



Edmonton Airports Net Zero Challenge Report

2025 Progress and Impact Overview

February 2026

YEG



Land Acknowledgement

We acknowledge with respect that Edmonton Airports operates on Treaty 6 Territory, the traditional lands of many First Nations and the homeland of the Métis. Treaty Six is the gathering place and travelling route of the Cree, Saulteaux, Blackfoot, Métis, Dene, and Nakota Sioux. We thoughtfully acknowledge the many First Nations, Métis, and Inuit whose footsteps have marked these lands since time immemorial and whose voices continue to guide a path forward together in reconciliation. Guided by our values and in support of the Truth and Reconciliation Commission of Canada's Calls to Action, Edmonton Airports is committed to reconciliation through meaningful action and respectful partnership with Indigenous communities to help strengthen our shared community. We are committed to listening to and learning from Indigenous communities, fostering partnerships based on shared goals and creating economic opportunities that support the wellbeing and success of future generations.

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Introduction

Edmonton Regional Airport Authority (ERAA) is a community-based, financially independent and non-share capital corporation that manages Edmonton International Airport (YEG) and Villeneuve Airport (ZVL). Edmonton Airports (EA) joined the federal Net-Zero Challenge in 2022 and developed a Comprehensive Net-Zero Plan in 2024, which commits Edmonton Airports to Net-Zero by 2050 or earlier.

YEG is Canada's fifth-busiest airport by passenger traffic and the largest major Canadian airport by land area. To demonstrate its commitment to sustainability and environmental stewardship, YEG has been actively participating in the Airport Carbon Accreditation (ACA) program since 2017 and achieved Level 3 accreditation in Summer 2025.

ZVL is a small, regional airport for commercial business only. Activities at this airport are not material to the emissions impact of Edmonton Airports overall. However, decarbonization opportunities are always considered for operations across the organization, including ZVL.

Importance of Aviation

In Canada, 265,400 people are directly employed in the aviation industry. Across the sector's value chain, it is estimated that closer to 809,000 people are employed in jobs related to aviation (International Air Transport Association (IATA), 2023). In total, Canada's economic output from aviation is \$111 billion CAD, 3.8% of the GDP (IATA, 2023). Globally, air travel is a vital form of transportation for both passengers and cargo. Due to Canada's land size, this is especially true with air travel playing a major role in linking the country both domestically and internationally.

While aviation is a vital service, it currently has a high environmental impact. However, the industry is actively working to reduce this impact. There are several publicly stated goals and action plans that encourage airports to make commitments towards Net Zero Carbon Emissions. The most significant commitments are listed on the right side of this page.

Decarbonization Challenges

For meaningful decarbonization to occur in the aviation industry, low carbon fuels or alternatives must be readily available. As hubs with numerous key partners, airports require decarbonization investment from those in their value chain, both upstream and downstream. While commitments to achieve carbon reductions are prevalent in the industry, considerably more work is required to understand the link between the aviation industry's trajectory and the viability of these targets. Once this analysis is completed by aviation key players, further prioritization of opportunities may occur, enabling more targeted investments into the most impactful decarbonization actions.

Aviation Goals and Action Plans

Airports Council International (ACI) Goal

– "ACI member airports at a global level commit to reach Net Zero Carbon emissions by 2050 and urge governments to provide the necessary support in this endeavour."

International Civil Aviation Organization (ICAO) Long-term Aspirational Goal

– ICAO Member States have agreed to a long-term aspirational goal of achieving net-zero carbon emissions from international aviation by 2050, in support of the Paris Agreement Objectives.

International Air Transport Association Pledge

– IATA member airlines commit to achieving net-zero carbon emissions from their operations by 2050.

Canadian Government's Aviation Climate Action Plan

- includes the commitment to achieve net-zero emissions, covering aviation activities broadly (not just airlines) by 2050 and intermediate targets such as 10% Sustainable Aviation Fuel use by 2030 to support decarbonization



01 Context



Canada's Net-Zero Challenge

"The Net-Zero Challenge encourages businesses to develop and implement credible and effective plans to transition their facilities and operations to net-zero emissions by 2050.¹"

- (Canada's Net-Zero Challenge, 2023)

This is a voluntary initiative generated by the Government of Canada. The government has committed to reducing Canada's emissions by 40-45% from 2005 levels by 2030 and putting Canada on a path to reach net-zero emissions by 2050. In order to achieve this, businesses and organizations across the country must jointly commit to reducing their own emissions in alignment with the country's goals.

The main objectives² of the Net-Zero Challenge include:

- Reducing greenhouse gas emissions from all economic sectors
- Normalizing net-zero planning
- Building momentum for net-zero commitments
- Positioning the Canadian industry to be competitive in the global net-zero economy

1. [Canada's Net-Zero Challenge, 2023](#)

2. [The Net-Zero Challenge Technical Guide, Version 2.0, 2025](#)



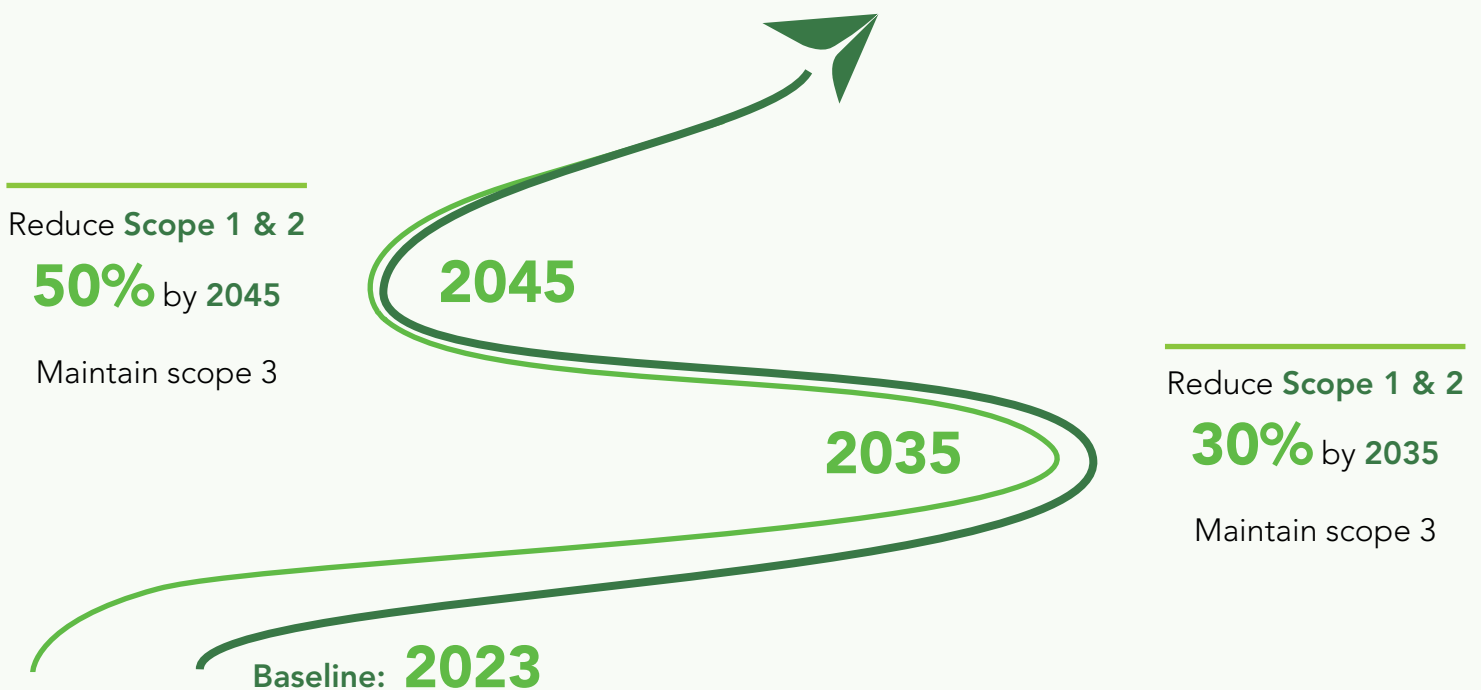
EA's Net-Zero Challenge Commitment

Edmonton Airports (EA) has participated in the Net-Zero Challenge (NZC) since 2022, and has developed a Comprehensive Net-Zero Plan³, committing EA to Net-Zero by 2050 or earlier. This commitment enables EA to align with long-term decarbonization goals of the City of Edmonton, the Province of Alberta, and the federal government.

EA commits to reporting annual progress in accordance with the NZC and as this is an iterative process, EA will continually assess its scenarios and adjust assumptions and mitigation strategies based on changing information.

To meet the requirements of the NZC, EA commits to an absolute emissions reduction target for scope 1 and 2 emissions of 30% by 2035, 50% by 2045 and Net-Zero by 2050 compared to a 2023 baseline year. Additionally, EA commits to limiting supply chain/indirect scope 3 emissions from staff-related business travel to not increase by 2035 and Net-Zero emissions by 2050.

Net-Zero by 2050



3. <https://flyyeg.com/corporate/wp-content/uploads/YEG-2024-Comprehensive-Net-Zero-Plan.pdf>

Net-Zero Governance

Management Accountability

Our Chief Executive Officer and Executive Leadership Team are responsible for implementing our ESG Ambition including Net-zero efforts and ensuring alignment across departments. The ESG Strategy Department (formally established in 2023), supports this work by leading initiatives and integrating sustainability across the business.

Management accountability is strengthened through project-based ESG Steering Committees, which regularly review ESG progress and performance. In 2025, governance was enhanced by integrating the ESG function within General Counsel, Compliance & Governance, improving alignment with risk management and enabling a more coordinated approach to climate-related risks.

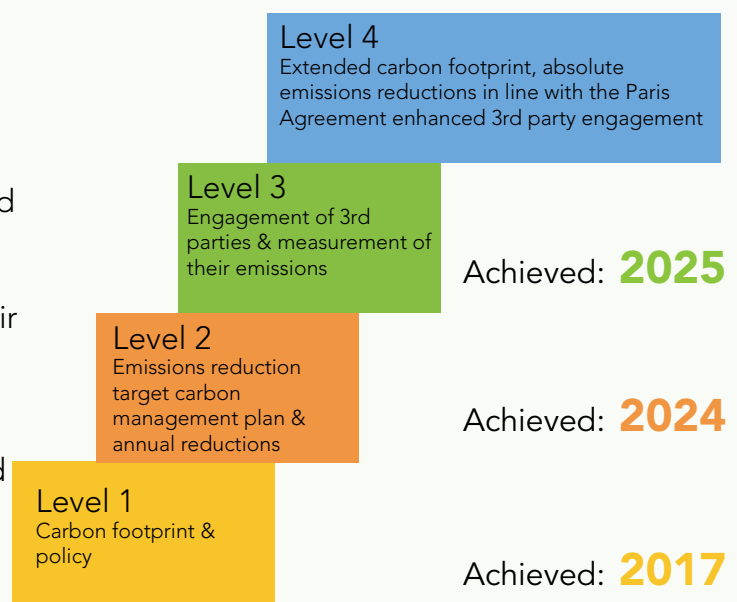
Board Oversight

Our Board members have diverse experience across governance, finance, business operations, sustainability, and community leadership. Board oversight includes monitoring policies related to ethics, environmental and safety performance, and strategic planning. ESG and climate-related issues are incorporated into Board and executive mandates as part of our ongoing alignment with the TCFD recommendations.

Airport Carbon Accreditation

EA joined the Airport Carbon Accreditation (ACA) Program in 2017 and became certified at Level 3 (Optimization) in July 2025 for the first time, showcasing continuous commitment and progress on carbon emissions management and reduction.

At Level 3⁴, airports are required to engage their stakeholders in carbon footprint measurement and reduction. EA widened the scope of its carbon footprint to include a range of scope 3 emissions (per the GHG Protocol) and provided evidence of engagement with key partners through the development of a Stakeholder Engagement Plan.



4. <https://www.airportcarbonaccreditation.org/about/7-levels-of-accreditation/level-3/>



02 Foundational Assessments



Overview

EA has demonstrated commitment to its decarbonization journey through conducting comprehensive analyses and deepening its organizational understanding of EA's GHG inventory and climate-related risks and opportunities.

This was done through the undertaking of two foundational assessments:

1. **Climate-Related Risks and Opportunities Report⁴ (2024 report, 2025 currently in draft)**
2. **GHG Emissions Inventory 2024**

The completion of the 2024 GHG inventory aligns with EA's investment into the requirements of the Canada Net-Zero Challenge and marks the airport's second successive GHG inventory as part of the program. The comprehensive inventory was also a part of EA's application towards the Airport Carbon Accreditation (ACA) Level 3 certification. A more streamlined stakeholder outreach approach increased data collection efficiency and responses, allowing for increased confidence of the inventory results. The 2024 GHG inventory was supplemented by EA's stakeholder engagement; continued engagement with EA's key partners will be a key strategy for addressing scope 3 emissions by identifying and actioning opportunities for collaborative emissions reduction projects between key partners and the airport.

As of December 2025, EA is only the **second airport in Canada** to complete and publish a full climate risk assessment report. Through these efforts, EA continues to deepen its understanding of how climate change and the shift to a low-carbon economy may affect its operations and resilience. An updated report is planned for 2026, alongside further integration of climate risk into governance and decision making.

4. <https://flyyeg.com/corporate/wp-content/uploads/ClimateRisksReport2024.pdf>

Climate-Related Risks Assessment

Climate-related financial disclosures are an important part of net-zero planning and EA believes that these disclosures allow its organization to better understand and address its own climate-related risks and opportunities.

In 2025 EA published its first Climate-Related Risks and Opportunities Report as part of its commitment to transparent ESG reporting and to provide insights to community partners. This report meets Net-Zero Challenge requirements (section 8.2 of the technical guide) and aligns with the Task Force on Climate-Related Financial Disclosures (TCFD) recommendations, and the

foundational pillars of the International Financial Reporting Standards (IFRS) Sustainability Disclosure Standards. Integrating these climate risks into EA's future planning will allow the airport to strengthen infrastructure resilience, reduce disruptions and understand how climate risks may influence other operational risks, providing a more holistic view and enabling refined decision making. This is especially important for an organization operating in a hard to abate industry and operating in a region that has unique decarbonization challenges. Greater resilience and economic viability amid climate risks enable airports to proactively invest in and scale decarbonization initiatives.



EA evaluated these climate risks and opportunities in alignment with the TCFD framework, with a focus under 3 main categories:

- **Physical risks** resulting from climate change (long-term changes in climate and more frequent extreme weather events).
- **Transition risks** from shifting towards a lower-carbon and environmentally sustainable economy.
- **Opportunities** relating to climate change that may benefit airport operations

This exercise of identifying risks and opportunities is an important first step in order to integrate these into strategic planning, business plans, annual budgets and the financial impact of various scenarios.

Climate Risk Assessment on Physical Risks

The physical climate risks evaluated and presented in the 2024 report consisted of two main categories: acute risks (severe weather events) and chronic risks (long-term shifts in climate patterns). The climate conditions that EA evaluated in this assessment included: extreme heat/heat waves, higher average temperatures, drought conditions, convective storms, rainstorms, winter storms, freeze-thaw cycles, freezing precipitation, wind patterns and tornadoes. Risks that were identified in a matrix as probable with potential major consequences to EA operations were:

Convective storms & heatwaves: acute risk identified as probable with potential major consequences such as power network and asset damage.

Extreme heat: chronic risk identified as probable with potential major consequences such as heat stress.

For each of the acute and chronic risks that were identified, the report also outlined the existing controls in place, as well as potential future controls to mitigate these physical risks to airport operations.



Climate Risks

Source: EA 2024 Climate-Related Risks & Opportunities Report



Climate Risk Assessment on Transition Risks

The report identified that EA may be impacted by transition risks related to insurance costs, the pace of change, adoption of lower carbon assets, community and partners sentiment and shifts in passenger behaviours. Key risks that EA will consider are:

- **Insurance and/or reduction in coverage due to physical climate risks:** identified as probable with moderate consequences such as increased cost or insurance coverage availability.
- **Technology that is necessary to achieve net-zero may be subject to restrictions, higher costs, developed slowly:** identified as probable with moderate consequences such as capital expenditures and other financial implications.

For each of the transition risks that were identified, the report also outlined the existing controls in place, as well as potential future controls to mitigate these risks to airport operations.

Policy and Legal

Market

Technology

Reputation

Transition risks key themes

Source: EA 2024 Climate-Related Risks & Opportunities Report

Climate-Related Opportunities

The climate-related opportunities that were identified for EA include:



Reducing energy consumption & implementing **energy efficiency** initiatives resulting in lower operating costs



Supporting communities affected by climate change through community impact & nature-based solutions programs



Developing partnerships with airline partners to support emissions-reduction efforts, including through access to low-emissions fuel infrastructure.



Implement the Net-Zero plan and unlocking new potential funding

EA will continue to explore and analyze these opportunities and how they can be integrated into long-term planning and decision-making.

GHG Emissions Inventory 2024

In 2025, EA further advanced its commitment to carbon management and GHG emissions reduction by completing a comprehensive greenhouse gas (GHG) inventory for the 2024 calendar year.

The 2024 GHG inventory was completed in alignment with two key initiatives for EA:

1. The GHG inventory supports the organization's **commitment to the Canada Net Zero Challenge** through annual reporting of its scope 1, 2 and 3 emissions. The inventory was assessed by Synergy Enterprises⁵, a third party specializing in aviation decarbonization.
2. Additionally, the comprehensive inventory was a part of EA's application towards the **Airport Carbon Accreditation's (ACA) Level 3 certification**. 2025 is the first year EA has submitted a Level 3 application, which requires the airport to continue measuring and reporting its scope 1 and 2 emissions while also expanding its inventory to include relevant scope 3 emissions. Scope 1, 2 and 3 emissions results were verified by an ACA-accredited auditor as part of the application process.

EA's pathway to achieving Net-Zero by 2050 focuses on scope 1 and 2 emissions and includes measures to avoid, reduce, offset and remove GHG emissions under EA's direct control and limit indirect scope 3 emissions outside of EA's direct control.

In total, EA's carbon footprint came to 248,882 tCO₂e. The majority of emissions (223,074 tCO₂e) come from EA's scope 3 value chain, which is outside the direct control of the airport. Only 11% of the footprint comes from airport-controlled operations: 7% from fuel and energy consumed by airport buildings and equipment (scope 1) and 4% from electricity used in airport-controlled buildings (scope 2).

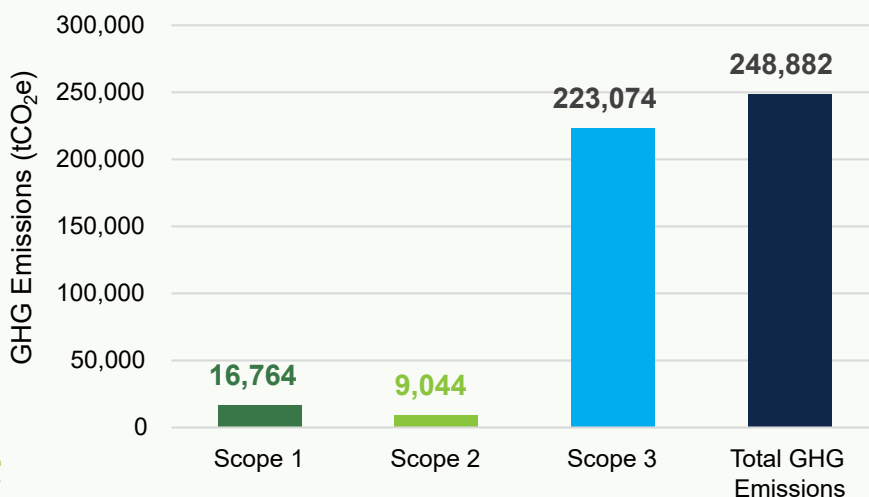
Definitions

Scope 1 – direct emissions from sourced owned by YEG.

Scope 2 – indirect emissions from purchased energy (i.e., electricity).

Scope 3 – all other indirect emissions across the organization's value chain.

2024 GHG Emissions by Scope



5. <https://www.synergyenterprises.ca/>

Historical GHG Emissions Inventory

EA has been measuring GHG emissions for more than a decade, to understand the sustainability impact of operations. The 2024 reporting year is the third year EA has completed a full GHG inventory that includes scope 1, 2, and 3 emissions measurements (previously measured in 2014 and 2023). Comparing the 2023 baseline to the 2024 inventory results, EA has seen the following increases or reductions in GHG emissions (CO₂e):

Scope 1: 4,046 tonnes (32% increase)

Scope 2: -9,044 tonnes (30% decrease)

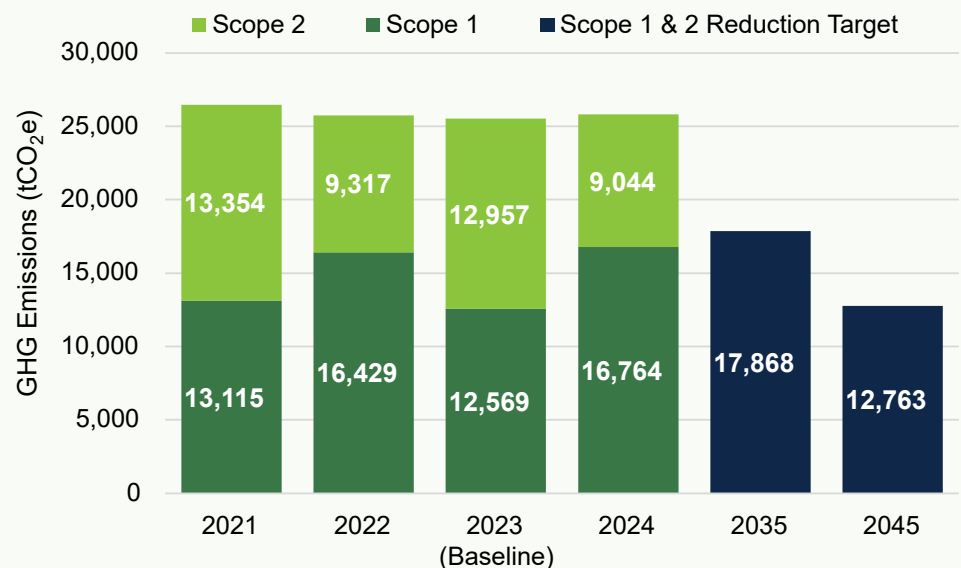
Scope 3 -23,365 tonnes (9% decrease)

The primary cause of scope 1 GHG emissions increasing and scope 2 emissions decreasing from the 2023 baseline is more activity from the CoGeneration (CoGen) Facility. The CoGen Facility consumes natural gas and produces heat and power to EA facilities. Increased CoGen activity meant that EA was able to produce more on-site power in combination with heat production, resulting in less electricity needing to be purchased by EA.

The reduction in scope 3 emissions is largely due to data availability improvements and methodology changes in the measurement of landside access emissions, rather than a decrease in scope 3 activity between the two years. With further methodology improvements and data availability, scope 3.11 (landside access) will likely need to be restated for the 2023 baseline as part of the 2025 reporting cycle.

Reduction Targets

Over the years of measuring and reporting, EA has developed a thorough understanding of its scope 1 & 2 emissions and the opportunities available to lower these emissions. This is reflected in the 2035 and 2045 scope 1 and scope 2 reduction targets of 30% and 50%, respectively, which demonstrate a continuous but achievable goal for carbon reductions against a 2023 baseline.

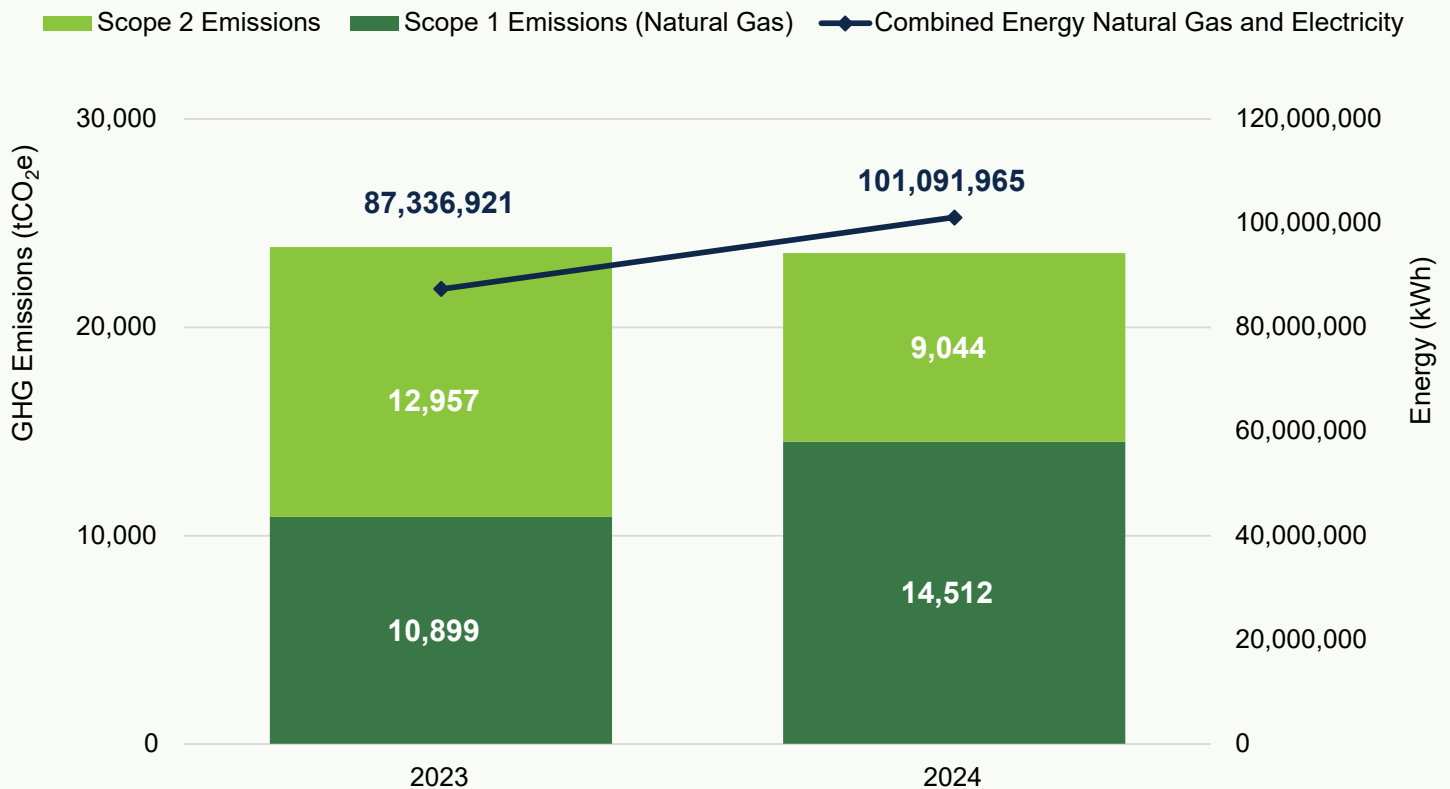


GHG Emissions Inventory – Scope 1 & 2

The majority of scope 1 emissions come from natural gas used for heat and energy generation in buildings owned by EA. Natural gas consumption has increased due to greater usage of the Cogeneration (CoGen) facility, which turns natural gas into heat and electricity. While more CoGen activity raises EA's scope 1 emissions, it reduces the demand for purchased electricity through the on-site production of electricity that has a lower carbon intensity than Alberta's grid electricity, leading to a reduction in scope 2 emissions.

EA has steadily decreased its purchased electricity consumption, with the CoGen facility contributing approximately 20 million kWh of purchased electricity savings in 2024 through the equivalent production of electricity, on-site. While Alberta's electricity grid has decarbonized considerably, it still has a high emissions intensity of 0.424 kgCO₂e/kWh in 2024; as a result, the energy produced by the CoGen facility is more carbon efficient than the grid electricity.

EA has also invested in upgrading its lighting to LED fixtures, resulting in a reduction in power demand of approximately 2.6 million kWh per year.



Year over Year natural gas and electricity consumption (kWh) and GHG emissions

GHG Emissions Inventory – Scope 3

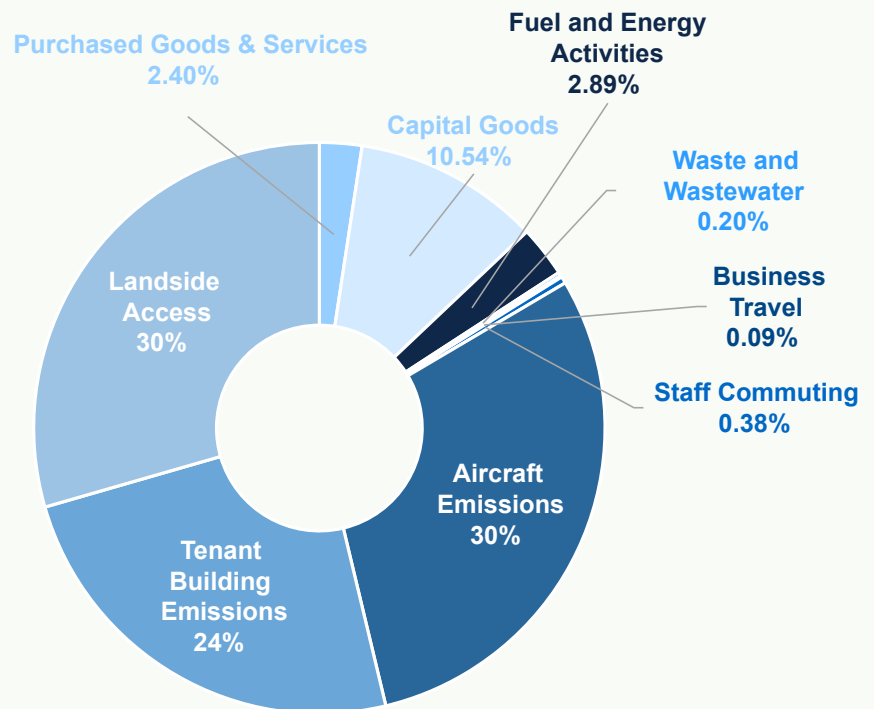
Scope 3 emission sources are defined as indirect emissions from the activities of an organization that are not included in scope 2. These are emissions that EA can influence but does not directly own and control.

In 2024, scope 3 came to a total of **223,074 tCO₂e**, and primarily includes:

- Aircraft Emissions: aircraft operations in the landing & take-off (LTO) cycle below 3,000 ft (including taxiing, engine ground running and use of auxiliary power units)
- Landside Access: emissions from tenant and passenger landside ground access, such as retail visitors, deliveries, transit, etc.
- Tenant Building Emissions: from tenant electricity and heating

Out of all scope 3 emissions, EA has more influence on one category of the GHG protocol (6). Therefore EA has made some commitments in 2024 related to this category. **Business travel emissions** are from the transportation taken by EA's team members for corporate trips that are paid for by the airport. In total, business travel generated 200 tCO₂e, which represents 0.09% of the total carbon footprint.

GHG Protocol Category	Emissions (tCO ₂ e)
11. Use of Sold Products	156,821
13. Downstream leased assets	29,423
2. Capital Goods	23,513
3. Fuel & Energy Activities	6,458
1. Purchased Goods & Services	5,351
7. Employee Commuting and Homeworking	856
5. Waste Generated in Operations	454
6. Business Travel	200



Scope 3 emissions by major emissions generating activity



03

Carbon Reduction Efforts Progress to Date



Deepening Understanding

In 2025, EA conducted focused analysis to build a foundational business understanding the climate impacts and decarbonization opportunities for the organization. By measuring and reporting GHG emissions, committing to long-term reduction targets and engaging with high impact partners, EA is taking an active role in addressing some of the challenges limiting the aviation industry's progress towards decarbonization. For EA, this will include addressing major scope 3 emission sources like aircraft fuel burn, airport tenant natural gas and electricity consumption, and transportation to airport property. This may be done through active collaboration with key partners on reducing their emissions as well as generating awareness with airport partners surrounding their emissions footprints and opportunities for improvements.

In 2024, EA identified and publicly disclosed key climate-related risks and opportunities, marking an important first step toward exploring transition scenarios aligned with its commitment to achieving net-zero emissions by 2050. In 2025, Edmonton Airports advanced its understanding of climate-related risks and opportunities by conducting a climate scenario analysis with a third-party expert. EA has prioritized integrating climate-related risks into its larger enterprise risk management framework (ERM) ESG-related risks to improve business continuity, strengthen infrastructure resilience and reduce disruptions. Further disclosures of key findings will continue to be published.

Findings from the GHG inventory report and the climate-risk and opportunity assessments reinforce the business case for emissions reductions and investments in upgrading aging infrastructure to enhance climate resilience. These analyses will support informed decision-making on emissions-reduction initiatives by clarifying the timeframes and capital investments needed to achieve the strongest long-term operational and sustainability outcomes.



Strategies and Actions Implemented

Renewable Energy Credits

In December, 2025 EA purchased 500 MWh of Renewable Energy Credits (RECs) from the Rattlesnake Ridge wind facility in Alberta.

Purchasing RECs allows the airport to financially support an important renewable energy generation project in its region, helping to reduce the carbon impact of electricity consumption.

The Rattlesnake Ridge Wind Farm⁶ is an EcoLogo certified facility. RECs were purchased from Bullfrog Power, a Canadian renewable energy provider. Their credit generation, sales and retirement are audited annually by Deloitte.



Offsetting Business Travel

EA supported the **Darkwoods Forest Carbon Project, to fulfill the commitment to offsetting staff related travel emissions** (Category 6 Scope 3 of the GHG protocol). Darkwoods is an important forest habitat in the Selkirk Mountains of BC. The project protects habitat, manages the forest and prevents logging activity in the area.

428 Verified Carbon Units (VCUs) were purchased to offset the carbon impact of EA's 2024 and 2023 staff business travel, measured in the GHG Inventory assessments. The credits were purchased from Verra and retired on the Verra Registry on behalf of Edmonton Regional Airports Authority.



6. <https://bullfrogpower.com/projects/rattlesnake-ridge-wind-farm/>

Hydrogen Innovation

Together with partner, Diesel Tech Industries (DTI)⁷, EA is pioneering hydrogen dual-fuel technology in runway snow sweepers. With funding support from Alberta Innovates⁸, this groundbreaking initiative will see DTI piloting the integration of its Guardian Hydrogen Diesel System on two of YEG's heavy-duty runway snow sweepers.

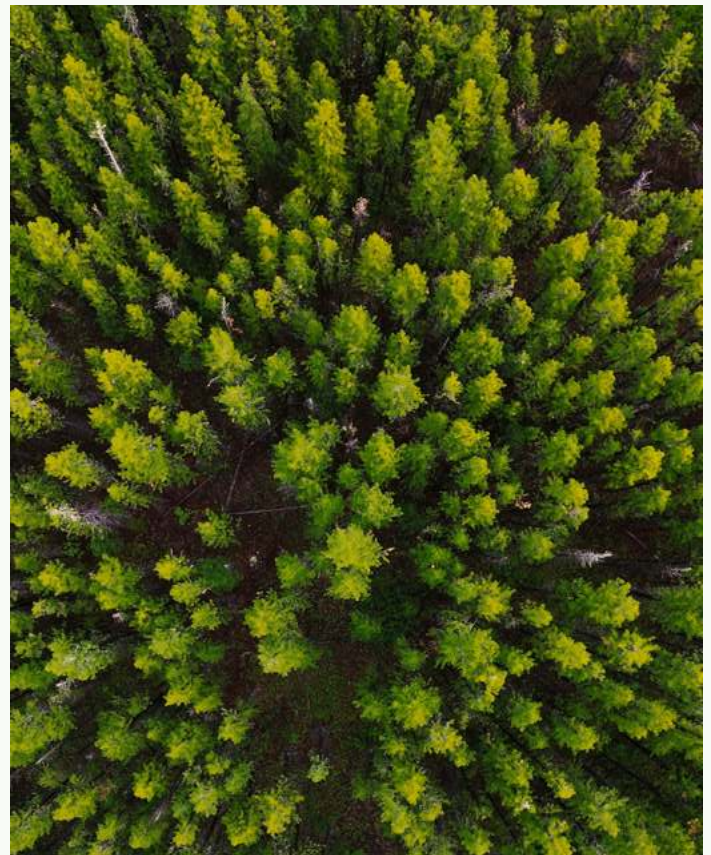
EA will be the **first airport in Canada** to explore using this system, which holds the potential for existing Tier 3 diesel engines to use hydrogen as a supplementary fuel.

The project will address the unique challenges of higher-emission Tier 3 engines, including a more demanding, high-load operational cycle and the complexity of the dual-engine configuration used for airport snow removal.

Reforestation Partnerships

Through partnerships with veritree⁹, Project Forest¹⁰ and Wild + Pine¹¹, EA regularly supports credible, science-based nature restoration initiatives. These partnerships focus on ecosystem restoration, biodiversity support and community engagement, rather than tree planting alone.

These efforts contribute to long-term environmental outcomes and community benefits.



7. <https://www.linkedin.com/company/diesel-tech-industries/>

8. <https://www.linkedin.com/company/alberta-innovates/>

9. <https://www.veritree.com/>

10. <https://projectforest.ca/>

11. <https://wildandpine.ca/>

Progress to Date – Planning in 2025

Considerable effort was made to exploring decarbonization opportunities in 2025. As many opportunities are highly complex, the projects require detailed planning before implementation, including feasibility studies, cost analysis, emissions reduction opportunity assessments, etc.

In 2025, EA formally revitalized its dedicated Energy Management Group, which had not met since the COVID-19 pandemic. This working group is led by the Energy Manager and aims to further integrate awareness and energy reduction initiatives and environmental stewardship across the organization.

EA has continued to develop its natural gas CoGen facility, to produce electricity on-site and make use of waste heat, greatly reducing the demand for purchased electricity. Since 2014 EA has steadily decreased purchased electricity consumption, largely due to the CoGen facility that contributes approximately 20million kWh annually in purchased electricity savings through the equivalent production of electricity on site. In 2025, EA completed a CoGen enhancement project, to add an additional 1MW of load to the facility which is expected to be operational in 2026. This will enable the facility to generate more on-site electricity, further offsetting purchased electricity and reducing the carbon intensity of EA's energy use.

EA has also explored feasibility studies for a 1MW rooftop solar project that will potentially begin construction in 2026.



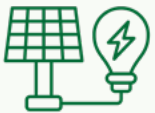


04 What's Next?



Planned for 2026

As EA looks ahead to 2026, a few key initiatives are being explored and planned:



1 MW Rooftop Solar: Construction is planned to begin in 2026, with operations expected in 2027.



Cogeneration Enhancement: An additional 1 MW of load was added to the facility in 2025, with operations commencing in early 2026.



LED Upgrades: Continued replacement of runway and apron lighting with LED fixtures.



Decarbonization Analysis: Completion of a high-level decarbonisation model, including a fleet decarbonization assessment.



Scope 3 Engagement: Ongoing stakeholder engagement to improve Scope 3 data quality and identify emissions reduction opportunities.



Responsible Business Travel: Development of guidance for team members to raise awareness on more sustainable business travel practices



Conclusion

EA will primarily focus to reduce scope 1& 2 emissions, as there are within the airport's direct control. Having already implemented the available "low-hanging" opportunities, EA is now advancing into the analysis phase for larger, more capital-intensive decarbonization projects across the airport. Along with direct decarbonization efforts, EA has also invested in purchasing renewable energy credits, to support an important renewable energy generation project in its region and reduce the carbon impact of its electricity consumption.

Scope 3 presents a more complex challenge, as these are emissions that EA can influence but does not directly own or control. EA has offset its business travel for 2023 and 2024 and will continue to focus on reducing emissions for business travel and planning efficient travel. EA will also engage its airport partners to collaborate on ways to decarbonize operations of tenants on the airport campus.

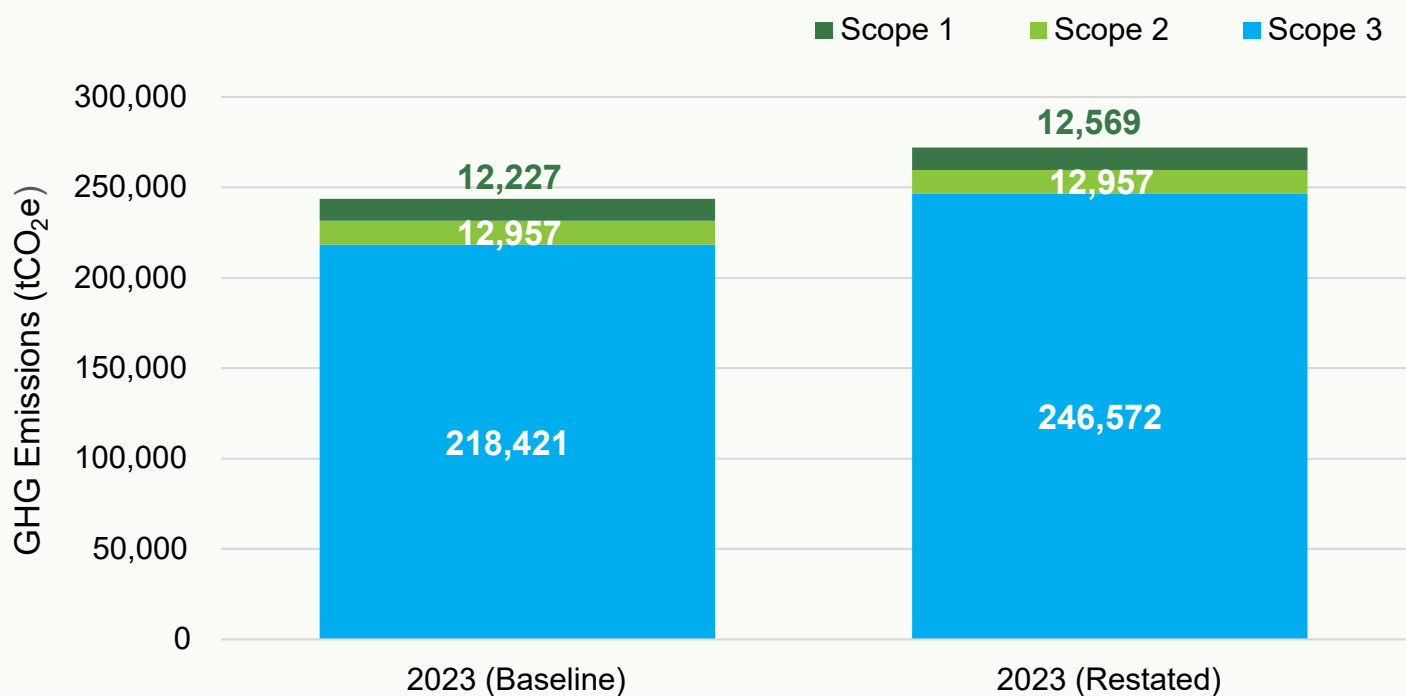
While EA's ultimate goal and intention is absolute reduction in emissions across operations as per Net-Zero commitments, there are various challenges that come from operating in an emissions-intensive and hard to abate industry. Capital costs for these projects are high and EA is continuously balancing decarbonization costs with other important business decisions as airport activity continues to grow, creating economic value for local communities. As EA advances its decarbonization efforts, it is also openly acknowledging the critical role of financing and partnerships, recognizing that access to funding will be essential to realistically accelerate progress and meet the Net-Zero Challenge timelines.



Appendix – 2023 Baseline update

EA’s baseline year is 2023. The baseline has been restated to account for improvements to emissions measurement methodology and data availability:

- 1. Due to expanded measurement to include emissions from refrigeration leaks & de-icing activities, EA update baseline emissions for Scope 1.
- 2. Due to an expansion in scope 3 measurement, scope 3 category 2 (Capital Goods) and scope 3 (Fuel and Energy Activities-T&D Losses) have been retroactively calculated and included in the 2023 baseline.



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For Further Information

This report was prepared by Synergy Enterprises, on behalf of Edmonton Airports (EA).

Questions about the GHG analysis or presented information can be sent to:
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