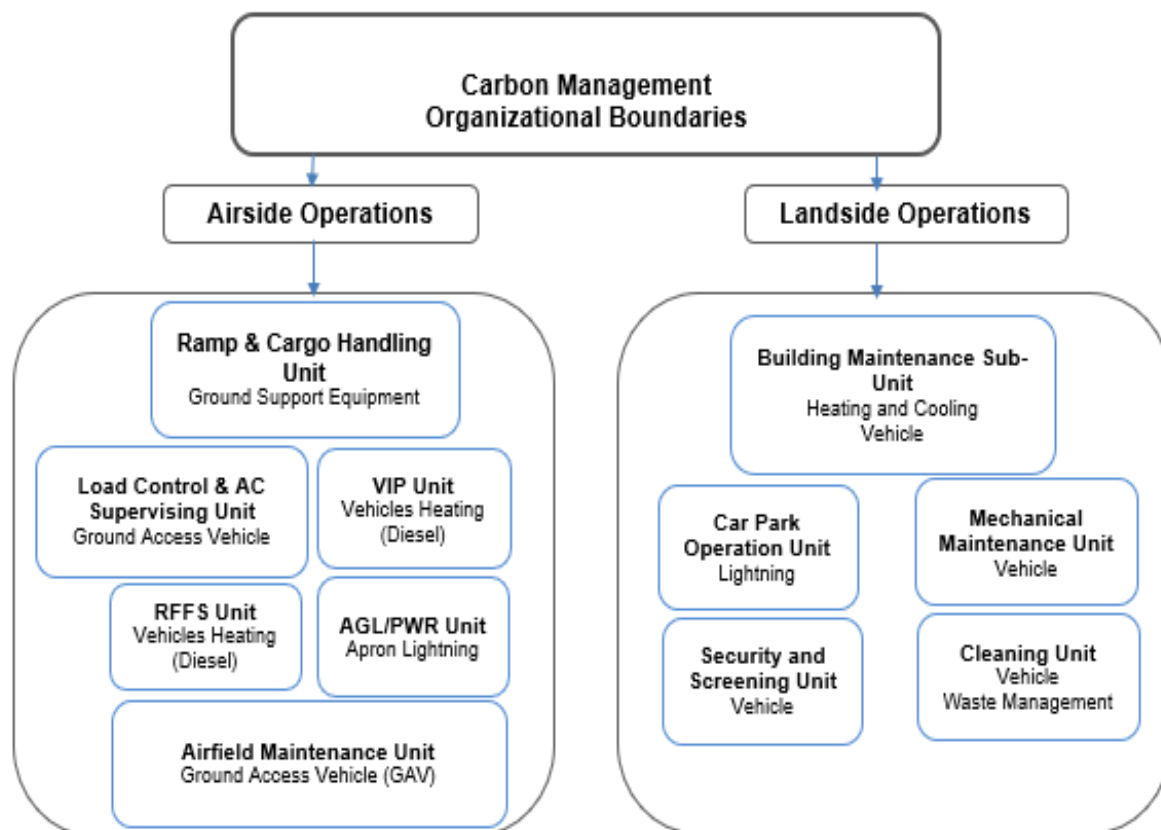


Fig 1. LKIA's organizational boundaries

2.2 Operational boundaries

LKIA established and documented its operational boundaries which include all operations that are owned and controlled by LKIA ,respectively Scope 1 & 2. Also, operations that have influence but are not owned by LKIA - Scope 3. All these operations are mentioned at the table below.

LKIA SOURCES AND CORRESPONDING EMISSIONS					
No.	Source	Emission Process	Emissions		Comments
1	Fuel combustion Boiler/heater	Combustion	Primary (CO ₂ , CH ₄ , N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Direct SCOPE 1	Heating system including six stations at different area or buildings.
2		Combustion			

	Emergency power (Diesel Generators)		Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Direct SCOPE 1	Diesel generators for emergency power.
3	Aircraft Jet Turboprop Piston	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Indirect SCOPE 3	During taxiing and queuing
		Non-combustion	Precursors and others (NMVOC)		
5	Ground Support Equipment (GSE) Baggage tractor Belt loader Cabin service truck, Surface coating/painting	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O, SF ₆ ,HFC, PFC) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Direct SCOPE 1	LKIA-owned equipment for the handling of aircraft on the ground.
		Non-combustion	Primary (SF ₆ ,HFC, PFC) Precursors and others (NMVOC and halogenated gases)		
6	Ground Access Vehicle (GAV) Airport property vehicles/landside vehicles Cargo trucks, etc.	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Direct SCOPE 1	All landside vehicles are owned by LKIA.
		Non-combustion	Primary (SF ₆ ,HFC, PFC) Precursors and others (NMVOC and halogenated gases)		
7	Stationary Sources Power/Electricity consumption	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Indirect SCOPE 2	Emissions made by electricity purchased by KEDS (Kosovo Electricity Distribution Services)
		Non-combustion	Primary (SF ₆ ,HFC, PFC) Precursors and others (NMVOC and halogenated gases)		
8	Rescue Firefighting Service Training	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Direct SCOPE 1	Fire training equipment and materials. Rescue Firefighting Service is part of LKIA.
9		Combustion			

	Construction Activities Runway extension or development New taxiways Terminal building or gate expansion, etc.		Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Indirect SCOPE 3	All construction activities which are conducted time by time by contractors.
		Non-combustion	Primary (SF ₆ ,HFC, PFC) Precursors and others (NMVOC and halogenated gases)		
10	Waste management activities	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Indirect SCOPE 3	Off-site waste incineration or treatment from airport sources.
		Non-combustion	Primary (SF ₆ ,HFC, PFC) Precursors and others (NMVOC and halogenated gases)		
11	Water treatment process	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Direct SCOPE 1	LKIA owned wells and all water treatment system.
12	Transportation Passenger privately owned vehicles Airport employee privately vehicles, shuttle buses (commuting)	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Indirect SCOPE 3	
		Non-combustion	Primary (SF ₆ ,HFC, PFC) precursors and others (NMVOC and halogenated gases)		
13	Business Travel	Combustion	Primary (CO ₂ , CH ₄ ,N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Indirect SCOPE 3	Flights taken on airport company business.
14	Sold electricity and water	Combustion	Primary (CO ₂ , CH ₄ , N ₂ O) Precursors and others (H ₂ O, PM, SO _x , NO _x ,CO, NMVOC)	Indirect SCOPE 3	Metered electricity and water consumption sold to stakeholders

Tab. 1. LKIA's operational boundaries

A summary list of airport activities and facilities that fall within the guide and influence emissions that have primary responsibility for these activities or facilities, are presented below.

Source	Control	Guide	Influence
SCOPE 1: Direct Emissions			
LKIA Transport	LKIA owned operation vehicles (Airside and landside)		

Stationary	LKIA owned emergency generator set and heating system, which are significant fuel consumption.		
Other	CO ₂ Fire extinguisher Air-condition and refrigerants Water and wastewater process		
SCOPE 2: Indirect emissions			
Purchased Electricity	Emissions from purchased electricity from KEDS (Kosovo Electricity Distribution Services).		
SCOPE 3: Other indirect emissions			
Transport	Business related flights Commuting Passenger travel		
Aircraft	Aircraft activities	Aircraft ground movement Auxiliary power unit Taxiing	LTO cycle and cruise
Construction	Construction activities	Runway extension or development New taxiways Terminal building or gate expansion	Management of construction activities that are done by contractor.

Process emissions	Disposal of airport waste	Waste collection Use of paper Purchase of IT equipment	Management of waste where disposal is made by contractor.

Tab. 2. LKIA’s list of activities and facilities – guide and influence

Limak Kosovo International Airport pursuits of continual improvement by reviewing its footprint boundary annually and regularly looking for opportunities to expand its scope of reporting.

3. CALCULATION METHODOLOGY AND SCOPE EMISSIONS

Limak Kosovo International Airport’s Greenhouse Gas emission footprint is calculated using the guidance of Greenhouse Gas Protocol (<http://www.ghgprotocol.org/>) and all the process is done under the guidance manual: Airport Greenhouse Gas Emissions Management (<http://www.aci.aero/Publications/Full-Publications-Listing/Guidance-Manual-Airport-Greenhouse-Gas-Emissions-Management>) and Airport Carbon Accreditation Guidance Document Issue 11 (<http://www.airportcarbonaccredited.org/>).

Based on their emission sources, GHG emission calculations are divided into three parts: Scope 1, Scope 2 and Scope 3.

3.1 Scope 1 emissions and calculation method

Direct emissions from sources that Prishtina International Airport owns or controls as;

- **Stationary Sources**
 - Heating facilities
 - Emergency generators
 - Rescue Firefighting Service exercises
- **Mobile Sources**
 - Transport (landside and airside operations) for every unit
- **Process Emissions**
 - Water management/consumption
- **Other**
 - Leaks from plants/other gases
 - Wastewater treatment system

Entire calculations covering scope 1 emission sources are measured by Greenhouse Gas Protocol Calculation Tools.

Worth restarting is that wastewater treatment system emissions are not calculated because of the minor amount of emissions, while refrigerants (compounds used for refrigeration and air condition) are taken in account just in case of leaks.

3.2 Scope 2 emissions and calculation method

Greenhouse gas emissions from purchased electricity, where emissions are generated externally but attributed to energy consumption at the airport.

The electricity of Kosovo relies on coal-fired power plants (97%). KEDS (Kosovo Energy Distribution Service) is the only licensed distributor and the regulation of activities in energy sector in Kosovo is the responsibility of the Energy Regulatory Office. For this reason, Limak Kosovo International Airport purchased electricity is calculated only in location-based.

The purchased electricity is calculated manually because of Kosovo missing as a region at the table. Kosovo electricity emission factor data is taken from The International Energy Agency (<http://www.iea.org>).

All of these tools are checked periodically in order to prevent errors of emission calculations, especially emissions factor of electricity in Kosovo to avoid the possible mistakes. No changes have been observed according to emissions factors for Kosovo therefore LKIA continues to calculate the purchased electricity on a location-based method.

3.3 Scope 3 emissions and calculation method

All other indirect emissions from other sources, not controlled but related to the activities of the airport as:

- Flights/LTO Cycle
- Employee transport/private cars
- Employee transport/bus
- Cargo activities/Export Activities
- Municipality Waste
- Passenger & Visitor Car
- Business travel
- Re-sold Electricity
- Re-sold Water
- Construction Activities

Including different emission sources, for scope 3 emissions are used different calculation methods such as GHG Protocol, ICAO Emission Calculator and ACERT Carbon Emission Calculation Tool, etc.

- The ICAO Carbon Emissions Calculator allows us to estimate the emissions attributed to air travel, precisely our business travel emissions. It is simple to use and requires only a limited amount of information the methodology applies the best publicly available industry data to account for various factors such as aircraft types, route specific data, passenger load factors and cargo carried.
- For flights or emissions generated during approach, taxi and ground idle (in), taxi and ground idle (out), take-off and landing, Prishtina International Airport uses the ACERT Carbon Emission Calculation tool with option of detailed aircraft data based on annual movements.
- Greenhouse Gas Protocol Tools are used for employee transport and service bus based on interviews and checklists that are made with employees for their travel method under Mobile Combustion Tool.

- Cargo activities emissions are also calculated under GHG Mobile Combustion Tool with the characteristics of Weight Distance (Freight Transport), based on the exported cargo data (tone Kilometer)
- Municipality waste is calculated under GHG Protocol Calculation Tool based on solid fossil as fuel type and used fuel municipality waste (non-biomass fraction).
- Number of passenger cars is calculated under GHG Mobile Stationary Tool, based on vehicle distance (road transport). According to Ministry of Infrastructure the most used fuel type is diesel, therefore we calculate our emissions based on passenger car – diesel type.
- External users for electricity and water consumption are calculated in the same way as for Scope 1 and Scope 2 emissions. Emissions are netted off Scope 1 and Scope 2 then be included in Scope 3.

Every calculation methodology is regularly checked for any update or change. During 2018 ACERT Carbon Emission Calculation Tool released its *newest version 5.1*, wherewith we immediately replaced the current one we were using.

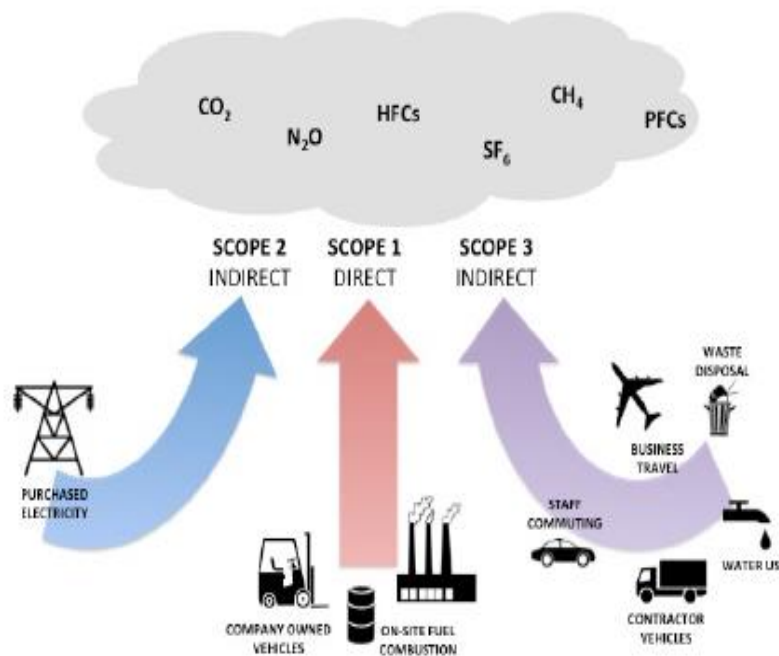


Fig. 2 Emissions and emission sources for three scopes

4. BASE YEAR

LKIA is continuing to calculate emissions taking in consideration the base year 2014.

4.1. Data collection

Scope 1 and Scope 2 emission reduction calculations are made according to the four-year rolling average (2014-2015-2016-2017) carbon emissions and also with method like-to-like comparison. These methods help us to continuously improve our carbon management performance.

Emission Scope	Emission Source	Units	Resolution	Calculation Method
Scope 1	Heating facilities	Liter (L)	By site, per month	GHG Protocol Tool
	Emergency Generator	Liter (L)	By site, per month	GHG Protocol Tool
	LKIA Transport	Liter (L)	By units, per month	GHG Protocol Tool
	Water Consumption	Meter Cubic (m ³)	By site, per month	DEFRA Factor Emission
	Rescue Firefighting Service Exercises	Liter (L) & Kilogram (Kg)	By site, per month	GHG Protocol
Scope 2	Purchased Electricity	Kilowatt per hour (kWh)	By invoices, per month	International Energy Agency Factor Emission
Scope 3	Flights/LTO Cycle	Aircraft data/ Annual movement	By aircraft movements, annually	ACERT Carbon Emission Calculation Tool
	Employee transport (Private Cars)	Distance (Km)	Single figure	GHG Protocol Tool
	Employee Transport (Bus)	Distance (Km)	Single Figure	GHG Protocol Tool
	Cargo Activities/Export	Ton/kilometer	By export activities, by month	GHG Protocol Tool
	Municipality Waste	Kilogram (Kg)	By site, per month	GHG Protocol Tool
	Passenger & Visitor Car	Distance and number of cars	By site, per month	GHG Protocol Tool
	Business Travel/Flights	Aircraft types, passenger load factors and cargo carried	By journey, per month	ICAO Calculator
	Re-sold Electricity	Kilowatt per hour (kWh)	By site, per month	International Energy Agency Factor Emission
	Re-sold Water	Meter Cubic (m ³)	By site, per month	DEFRA Factor Emission
	Construction activities	Liter (L)	By construction site, by contractors	GHG Protocol Tool

Tab. 3. LKIA's Scope mapping

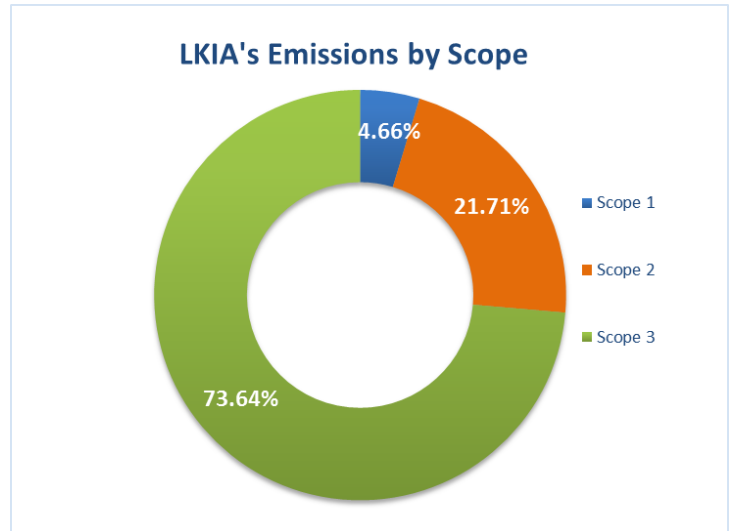
5. CARBON FOOTPRINT PROGRESS

Prishtina International Airport measures its emissions covering all three scopes.

Scope 1 emissions account for **1799.526tCO₂e**, which represents **4.66%** of Prishtina International Airport's total carbon footprint. Scope 2 emissions account for **8389.587tCO₂e** which is **21.71%** of Prishtina International Airport's total carbon footprint, while Scope 3 is responsible for **28459.48tCO₂e** which correspond to **73.64%**.

	tCO₂e	% breakdown
Scope 1	1799.526	4.66
Scope 2	8389.587	21.71
Scope 3	28459.48	73.63
TOTAL	38648.59	

Tab. 4 Breakdown of scopes



Graph. 1 LKIA's emissions by scope

Absolute Emissions 2018			
Metric tons CO₂			
MONTH	SCOPE 1	SCOPE 2	SCOPE 3
January	347.929	766.536	2216.31
February	309.0455	653.951	2035.64
March	228.1345	681.957	2222.45
April	57.2984	607.051	2327.48
May	49.7511	665.077	2315.90
June	54.1624	665.399	2324.40
July	52.909	764.763	2690.68
August	55.867	838.556	2860.20
September	50.978	675.041	2479.99
October	66.25	650.037	2357.44
November	203.866	665.464	2218.49
December	323.3351	755.755	2410.51
TOTAL	1799.526	8389.587	28459.48

Tab. 4. LKIA's absolute emissions 2018

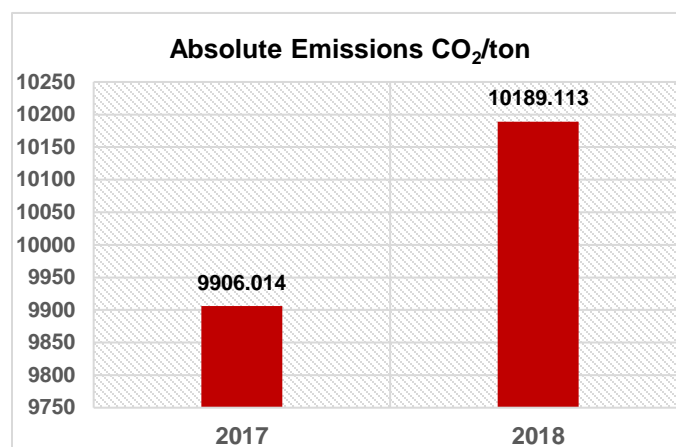
From our calculations during 2018 we resulted to an absolute of **1799.526** metric tons of CO₂ for **Scope 1** and **8389.587** metric tons CO₂ for **Scope 2**.

For Scope 1 we managed to decrease our emissions by **2%** comparing to the previous year, however because of the atmospheric conditions, as well as the raise of passenger number by **14.62%**, regarding Scope 2 emissions we had a **4%** increase respectively on purchased electricity.

Data of 2018 absolute emissions in comparison to 2017 values is shown below:

Total of absolute emissions (CO₂/ton)		
	2017	2018
Scope 1	1833.812	1799.526
Scope 2	8072.402	8389.587
TOTAL	9906.214	10189.113
%		3%

Tab. 5 LKIA's absolute emissions 2017 and 2018

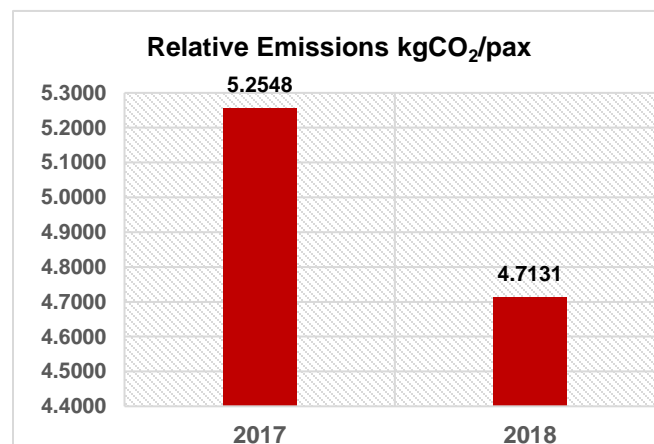


Graph. 2 Absolute emissions 2017-2018

Whilst, comparing our data to passengers' number we notice even a higher reduction percentage of our emissions, respectively a reduction by **11%**.

Total of relative emissions (CO₂/ton)		
	2017	2018
tons kg CO₂/Passenger	0.0053	0.0047
kg CO₂/Passenger	5.2549	4.7131
%		-11%

Tab. 6 LKIA's Relative Emissions 2017-2018



Graph. 3 Relative emissions 2017-2018

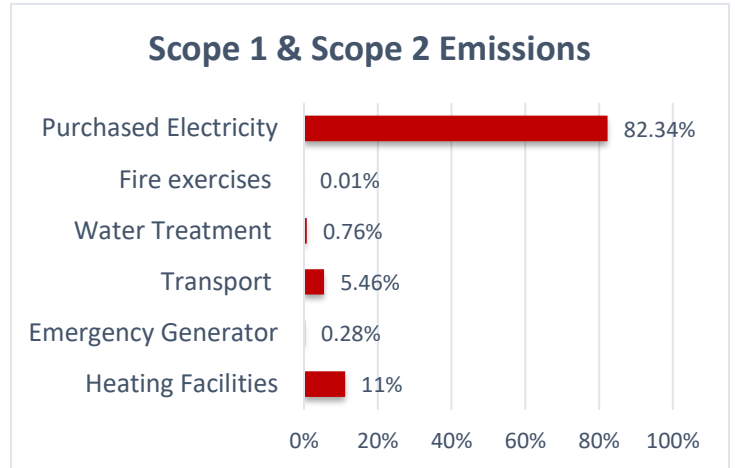
5.1 Scope 1 and Scope 2 emissions

Scope 1 emissions are dominated from heating facilities and transport with approximately **16%**. While the highest amount of emitted emissions come from Scope 2, respectively purchased electricity with **82.34%**.

During 2018 Prishtina International Airport has consumed 7288121.66 kWh of electricity equating to 8389.587 tons of GHG emissions.

SCOPE 1 & SCOPE 2		
Elements	tCO ₂	%
Heating Facilities	1137.128	11%
Emergency Generator	28.088	0.28%
Transport	555.898	5.46%
Water Treatment	77.21	0.76%
Rescue Firefighting Service exercises	1.202	0.01%
Purchased Electricity	8389.587	82.34%
TOTAL	10189.113	

Tab. 7 Scope 1 & 2 emissions



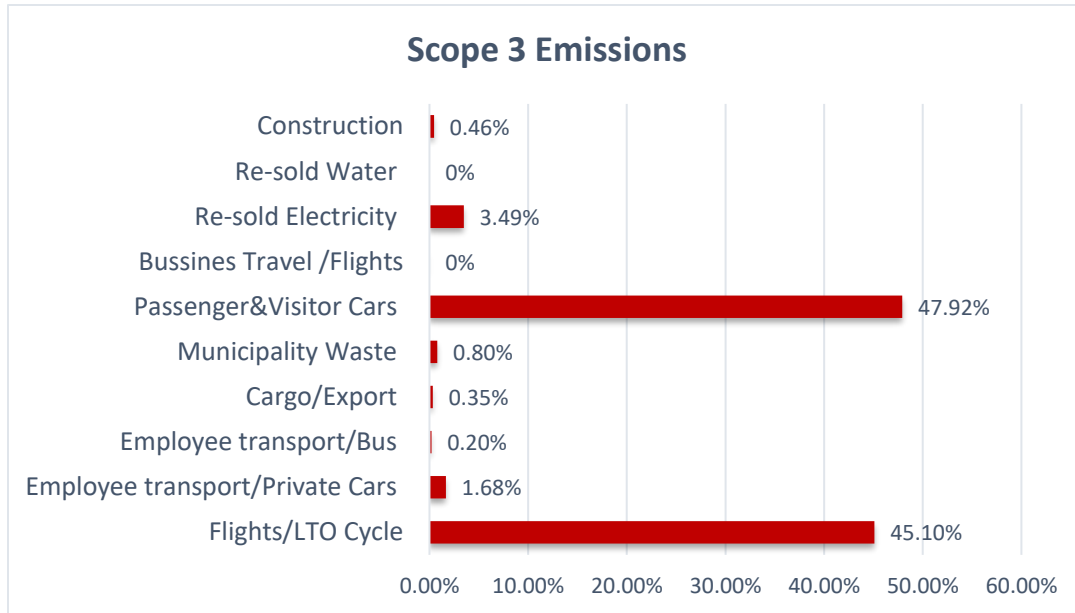
Graph. 4 Scope 1 & 2 emissions

5.2 Scope 3 emissions

The highest amount of Scope 3 emissions correspond to landing and take-off cycle of aircraft (LTO cycle) and also, the number of passenger's & visitor's cars. Passenger & Visitor cars account for around **47.92%** of Scope 3 emissions, while LTO Cycle accounts for around **45.1%**. Due to the new constructions occurring within LKIA area this year into calculations we also added the emissions emitted through constructions, exactly during August-September-October, as presented below.

SCOPE 3		
Elements	tCO ₂	%
Flights/LTO Cycle	12834.6	45.1%
Employee transport/Private Cars	477.9	1.68%
Employee transport/Bus	57.168	0.20%
Cargo/Export	99.026	0.35%
Municipality Waste	228.454	0.80%
Passenger & Visitor Cars	13637.242	47.92%
Business Travel-flights	1.42	0%
Re-sold Electricity	993.856	3.49%
Re-sold Water	0.00115	0%
Construction	129.811	0.46%
TOTAL	28459.48	

Tab. 8 Scope 3 emissions



Graph. 5 Scope 3 emissions

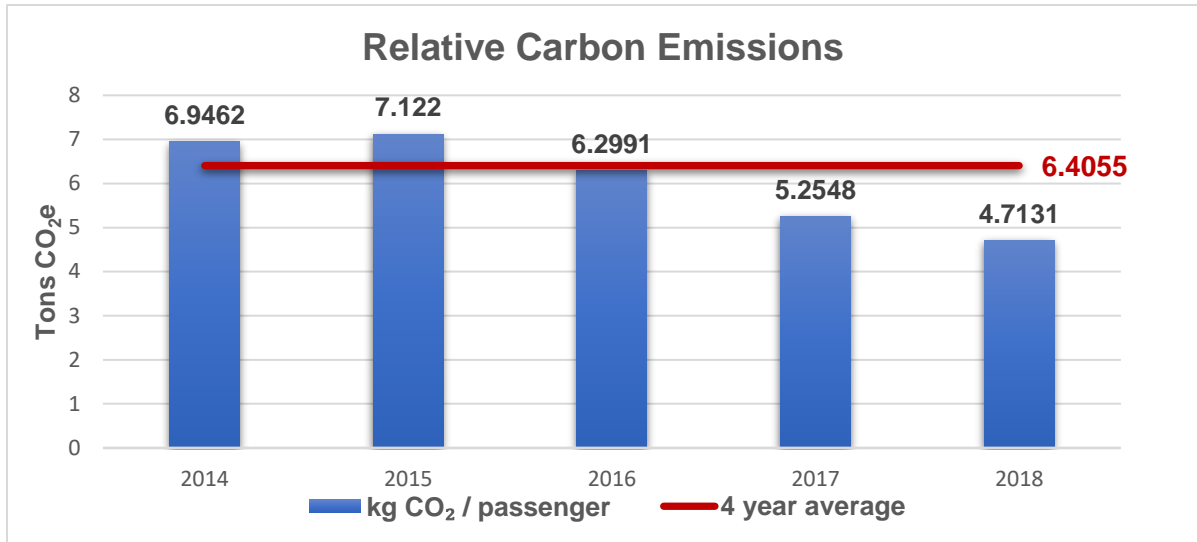
Following our annual Energy Management System programs and long-term Carbon Management Plan (2016-2020), rules and targets, we achieved very pleasant results.

Based on ACA calculation requirements we compared the present year carbon emissions to four-year rolling average, for which we managed to have reductions for both, absolute and relative emissions.

Level of the relative carbon emissions that we have taken in consideration are as below:

Year	Relative emissions (CO2/passenger)	2-year average	3-year average	4-year average
2014	6.9462	7.034	6.7891	6.4055
2015	7.122			
2016	6.2991			
2017	5.2549			
2018	4.7131			

