

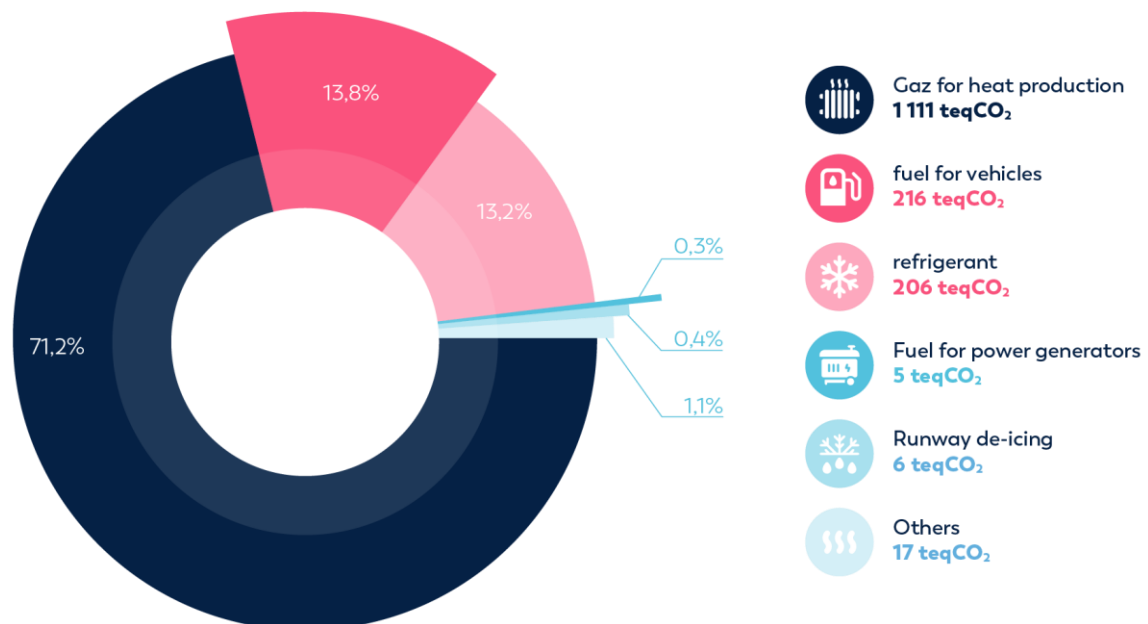
# 2022 emissions assessment

## 1- Emissions Assessment

The pie chart below shows the greenhouse gas emissions produced by Aéroports de Lyon (for the Lyon Saint-Exupéry – Lyon Airport site), for the year specified. This assessment was conducted according to the Airport Carbon Accreditation programme, developed by Airports Council International, in line with the Greenhouse Gas Protocol (2004) and the ISO 14064 standard.

Emissions are calculated for the scope defined by the Airport Carbon Accreditation programme for the target certification level, at “market-based” value for energy consumption (emission factors specific to the energy supply contracts taken out by Aéroports de Lyon). They are calculated on the basis of business data and expressed in tonnes of CO<sub>2</sub> equivalent for the calendar year (1 January to 31 December).

In order to maintain certification under the Airport Carbon Accreditation programme, annual emissions assessments are subject to independent verification and certification by the certification body.



## 2- How the assessment was conducted

### Scope and boundary of the system considered

Aéroports de Lyon is a French company that builds, equips and operates the airport hubs in Lyon, i.e. Lyon Saint-Exupéry International Airport and Lyon-Bron Airport. The carbon assessment shown above concerns Lyon Airport (Lyon Saint-Exupéry - LYS) only (Lyon-Bron Airport is covered by a separate assessment).

The scope is therefore the business conducted by Aéroports de Lyon on its premises at the Lyon Saint-Exupéry site.

### Emission sources (business data)

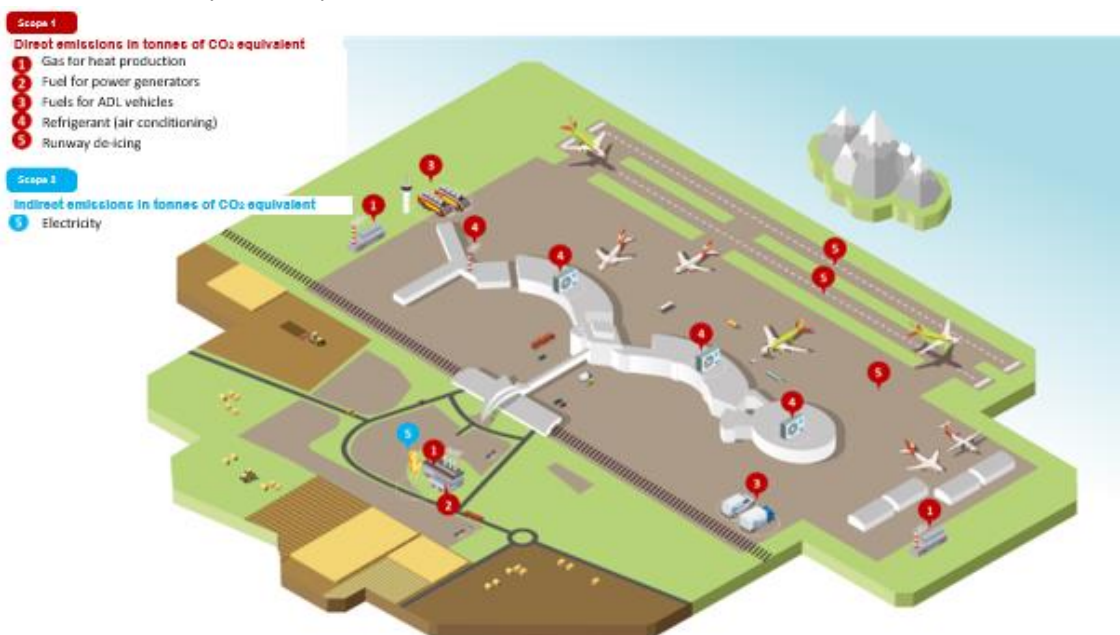
The emission sources covered by the assessment above are those **under the direct operational control of Aéroports de Lyon for Scope 1** (direct emissions) and **Scope 2** (indirect emissions), in line with the Airport Carbon Accreditation guidelines.

#### Scope 1: Direct emissions

- Natural gas consumption by centralised and decentralised boilers for heat production
- Consumption of ordinary domestic fuel by power generators supplying the electricity grid
- Fuel consumption (petrol, diesel) by vehicles owned or rented by the airport (public area) which are used at the hub (restricted area)
- Amount of new refrigerant used in air conditioning systems
- Consumption of runway de-icing products

#### Scope 2: Indirect emissions

- Electricity consumption



Scope 3 emissions such as passenger access to the hub, and aircraft traffic, are calculated separately and not included in this assessment. However, these Scope 3 emissions are addressed by a host of avoidance and reduction measures coordinated by Lyon Airport, through specific provisions and projects run jointly with airport ecosystem stakeholders (adjusting aircraft fees based on emissions,

400 Hz power supply at aircraft stands, optimised routes, installation of infrastructure for electric and hydrogen-powered vehicles, and more).

**Functional units or declared units used**

The emission factors (EFs) used for this assessment are taken from the Base Empreinte® (footprint database) managed by ADEME (updated every year).