



ALLEGHENY COUNTY AIRPORT AUTHORITY
PITTSBURGH INTERNATIONAL AIRPORT
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ACAA Carbon Policy Statement

The Allegheny County Airport Authority (ACAA) is committed to reducing our carbon emissions as we strive for net zero by 2050, in line with the Airports Council International World's (ACI World) Long-term Carbon Goal (LTCG). This goal exceeds Pennsylvania's goal of 80% reduction goal by 2050 compared to 2005 levels.

Pittsburgh International Airport (PIT) was the first airport in North America to enter the 2030 District Challenge, pledging to reduce building energy consumption, water use, and transportation emissions. As part of our participation in this program, we monitor and report progress and are aligning these efforts with our entrance into the ACI Airport Carbon Accreditation (ACA) Program. The ACA Program is the only global, aviation-dedicated carbon management and reporting program. It independently assesses and recognizes the performance of airports working to manage and reduce their carbon emissions through six levels of certification: Mapping, Reduction, Optimization, Neutrality, Transformation, and Transition. We are entering Pittsburgh International Airport (PIT) at Level 1 (Mapping, which requires calculation and verification of Scope 1 and 2 emissions) with plans to advance to higher levels in the future.

With our initial entrance into the ACA Program, we are specifically committing to:

1. Supporting renewable energy generation with the goal of applying these emissions savings to our Scope 2 emissions.
2. Optimizing our footprint and facilities to reduce energy demand and increasing energy efficiency as part of the Terminal Modernization Program (TMP).
3. Decreasing vehicle trip lengths/miles traveled via the TMP landside reconfiguration and implementation of operational changes.
4. Evaluating our fleet for opportunities to replace vehicles and equipment with low- or no-emissions alternatives.
5. Achieving LEED certification for major projects including the TMP and Parksmart certification for our parking garage.
6. Pursuing additional sustainability certifications in the future such as the Institute for Sustainable Infrastructure's (ISI) Envision rating system for infrastructure.



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7. Working with tenants, business partners, and other stakeholders to drive down Scope 3 emissions through measures such as the transition to electric ground support equipment (eGSE), local production and use of Sustainable Aviation Fuel (SAF), ground transportation vehicle conversions and consolidations, employee commuting initiatives, and others.

In addition, the ACAA intends to establish interim targets toward net zero, considering the updated District Challenge and Pennsylvania's Climate Action goals (26 percent by 2025 and 80 percent by 2050 from 2005 levels) along with other relevant commitments. We will use the ACA program as our goalposts in this process, pursuing the following steps:

1. By 2024: Advancing to at least **Level 2** of the ACA program, establishing a relative emissions benchmark (e.g., emissions per aircraft operation) and goal, showing demonstrated emission reductions, and preparing a carbon management plan for Scope 1 and 2 emissions.
2. By 2025: Advancing to at least **Level 3** by adding Scope 3 emissions to our inventory and preparing a stakeholder engagement plan to help drive reductions by our tenants, business partners, passengers, employees, and others that contribute to our Scope 3 emissions.
3. By 2030: Advancing to at least **Level 4** with the preparation of a net zero roadmap/plan for Scopes 1 and 2 emissions (if not already complete), determination of interim Scope 1 and 2 targets in line with the Paris Climate Accord, calculation of an expanded set of Scope 3 emissions, and preparation of a stakeholder partnership plan to address Scope 3 emission reductions.
4. Through the 2030s: Demonstrating progress on our trajectory; achieving our interim target by our selected date identified in the net zero roadmap; establishing updated targets; meeting all other requirements of Level 4 renewal; and evaluating the potential of achieving net zero for Scopes 1 and 2 sooner than 2050 (reducing emissions to the greatest extent possible and negating any residual emissions through permanent carbon removals such as direct air capture that removes CO₂ from the atmosphere paired with permanent sequestration in geological formations).



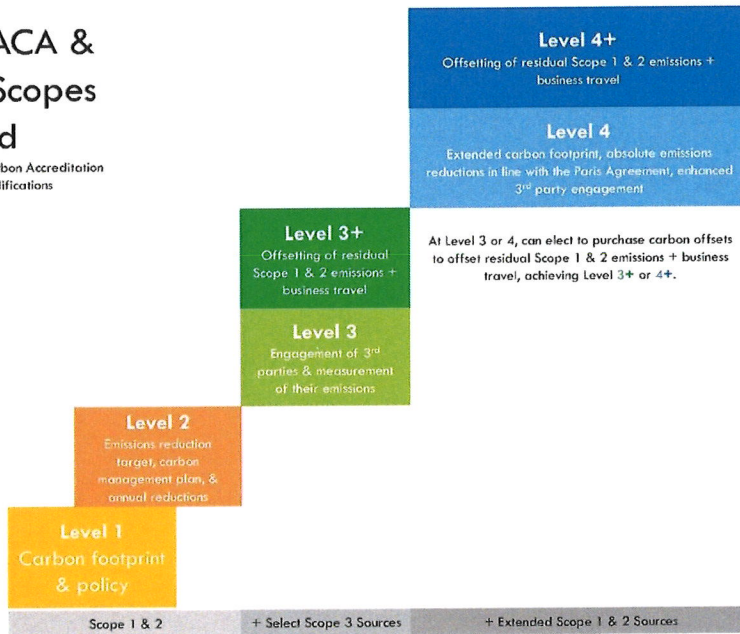
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- If deemed feasible, achieving net zero for Scopes 1 and 2 prior to 2050. At a minimum, achieving net zero for Scopes 1 and 2 and securing **Level 5** accreditation (under development as of 2022) by no later than 2050.

The various levels of ACA are described below for reference:

Levels of ACA & Emissions Scopes Considered

Graphic credits Airport Carbon Accreditation Guidance Manual with modifications



Note: Level 5 is under development as of 2022; will require that an airport has reached a net zero emissions balance using only carbon **removals** (not **avoidance** carbon offsets) for Scopes 1 and 2, and brings Scope 3 emissions sources that it can significantly influence on the pathway to net zero. Also note that as of 2022, the ACA Task Force is considering incorporating additional Scope 3 emissions sources under Levels 3 and above to better align with the Greenhouse Gas Protocol.

Christina Cassotis
 Chief Executive Officer
 Allegheny County Airport Authority