Tab. 9 LKIA's 4-year average relative emissions

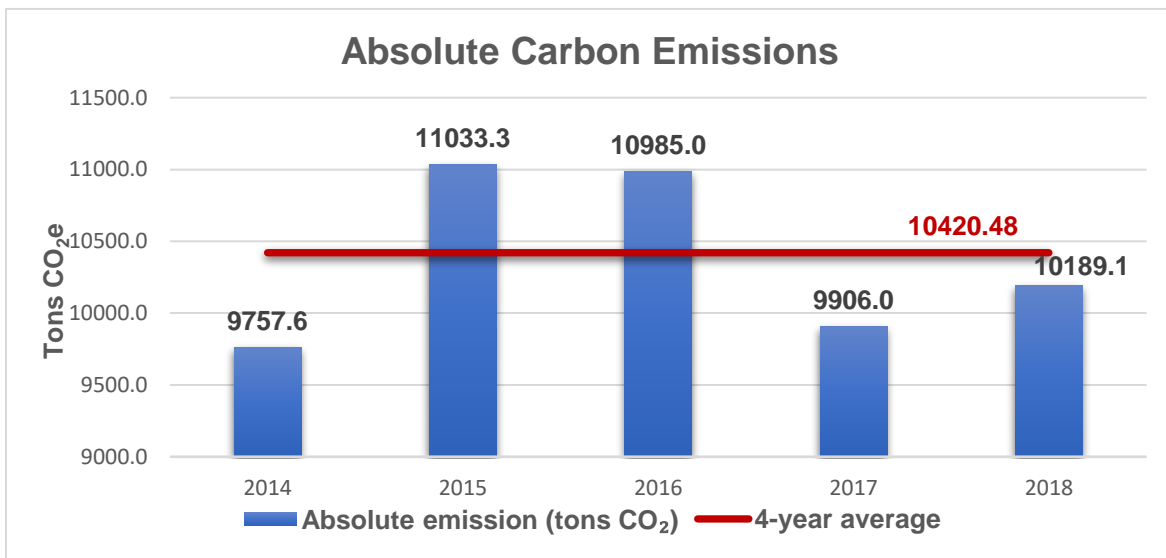


Graph. 6 Relative Carbon emissions trend

As for absolute emissions, figures are shown below:

Year	Absolute emissions (tons/CO ₂)	2-year average	3-year average	4-year average
2014	9757.6	10395	10592	10420.48
2015	11033.3			
2016	10985.01			
2017	9906.014			
2018	11089.113			

Tab. 10 LKIA's 4-year rolling average absolute emissions



Graph. 7 Absolute Carbon emissions trend

As seen from the graphics above where we assessed the emissions produced through 2018 from Prishtina International Airport activities, we notice **26%** reduction for relative emissions (kg CO₂/passenger) and **2%** reduction for absolute carbon emissions based on 2014 with four-year rolling average emission.

Prishtina International Airport aims to embed carbon reduction throughout the organization as part of its aim to become a sustainable organization. Managing and measuring ecosystem carbon contributes in limiting environmental impact as well as simultaneously offers great potential benefits, economic and social. This opportunity to contribute to so many important environmental goals will not be missed by Prishtina International Airport

By continual effort and commitment, regular measurements and monitoring we managed to reduce our carbon emissions and complete every requirement of ACA which resulted on getting certified with the Level 3/Optimization. We are determined on getting the Level 3+/Neutrality or the final level of ACA for which we are working hard on completing every task required and more.

6. CARBON MANAGEMENT PLAN 2018 HIGHLIGHTS

Working in accordance with Airport Carbon Accreditation and Greenhouse Gas Protocol Tools, implementing and maintaining mitigation methods within the framework of the Carbon Management Plan, establishing and implementing Energy Management objectives, targets and programs, organizing environmental practices and activities, performing site visits, audits, identifying nonconformities regarding energy saving and efficiency as well as GHG emissions impact we managed to reduce our carbon emissions, reduce electricity consumption, fuel consumption and raise awareness regarding environmental importance.

Actions on energy saving are established through Energy Management Program (LKIA-PRG-EMU-01) that is updated annually. This program supports the LKIA Energy and Carbon Management Policy and the overall goal by monitoring and reducing energy consumption and carbon emissions in order to increase efficiency of airport operations.

- ✓ On July we got recertified with ISO 50001:2011 Energy Management System
- ✓ On July we also got certified with new version ISO 14001:2015 Environmental Management System
- ✓ By completing every require of Airport Carbon Accreditation we achieved to get accredited with the Level 3 (Optimization)
- ✓ On March we celebrated the World Energy Efficiency Day by taking energy saving initiatives such as: turning off two elevators to use stairs instead, reducing office radiators capacities by 50% and by email kindly asked every LKIA employee to use each energy source efficiently like: limiting the use of printer, proper use of office lightning, water saving, paper recycling, turning off electronic devices when not in use, etc.
- ✓ For World Earth Day, World Water Day and the International Day for the Preservation of Ozone layer, by email we raised awareness among LKIA about their importance and how we can all contribute towards their protection.
- ✓ Office paper recycling program is initiated and implemented during 2018 as a part of yearly environmental objectives.
- ✓ The replacement of broken lamps with new energy efficient LED lamps is a continuous project.

- ✓ The replacement of broken computers with new laptops is a continuous project in cooperation with ICT unit. In 2018, 17 laptops were bought.
- ✓ On June we celebrated the World Environment Day with an activity that involved collecting the waste within LKIA area by LKIA's employees and its stakeholders divided into small groups. The winning group got marked on the "Tree of the year 2018" planted in honor of that day.
- ✓ Started implementing Stakeholder Engagement Plan by providing awareness training for LKIA's stakeholders and engaging them into environmental activities.
- ✓ Provided Energy and Carbon Management Training to Limak ASI 4 students.
- ✓ Prepared environmental stakeholder survey, including LKIA's stakeholders placed in terminal.
- ✓ Changed several manual lights to sensor lights to avoid the energy usage when not needed
- ✓ Put energy saving and water saving stickers to stakeholder's offices and at the Parking unit building.
- ✓ Energy and Carbon Management performed an internal audit to all LKIA units that are energy consumers.
- ✓ Buying new cars using diesel instead of gasoline, which is better for the environmental as they emit less dioxide carbon, monoxide carbon and hydrocarbons than gasoline does.

6.1 Activities TO-DO

- Start the project of buying bicycles to use instead of the cars for particular operations within LKIA area.
- Implement the vehicle idling time instruction.
- Continuously raise environmental awareness through email, awareness trainings and meetings, joint initiatives, stickers, etc.
- Perform site visits within LKIA area including checking water tab sensors, lightning time sensors, etc.
- Implementing Environmental Calendar 2019 and improving it with new activities.
- Arranging public transport, cooperation between airport and municipality
- Implementation of internal audit/ Energy Management in cooperation with Carbon Management Representative
- Implementing Environmental Orientation training for new staff, students and stakeholders
- Monitoring and implementing all requirements according to ISO 50001 and Airport Carbon Accreditation
- Applying for accreditation Level +3 (Neutrality)

ANNEX A



Fig. 3 ISO 50001:2011 Certificate



Fig. 4 ISO 14001:2015 Certificate



Fig. 5 ACA Optimization Certificate

ANNEX B

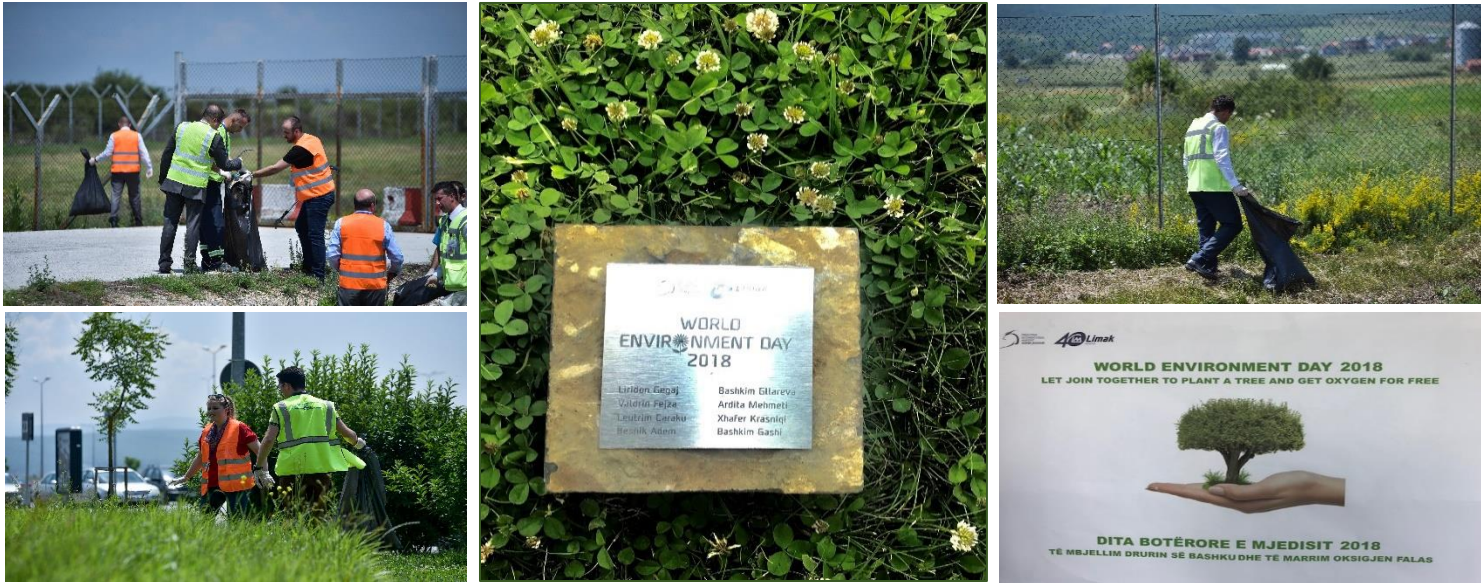


Fig. 6 “World Environment Day” activity



Date: 13.12.2018

Stakeholder Environmental Survey

LKIA is committed on minimizing and reducing its carbon emissions, water and energy consumption from every operation occurring within LKIA area. Please be environmentally friendly and fill out this questionnaire. Thank you.

Describe your company!

- Office
- Restaurant & Cafe
- Other

What is your role?

- Manager
- Team leader
- Employee
- Others (Please specify)

Do you know what ISO 14001 is?

- Yes
- No
- Unsure

Are you aware of your responsibilities as a contractor towards LKIA Environmental Considerations?

- Yes
- No
- Unsure

Are you informed about LKIA Environmental Guidance for Contractors?

- Yes
- No
- Unsure

Are you aware of LKIA environmental calendar (annual Environmental activities)?

- Yes
- No
- Unsure

Do you know that LKIA has a Waste Management Plan that all of us are responsible for?

- Yes
- No
- Unsure

What types of waste do you produce?

- Organic Waste
- Cardboard, carton, paper
- Plastic, glass
- Oil waste, fuel, hazardous solvents
- Other

Are you informed about waste types that you can separate?

- Yes
- No
- Unsure

Fig. 7 Stakeholder environmental survey

Prepared by:	Reviewed by:	Approved by:	Approved by:
Name: Festina Breznica Position: OH&S and Environmental Assistant	Name: Ermira Elshani Position: OH&S and Environmental Manager	Name: Haldun Firat Kokturk Position: Board Member & CEO	Name: Murat Levent Kutuk Third Party Verification
Signature:	Signature:	Signature:	Signature:
Date:	Date:	Date:	Date:

