

ACI EUROPE RESOLUTION

Adopted by the ACI EUROPE Board on 16 May 2019

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EUROPEAN AIRPORTS COMMITTED TO ACHIEVING AND MAINTAINING NET ZERO CARBON EMISSIONS BY 2050



NET ZERO

The ACI EUROPE Board, acting on behalf of the European airport community represented by ACI EUROPE:

Noting and supporting the objectives set by the Paris Agreement's central aim to strengthen the global response to the threat of climate change by keeping global temperature rise this century below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius;

Recalling:

- The June 2008 commitment of ACI EUROPE and its members to reduce carbon emissions from airport operations fully within their own control with the ultimate target to become carbon neutral¹.
- The launch in June 2009 of *Airport Carbon Accreditation* as the tool and standard for carbon management at airports, which has resulted in 286² European airports being certified under the programme to date – of which:
 - i. 54³ airports are certified at levels of the programme ensuring airports follow a carbon reduction pathway fully aligned with the Paris Agreement (Levels 4/4+), and
 - ii. 17 airports are certified as having achieved a net zero carbon balance for their Scopes 1 and 2 emissions (Level 5) while also committing to achieving net zero in Scope 3 emissions by 2050 at the latest, aligned with ISO net zero and/or sector net zero frameworks or commitments, where applicable.

Noting the indisputable scientific evidence that has emerged in relation to climate change, notably as per the Special Report on Global Warming released by the UN IPCC (Intergovernmental Panel on Climate Change) on 8 October 2018, and further comprehensive Assessment Reports about the state of scientific, technical and socio-economic knowledge

¹ [ACI EUROPE Resolution - European airports joining forces to fight climate change](#)

² Data as of 10 June 2025

³ Data as of 10 June 2025

on climate change — including the most recent Sixth Assessment report published in March 2023 which sets a new level of urgency for climate action efforts, triggering the United Nations to call on developed states to reach net zero by 2040, 10 years earlier than previously required;

Noting the above mentioned UN IPCC Special Report's finding that limiting global warming to 1.5 degrees Celsius is indispensable to limit the most catastrophic and irreversible consequences of global warming – and the consequential need for “*urgent and drastic action to limit global warming in line with the Paris Agreement*”, through “*unprecedented & deep emissions reductions in all sectors*” which require “*rapid and far-reaching transitions in land, energy, industry, buildings, transport and cities*” so that global emissions decline by -45% by 2030 and reach net zero by 2050;

Noting and supporting the strategic long-term vision set by the European Commission in its Communication: “*A Clean Planet for All*” adopted on 28 November 2018, which calls for a climate neutral economy for Europe by 2050, with a goal to reach net zero carbon emissions by that date, including through the decarbonisation of mobility – as well as the subsequent adoption of the EU Green Deal on 11 December 2019;

Recalling the “*Destination 2050 – A Route to Net Zero European Aviation*”⁴ roadmap initially released on 11 February 2021 and updated on 4 February 2025 by ACI EUROPE, A4E (Airlines for Europe), ERA (European Regions Airline Association), ASD Europe (AeroSpace and Defence Industries Association of Europe) and CANSO Europe (Civil Air Navigation Services Organisation) – whereby European aviation has committed to achieve net zero CO₂ emissions by 2050;

Restating the critical need for Europe's airports to collectively address current and projected environmental impacts — both local and global — through the application of the principles of sustainability;

Recognising the need for European airports to develop and operate their infrastructure and services in a way that allows them to effectively contribute not only to the reduction of aviation's impact on global warming, but also to the full decarbonisation of air transport over time;

Acknowledging the UN IPCC definition of net zero emissions as the state “*when anthropogenic CO₂ emissions are balanced globally by anthropogenic CO₂ removals over a specified period*”, which therefore requires airports to reduce their absolute emissions to the greatest extent possible and address any remaining emissions through investment in carbon removal and storage;

Acknowledging the 2022 report from the United Nations High Level Expert Group: “*Integrity Matters: Net Zero Commitments by Businesses, Financial Institutions, Cities and Regions*” which specifically requires that Non-state actors must publicly disclose and report on progress against their net zero targets and plans, ensuring that any claims of being net zero or net zero aligned are based on actions, not just announcements;

⁴ <https://www.destination2050.eu/>

Resolves that:

- 1. ACI EUROPE and its members reaffirm their support to the ATAG 2050 net zero carbon goal adopted in October 2021⁵, whereby the aviation sector has collectively committed that global civil aviation operations will achieve net zero carbon emissions by 2050.**
- 2. As part and in complement to the above-mentioned 2050 net zero carbon goal for global aviation, ACI EUROPE and its members reaffirm their commitment (undertaken in 2019) to achieve and maintain net zero carbon emissions from airport operations fully within their own control by 2050 at the latest, based on publicly disclosed roadmaps towards net zero for these emissions. This requires reducing absolute emissions to the furthest extent possible and addressing any remaining emissions through investment in carbon removal and storage in line with requirements set out for Level 5 of *Airport Carbon Accreditation*.**
- 3. ACI EUROPE and its members call on the EU and all European Governments beyond the EU to accelerate, where necessary, a clean energy transition ensuring that airports across Europe can effectively switch to zero carbon energy under competitive conditions and based on timelines allowing them to deliver on their net zero commitment and to enable the decarbonisation of all civil aviation operations. This transition requires enhanced Government support notably through economic incentives, access to sustainable financing and other funding mechanisms as necessary.**
- 4. ACI EUROPE and its members urge all 193 ICAO Member States to deliver on the Long Term Aspirational Goal (LTAG) for international aviation as agreed at the 41st ICAO Assembly, which aligns international aviation's climate target with the Paris Agreement. To enable this transition, the industry needs ICAO to keep delivering concrete implementation policies and actions such as those resulting from CAAF/3 (3rd ICAO Conference on Aviation and Alternative Fuels) – which should be considered as a bare minimum to be achieved by States across the World towards delivery and supporting the industry in pursuing net zero emissions by 2050. ACI EUROPE and its members also invite ICAO to agree on a more ambitious target for achieving greater CO₂ reduction, inspired by the European regulations that will facilitate a more significant CO₂ emissions cut.**

The present Resolution, while committing the entire European airport industry, is also undersigned by each of the ACI EUROPE member airport operators included below — which therefore:

- i. individually commit to achieve net zero carbon emissions as per the above from operations fully within their own control by 2050 at the latest, or
- ii. have already achieved net zero carbon emissions in Scopes 1 & 2 and commit to maintain that status through their certification at Level 5 of *Airport Carbon Accreditation*.

⁵ [ATAG Net Zero Declaration can be accessed here](#)

Effective as of 3 July 2024, the ACI EUROPE member airport operators having undersigned this Resolution are also required to publish their own roadmap towards net zero carbon emissions on the ad hoc ACI EUROPE public repository⁶.

The following list of committed airports was first published in June 2019, then comprising 194 airports run by 40 airport operators across 24 European countries.

It has since been updated annually, with the present updated list released at the 35th ACI EUROPE Annual Congress and General Assembly in June 2025 (Athens). This updated list reflects the above-mentioned requirement for committed airports to disclose their own roadmap towards net zero carbon emission by 2050 at the latest and also includes airports now certified at Level 5 of *Airport Carbon Accreditation*.

Accordingly, as of June 2025, **314 airports run by 90 operators across 36 European countries have committed to achieve and maintain net zero carbon emissions from operations within their control by 2050 at the latest, and also disclosed their roadmap(s) towards such goal** – with:

- **17 of these airports having already achieved and committed to maintain a net zero carbon balance and thus certified at Level 5 of *Airport Carbon Accreditation*; and**
- **122 of these airports having set that target date by 2030 at the latest.**



⁶ <https://www.aci-europe.org/netzero/repository-of-roadmaps>

ACHIEVED



Beja, Madeira, Ponta Delgada airports

EindhovenAirport 

FINAVIA
for smooth travelling

Ivalo, Kittilä, Kuusamo, Rovaniemi,
Helsinki airports



Schiphol
Amsterdam Airport



Swedavia
Airports

Göteborg Landvetter, Malmö, Stockholm-
Arlanda, Ronneby airports



NAPOLI
AIRPORT
GESAC

BY 2025



FINAVIA
for smooth travelling

15 airports in Finland,
including Kuopio

BY 2026



Swedavia
Airports

6 airports in Sweden, including Kiruna

BY 2029



AÉROPORT
toulouse blagnac 

BY 2030



AARHUS
AIRPORT 



aena airports
for you 

48 airports in Spain, including
Madrid-Barajas & Barcelona-El Prat



Rome-Fiumicino &
Rome-Ciampino airports



Lisbon, Faro, Flores, Horta, Santa Maria,
Porto Santo and Porto airports

Billund Airport



Paris-Orly and Paris-Le Bourget airports



Keflavik Airport



Nice, Cannes-Mandelieu & Saint Tropez airports



BY 2031

LODZAIRPORT
CENTRAL POLAND

BY 2033



BY 2035



Glasgow, Aberdeen &
Southampton airports



GROUPE ADP

Paris-Charles de Gaulle Airport



Munich Airport



BY 2036



BY 2038



Manchester, London-Stansted
& East Midlands airports

BY 2040





Zurich Airport

BY 2045



14 airports in Greece including Thessaloniki



Burgas and Varna airports



BY 2050



43 airports in Norway, including Oslo





43 DHMI airports in Turkey



Larnaka & Pafos airports



Almaty International Airport



including Skopje and Ohrid airports



including Izmir-Adnan Menderes, Ankara-Esenboğa, Alanya - Antalya Gazipasa and Mugla Milas-Bodrum



including Tbilisi and Batumi airports

AIRPORTS COMMITTED, ROADMAP PENDING

BY 2040



BY 2045



BY 2050



The present Resolution is also supported by:

