

Our climate commitment – Net Zero Roadmap Zurich Airport Ltd.

UPDATE 2026



Zurich Airport

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[Environmental management – Zurich Airport](#)

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Our responsibility

Switzerland has set itself the goal of achieving a net zero greenhouse gas balance by the middle of the century – in line with the 2015 Paris Climate Agreement. As Switzerland's largest airport, Zurich Airport has a special responsibility in this regard. An average of 90,000 passengers and over 50,000 other people pass through the airport every day.

As the owner and operator of the airport, Zurich Airport Ltd. is aware of this responsibility and has set itself the goal of achieving net zero by 2040. This target relates to the company's own emissions (Scope 1 and 2) and is to be achieved at least 90 percent through its own measures and at most 10 percent through the removal of CO₂ from the atmosphere, but without reduction certificates.

Zurich Airport Ltd. is part of the aviation system. As such, it not only strives to reduce its own emissions, but also sees itself as a driving force in bringing emissions along the aviation value chain to net zero. This also includes airlines and various service providers and partners at the airport. The steps and measures the company is taking on its way to net zero are explained on the following pages. The focus is on the Zurich location. In addition, the net zero roadmaps of the majority-owned international subsidiaries are also explained.

The responsibilities and goals of Zurich Airport Ltd. are set out in a position paper on climate protection, which is supported by the entire company:

'We are fulfilling our responsibility in international aviation and in the national context by reducing our own greenhouse gas emissions in Scopes 1 and 2 to 20,000 t CO₂e in 2030, with the ambition of subsequently reducing these to net zero without offsets by 2040.'

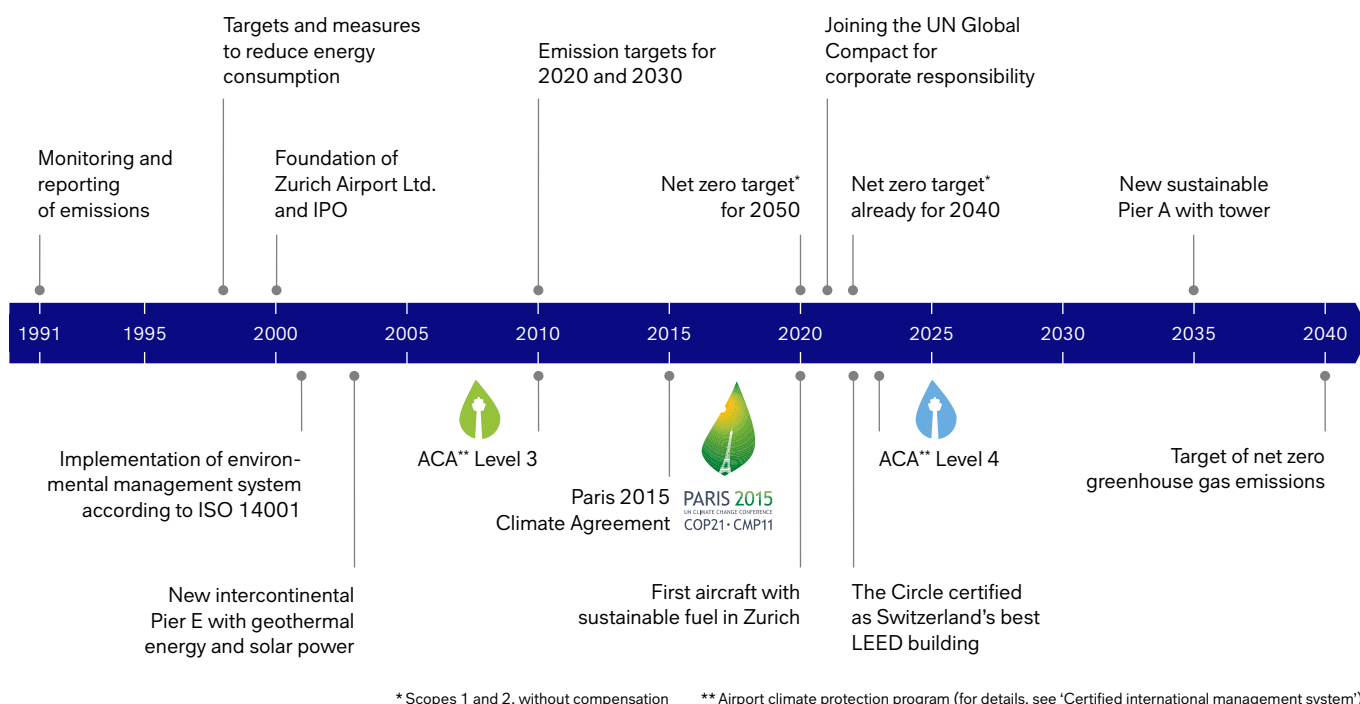


What is net zero?

Net zero is a scientific concept developed by the UN Intergovernmental Panel on Climate Change (IPCC). The goal is to limit global warming to 1.5 degrees in order to avert the worst effects of climate change on people and the environment. To achieve this, greenhouse gas emissions must be reduced to zero by 2050, if possible, or the remaining emissions must be removed from the atmosphere afterwards. This ensures that the amount of CO₂ entering the atmosphere is equal to the amount that is removed.

Our climate protection measures to date

Zurich Airport Ltd. has recognized the need for climate protection early on and began measuring its greenhouse gas emissions and reporting back in 1991. Since then, the targets and measures for reducing greenhouse gas emissions have been revised and tightened several times. The following timeline provides an overview of Zurich Airport Ltd.'s commitment to climate protection:



Certified international management system

The company's climate protection measures are reviewed by an independent body. This is done on the one hand through the accreditation of Zurich Airport Ltd. in the Airport Carbon Accreditation (ACA) program. This program was initiated by the European airport association ACI Europe. It evaluates and measures the climate protection efforts of airports worldwide using a multi-level scale. To achieve accreditation at the next level, stricter climate protection requirements must be met.

Zurich Airport Ltd. is accredited at Level 4. At this level, the program is comparable to other frameworks such as the Science Based Targets Initiative (SBTi) and additionally reflects factors that are particularly relevant to airports. Level 4 accreditation means that a company must present a long-term greenhouse gas reduction path-

way in accordance with the Paris Climate Agreement. In addition, Zurich Airport Ltd. must demonstrate that it encourages its partner companies, such as airlines, service providers, and suppliers, to reduce their emissions as well. The calculations and measures for reducing emissions by Zurich Airport Ltd. in the ACA program are reviewed every three years by independent auditors. In 2025, Zurich Airport Ltd. successfully renewed its accreditation at Level 4.

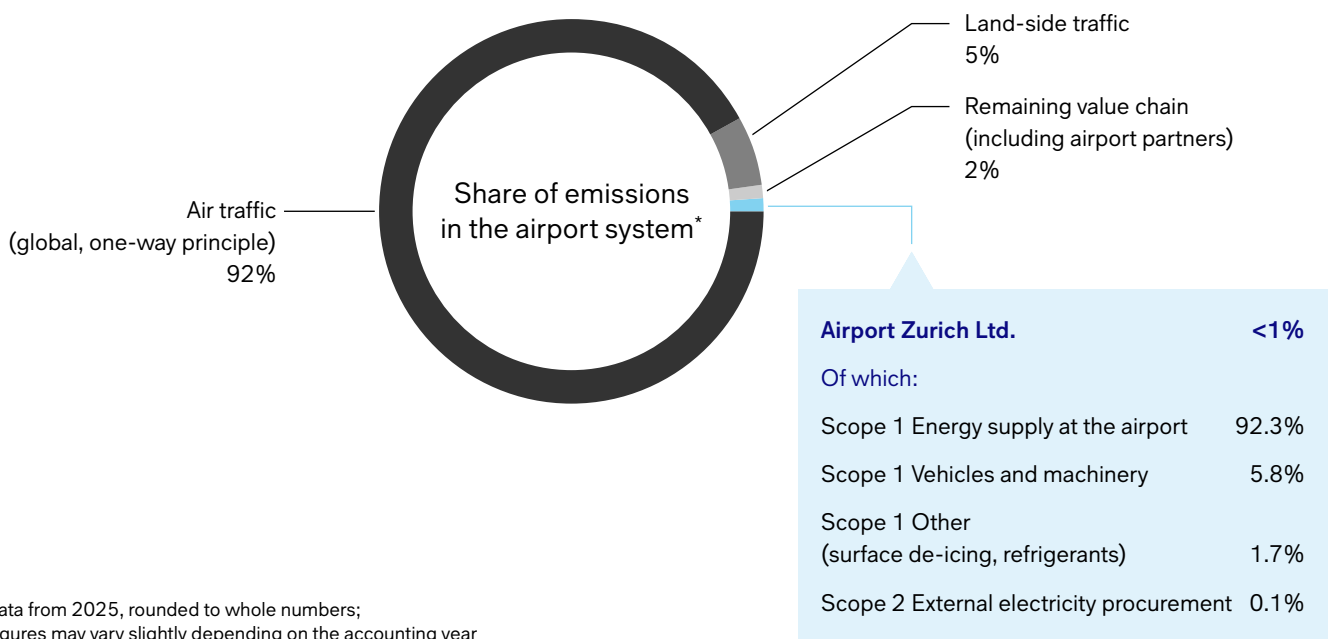
In addition, the company's climate protection measures are also reviewed as part of the ISO 14000 environmental management system. Here, too, independent auditors evaluate the measures taken by Zurich Airport. A comprehensive recertification audit takes place every three years, and a surveillance audit every year.

Our CO₂ footprint at a glance

The basis for accounting for greenhouse gas emissions is the globally established Greenhouse Gas Protocol** standard. This distinguishes between three categories of emissions:

- **Scope 1** covers all direct emissions of a company.
- **Scope 2** refers to indirect emissions from externally purchased energy (electricity, heat, cooling).
- **Scope 3** covers all other indirect emissions from a company's value chain – from purchased goods and services or business travel (upstream emissions) to emissions from the use and disposal of the goods or services offered (downstream emissions).

When looking at the sources of emissions, it becomes clear that a large proportion of emissions along the value chain are attributable to air traffic. The greenhouse gas emissions of Zurich Airport Ltd. and its partner companies on the ground are comparatively small.

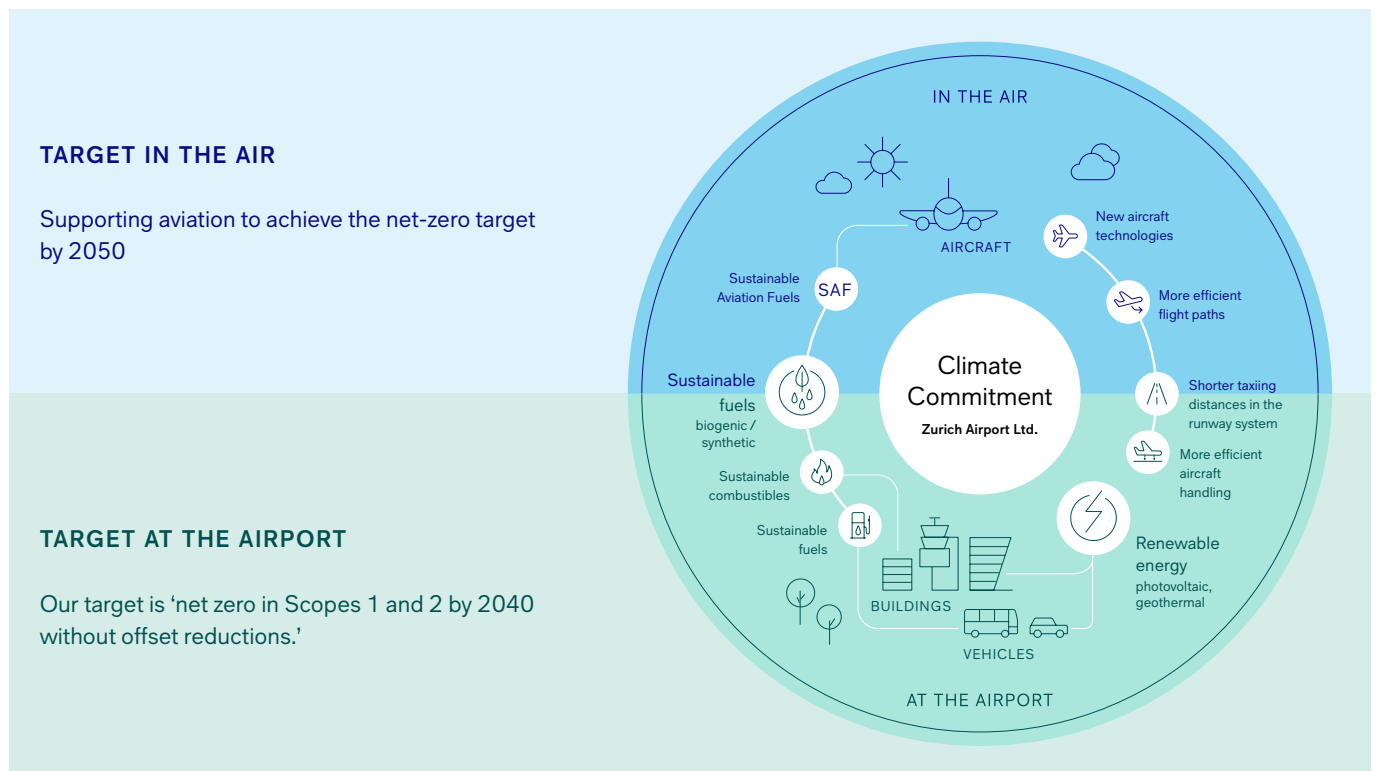


* Data from 2025, rounded to whole numbers;
 Figures may vary slightly depending on the accounting year

** The Greenhouse Gas (GHG) Protocol is a broad-based initiative that has developed a globally uniform standard for greenhouse gas accounting and related reporting. The GHG standards are used by many companies, organizations, and public institutions. They classify companies' emissions into three categories: Scope 1, Scope 2, and Scope 3.

Our dual strategy for net zero at Zurich Airport

Zurich Airport Ltd. is pursuing a dual strategy for reducing emissions:



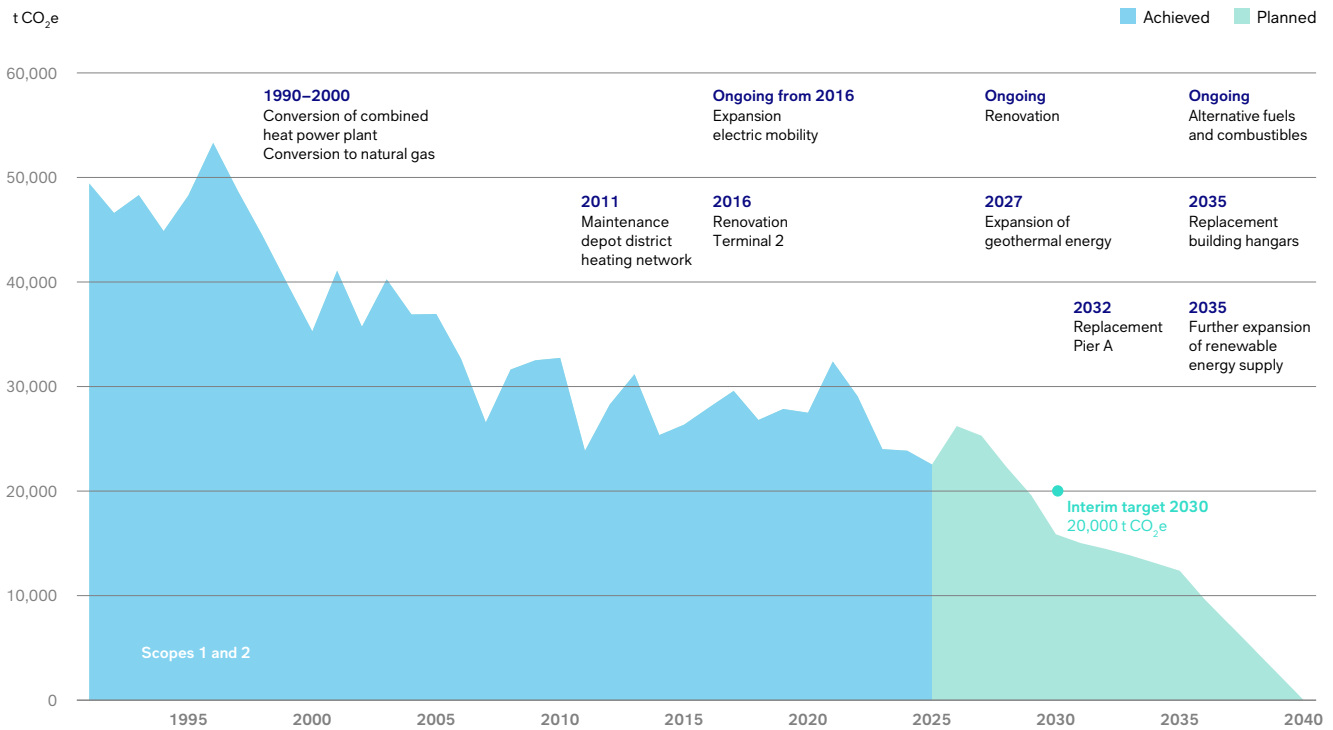
At the airport itself, the aim is to reduce the company's own emissions from energy supply, the vehicle fleet, and other sources, and to switch to sustainable energies, fuels, and power sources. This also applies to traffic to the airport and to partner companies that offer ground-based services at the airport.

In the air, Zurich Airport Ltd. supports the aviation industry's measures to reduce emissions from air traffic to net zero. This is being achieved through the use of SAF, improved operating procedures, and new aircraft technologies.

Net zero at the airport

Zurich Airport Ltd. has already reduced its own emissions by around half since 1991. The aim is to eliminate the remaining half of emissions by 2040. In doing so, Zurich Airport Ltd. is completely foregoing the purchase of offset certificates and offset projects outside the airport.

On its way to net zero at the airport, the company has set itself an interim target of a maximum of 20,000 t CO₂ e for 2030, which is already within reach.



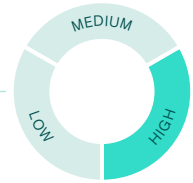
Greenhouse gas emissions of Zurich Airport Ltd. at its Zurich location since 1991 and planned reduction path until 2040.

Zurich Airport Ltd. has outlined a series of measures to further reduce current emissions. A key focus is the transition to renewable energy sources. Renovation projects and the expansion of electromobility are also delivering ongoing positive impacts. More details can be found on the following pages.



Renewable energy and sustainable fuels for our buildings

Our degree of influence:
High



We are shifting our energy supply to renewable sources, with a particular focus on geothermal energy.

The airport's energy consumption is equivalent to that of a small city: Zurich Airport requires 70 to 75 GWh of heat and 165 GWh of electricity per year.

Heating

A large proportion of the heat required is currently generated in the company's own combined heat and power (CHP) plant. The CHP can be operated with gas or heating oil and accounts for the majority of Zurich Airport's own emissions. In order to eliminate these emissions, there are plans to shift to renewable energy sources. In return, the combined heat and power plant can be downsized. In future, it will be able to be operated with renewable fuels (biogas). The following is a detailed overview of the measures:

Geothermal energy

About 300 meters beneath the airport lies a glacial channel with water-bearing gravel, which will be used as a heat and cold storage facility in the future. In summer, the buildings will be cooled with refrigeration machines. The waste heat generated in this process will be stored in the underground channel. This stored energy can be used in winter to heat the buildings efficiently using heat pumps.

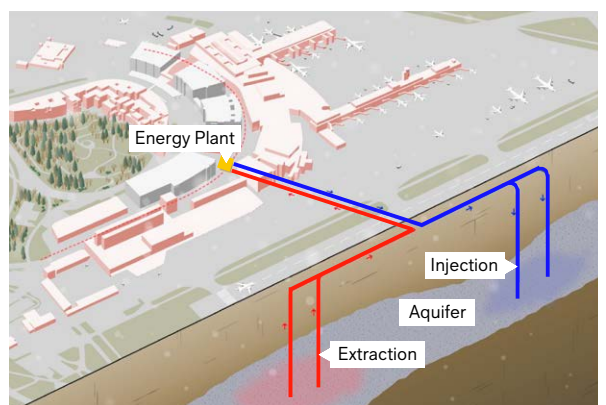
The heat pumps extract heat from the water and cool it down in the process. The resulting cold water is stored in a separate cold storage tank and is available again for the cooling machines in summer.

The exploration of the channel as a seasonal energy storage facility is well advanced. The results evaluated so far from circulation tests and simulations of the first two wells are promising. The plan is to begin productive use of the channel from 2027 onwards. This is a pilot project that is unique in Switzerland and is being supported by the federal government.

To the west of the airport, there is also potential for installing additional geothermal probe fields. Since 2001, energy piles have been used in Passenger Pier E, the Circle office complex, and other buildings to provide both static load-bearing capacity and geothermal energy.



Presumed course of the channel under the airport grounds



How the channel functions as a heat and cold storage unit



Illustration of the new Pier A at Zurich Airport

Renovation, optimization, new construction

To reduce energy consumption, existing building envelopes will be upgraded with improved insulation, and building systems will be optimized. Recent examples of this include the vehicle hall and various buildings used for technical maintenance.

Where the building fabric or airport planning does not allow for the preservation of a building, new buildings will be constructed in accordance with sustainable standards wherever possible. Examples of this are the Circle office complex, which opened in 2020, and the planned new Pier A. With labels such as LEED and the Swiss energy standard Minergie, the Circle meets the highest sustainability requirements, both in terms of construction and subsequent operation. This is also planned for the new Pier A.

It is to be built largely of wood at passenger level and will require significantly less heating. The roof of the new pier will be used as a photovoltaic surface, covering around two-thirds of the pier's annual electricity requirements.

Thanks to all these measures, heating requirements are expected to fall by a good third by 2040. The reasons for this are not only the change to renewable heating methods, operational optimizations, and renovations, but also climate change itself, which means that less heating is required.

Electricity

Zurich Airport obtains most of its electricity externally from the public grid supplied by Industrielle Betriebe Kloten. This electricity has come from renewable sources since 2025. Nevertheless, a key objective is to further expand the company's own electricity production using photovoltaics in order to be able to cover part of the increasing demand for electricity resulting from decarbonization with its own generation in the future. Photovoltaic systems are currently in operation on twelve buildings. They generate around one percent of the electricity required. By 2040, one fifth of the electricity is to come from photovoltaics. By then, electricity demand at the airport is likely to increase by more than a fifth. Reasons for this include the growing airport, the change to electric mobility, and the increasing number of heat pumps.

The company produces part of the electricity it needs in its own combined heat and power plant using cogeneration systems. This involves highly efficient dual use of fuel energy to generate heat and electricity. With the conversion of the power plant to renewable fuels, this self-generated electricity will also become fossil-free.



The Circle office complex, which opened in 2020, is equipped with a photovoltaic system.



Alternative drives for our vehicles

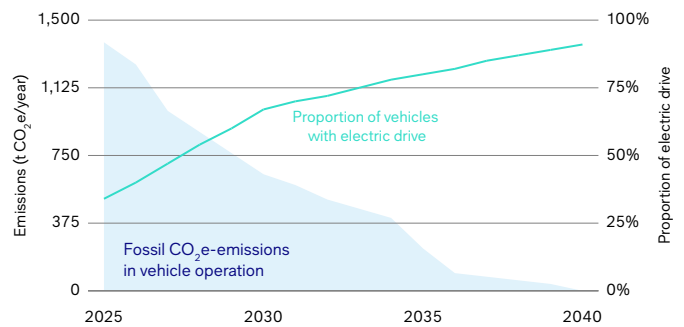


Our degree of influence:
High

We are electrifying our vehicle fleet. Temporarily, and where electric drives are not possible, renewable fuels are used.

Converting our own vehicle fleet to alternative energies is also crucial to achieving the net-zero target by 2040. Zurich Airport Ltd. plans to convert most of its own vehicles from diesel, gasoline, and natural gas engines to electric drives. By 2040, around 90 percent of the fleet is expected to be electrified. This will also gradually reduce locally relevant emissions.

This conversion is fairly straightforward, especially for passenger cars and small vans. However, the fleet also includes buses, trucks, and over a hundred special-purpose vehicles for maintenance and construction work. Where possible, these will also be converted to electric drive. One example of successful electrification is the introduction of electric waste collection trucks. Zurich Airport's waste collection trucks are in use seven days a week and are among the airport's most frequently used vehicles.



Expected development of CO₂e-emissions in the Zurich Airport Ltd. vehicle fleet, Zurich location



The new waste collection vehicles at Zurich Airport are fully electric.



In fall 2025, Zurich Airport tested synthetic diesel from Synheliion in a passenger bus. (Photo: Synheliion)

Where conversion to electric drive is not possible by 2040 (especially for heavy commercial and winter service vehicles), operation with synthetic diesel or diesel from waste and residues (HVO) is planned. Zurich Airport Ltd. contributed several years ago to creating the regulatory framework for importing and sourcing synthetic fuels at Zurich Airport.

HVO is already in use at Zurich Airport. In addition, synthetic diesel from Synheliion was tested in a trial run, with a passenger bus operating on it for two weeks. Zurich Airport Ltd. has signed a purchase agreement with Synheliion for synthetic diesel for the period from 2027 onwards.

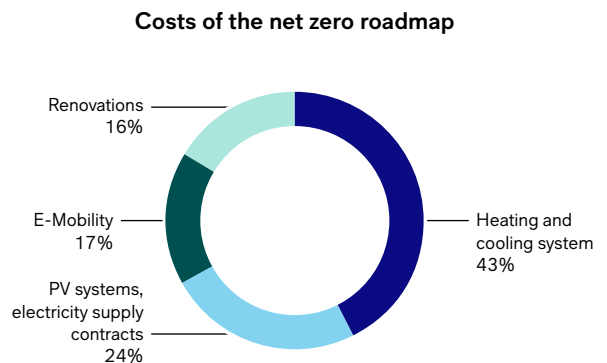
Partnership with Synheliion

In 2020, Zurich Airport Ltd. entered into a partnership with Swiss cleantech company Synheliion.

Synheliion has developed a technology for producing renewable solar fuels that can directly replace fossil fuels. Sunlight is used to produce synthetic crude oil from CO₂ and water. This is then processed into renewable kerosene, diesel, and gasoline in existing refineries.

Costs of the net-zero roadmap by 2040

The total investment for the renewal of heating and cooling systems, the expansion of photovoltaic systems, long-term electricity procurement contracts, the expansion of electromobility, and energy-efficient renovations will amount to approximately CHF 300 million between 2024 and 2040. The largest part of this is due to the new heating and cooling system, which will also contribute significantly to the planned CO₂ savings by 2040.





Transportation to the airport



Our degree of influence:
Medium

We are committed to low-emission travel to the airport by providing incentives for the use of public transport and installing electric charging stations.

In addition to its own emissions, Zurich Airport Ltd. also influences upstream and downstream processes (Scope 3). Among the emissions not directly caused by Zurich Airport Ltd., the main focus is on landside access traffic. The majority of emissions from traffic to the airport are attributable to road traffic. With the increasing electrification of road traffic throughout Switzerland, the goal is to reduce these emissions to net zero by 2050. As part of this effort, Zurich Airport Ltd. is providing electric charging stations in public car parks.

In addition, the use of public transportation helps to reduce emissions from individual travel to the airport. Every day, Zurich Airport offers around 470 train connections, as well as around 400 tram and 770 bus connections (as of 2025). The federal government's

requirement of having 46 percent of all arrival and departure traffic handled by public transport by 2030 has already been achieved at Zurich Airport. Public transport to the airport is also increasingly electric. While this has always been the case for rail, bus operators are also planning a gradual change to electric drives to achieve net zero by 2050. As part of this transformation, a charging station for electric buses has been built at Zurich Airport.

To encourage not only passengers but also as many employees as possible to switch to public transport, the company offers incentives to its own employees to use public transport. In addition, Zurich Airport Ltd. allows home office wherever possible to further reduce commuter traffic emissions.



Electric charging station for a regional bus (Photo: VBG/Mike Schmid)



Emissions reduction in aircraft handling and other indirect emissions at the airport

Our degree of influence:
Medium

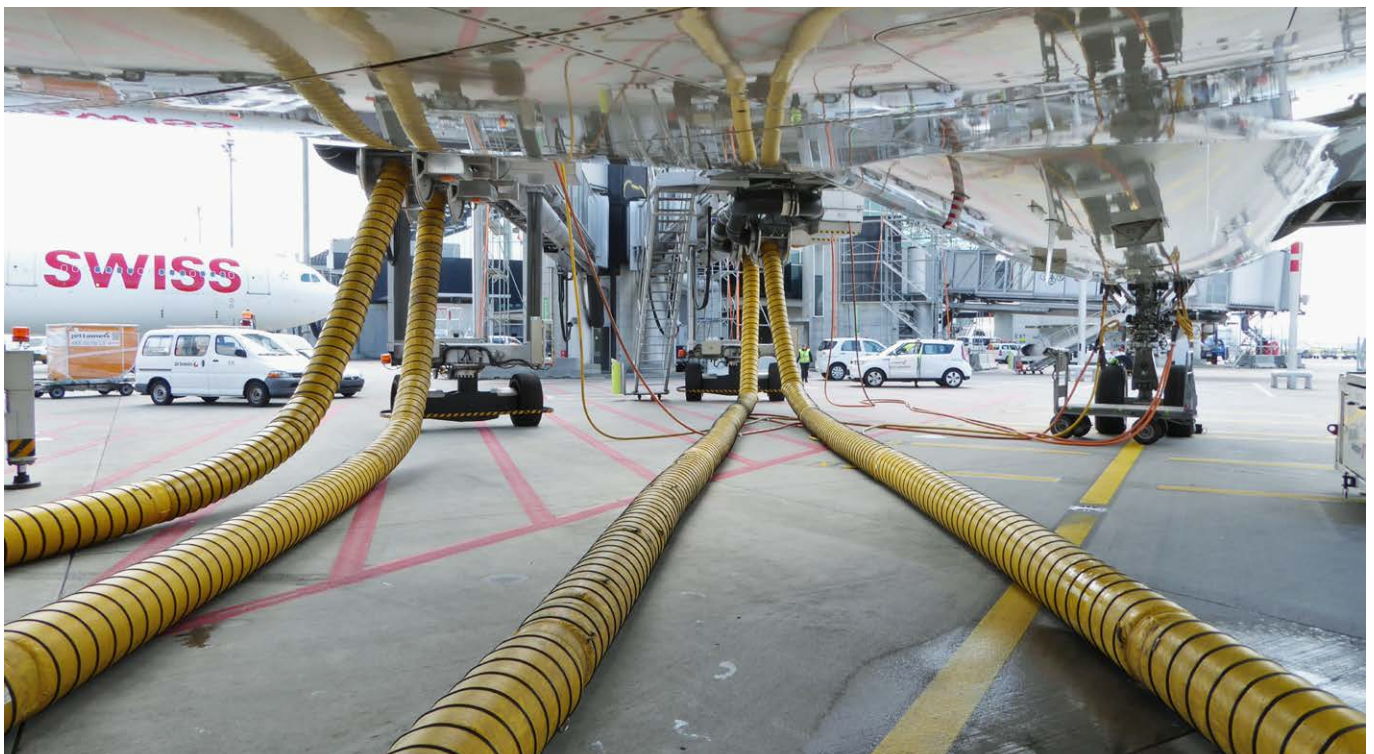


We support partner companies in reducing their emissions as well. We require airlines to use our energy supply system at the contact stands.

Zurich Airport Ltd. works together with its airport partners to promote the reduction of their greenhouse gas emissions.

Airlines

In terms of ground-based emissions, this partly concerns the airlines during aircraft handling at the contact stands. There, the aircraft are supplied with stationary electrical energy and air-conditioned air from the building. This allows the aircraft to leave the kerosene-powered auxiliary power units (APUs) switched off, which would otherwise be necessary to supply electricity and air-conditioned air on board the aircraft. This reduces greenhouse gas and pollutant emissions. Airlines have been mandated to make use of this less polluting system. This can avoid emissions of up to around 78,000 tons of CO₂e per year. That is more than three times the emissions of Zurich Airport Ltd. itself.



The yellow hoses supply the aircraft with air-conditioned air from the pier.



Charging station for electric vehicles for partner companies at the airport

Ground handling companies and airport service providers

In addition, there are many partner companies that provide ground-based services at the airport. Here too, Zurich Airport Ltd. is taking measures to reduce greenhouse gas emissions: Zurich Airport Ltd. has required a net-zero target for 2050 and a corresponding action plan from the ground handling companies. In addition, electric charging stations for vehicles are available to ground handling companies. And there is also a better solution for those partner companies that still rely on combustion engines: HVO diesel is now also available at the fuel pumps.

In addition to ground handling companies, other partners at the airport also have net-zero targets that are to be achieved by 2050 at the latest – and in some cases much earlier. This applies to technical service providers such as SR Technics and catering partners such as Gate Gourmet, but also to external service providers such as Schutz & Rettung (airport fire department) and the cantonal police, which are pursuing a net-zero target through their parent associations (city of Zurich and canton of Zurich).

Gray emissions in construction

In addition, Zurich Airport Ltd., as the building contractor, is focusing on the gray emissions of buildings. These are emissions generated during the production of materials, transport, and disposal. The company wants to adopt circular construction principles to help reduce the amount of gray emissions. One example of this is the planned construction of a new parking garage: when awarding the contract to a general contractor, construction emissions were also taken into account as an award criterion.

By signing the Circular Construction Charter, Zurich Airport Ltd., together with other major building contractors in Switzerland, shares the ambition to record and significantly reduce gray greenhouse gas emissions by 2030.

Construction companies working at the airport are also required to use equipment that is as climate efficient as possible.

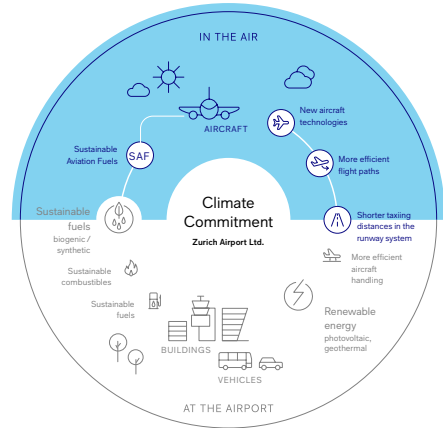
Net zero in the air

Across the entire aviation value chain, the vast majority of emissions are caused by air traffic. The airlines, organized in the International Air Transport Association (IATA), have set themselves the goal of achieving net zero by 2050. To this end, they are relying on a combination of sustainable aviation fuels (SAF), new technologies, off-setting, and operational improvements.

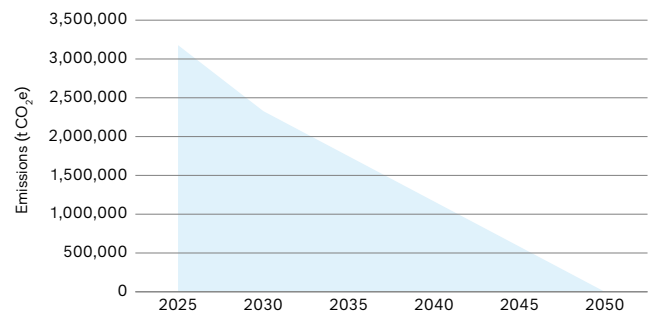
Some airlines have set themselves interim emission reduction targets, such as SWISS, which accounts for around 45 percent of flight operation emissions in Zurich. It aims to halve its net CO₂ emissions by 2030 compared to 2019 and achieve net-zero by 2050.

The net zero reduction pathway for flight operations at Zurich Airport incorporates the airlines' own targets, where available. Otherwise, the overarching IATA targets were used for the projection. As aviation is within the remit of the Federal government, the level of influence by Zurich Airport is very limited (see box).

The industry's measures to achieve the net-zero target are explained below.



Reduction pathway for airline operation



Expected greenhouse gas emissions (in t CO₂ e) from airlines on the path to net zero at Zurich Airport by 2050 (Source: target definition airlines/aviation industry)



Aviation Long-term Goal

Emissions from international civil aviation – same as maritime emissions – don't fall under the Paris climate agreement of 2015. Instead, they are governed by the United Nations' International Civil Aviation Organization (ICAO). The ICAO Assembly adopted the collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal in 2022 and developed initiatives like CORSIA to support the achievement. Mitigation measures are to be implemented by the member states through their competent authorities. One of the tools are the voluntary State Action Plans by ICAO member states.

In Switzerland, aviation is governed by national legislation, as defined in the Swiss Constitution. Switzerland supports the LTAG through its own State Action Plan.

Sustainable Aviation Fuels (SAF)



Our degree of influence:
Low

We are supporting import and delivery of SAF to the airport. We have a partnership with solar fuel producer Synhelion.

The aviation industry and policymakers see the use of sustainable aviation fuels (SAF) as by far the most effective lever for achieving the net-zero target in aviation.

SAF is produced without the use of fossil raw materials and can thus reduce fossil CO₂ life-cycle emissions by up to 80 percent. There are currently various production methods for SAF. The raw materials range from biomass to direct CO₂ sources. Renewable energy sources required to produce SAF are preferred. At present, conventional SAF can be blended with fossil fuel at a ratio of up to 50 percent (drop-in).

The EU has decided on a mandatory blending requirement for SAF, which Switzerland has also adopted. This stipulates a minimum blend of two percent from 2025 – for Switzerland from 2026 – which will then increase gradually, initially to at least six percent in 2030

and later to at least 70 percent in 2050. The infrastructure at Zurich Airport is fully suitable for the use of SAF, and no modifications are necessary. The purchase of fuel is not the responsibility of Zurich Airport Ltd., but of the airlines themselves. They order the desired quantities from the fuel suppliers.

Nevertheless, Zurich Airport Ltd. is committed to helping airlines reduce their emissions. One example of this is the support it provides to airlines in importing and delivering SAF to Zurich Airport. As a result, the first flight using SAF took off from Zurich Airport in 2020. In addition, Zurich Airport Ltd. has entered into a partnership with SAF pioneer Synhelion. The company made an early commitment to purchase a portion of the synthetic fuel produced by Synhelion as diesel. This is a by-product of SAF production (see also the section on 'Alternative drives for our vehicles').

Year	Minimum share of SAF in %*
2026	2
2030	6
2035	20
2040	34
2045	42
2050	70

* According to EU Regulation 'ReFuelEU Aviation', Annex 1

Mandatory blending of SAF for aviation fuel in Switzerland

At this facility in Germany, Synhelion produces synthetic fuel using sunlight and CO₂ (Photo: Synhelion)





New aircraft technologies and operational optimizations

New, more efficient aircraft and operational optimizations also offer considerable potential for reducing emissions.

New technologies

Since passenger flights began in the 1950s, aircraft fuel efficiency has improved significantly. Thanks to better engines, optimized aerodynamics, and reduced weight, today's passenger aircraft are around 80 percent more efficient than those of 50 years ago.

Operational optimizations

Emissions can also be reduced through optimized operations: the focus is on measures for optimal use of airspace in order to avoid detours. To make this possible, various projects are underway, such as Single European Sky. The aim of this project is to eliminate inefficiencies in European airspace through better coordination of air-space navigation. Avoiding detours in the air will also reduce greenhouse gas emissions.

Measures to reduce emissions are also being implemented on the ground. For example, many aircraft today only use some of their engines when taxiing from the runway to the parking area, which saves up to 40 percent in fuel. To make taxiing on the ground more efficient and reduce taxiing times, Zurich Airport Ltd. and its partners rely on computer tools such as the Arrival and Departure Manager (AMAN/DMAN). This largely eliminates waiting times at the runway thresholds.

Our degree of influence:

Low



We are committed to reducing emissions through optimized airport procedures, more efficient engines, and fewer detours in the air.



Many aircraft do not use all of their engines when taxiing between the runway and the parking area. This reduces emissions.

Targets and measures at a glance

Category	Source of emissions	Share of scope	Basis	Our measures
Scope 1				
Stationary sources	Energy supply at the airport	92.5%	Net zero target 2040 Zurich Airport Ltd.	<ul style="list-style-type: none"> Switch to sustainable energies, fuels and power sources (geothermal energy, fossil-free fuels) Building renovation, optimization, new construction
Mobile sources	Vehicles and machinery	5.8%		<ul style="list-style-type: none"> Electrification, fossil-free liquid fuels
Sources from processes	Surface de-icing and refrigerants	1.7%		<ul style="list-style-type: none"> Reduction of consumption
Scope 2				
Purchased Energy	Purchased electricity	100%	Net zero target 2040 Zurich Airport Ltd.	<ul style="list-style-type: none"> From renewable sources, further expansion of photovoltaics planned
Scope 3				
Upstream value chain	Purchase (3.1, 3.2)	1.32%	Net-zero target 2050 (Paris Agreement / Climate and Innovation Act for Switzerland)	<ul style="list-style-type: none"> Mandatory environmental protection regulations for construction projects (e.g. low-GHG vehicles)
	Business travel and commuting (3.6, 3.7)	0.02%		<ul style="list-style-type: none"> Approval process for air travel Promotion of public transport use for employees, parking is subject to a fee, opportunities for working from home
	Other (3.3, 3.4, 3.5)	0.61%		<ul style="list-style-type: none"> Reduction
Downstream value chain	Airlines (3.11)	92.3%	SWISS/Lufthansa Group interim target: 50% CO ₂ reduction in 2030 compared to 2019; All airlines: net zero by 2050 (own/IATA target)	<ul style="list-style-type: none"> Support for the market launch of SAF (competence center, lobbying, partnership with Synhelion) Regulations for airlines: reduce runtime of auxiliary power units to a minimum, thrust reversers on landing only at idle
	Partners at the airport (3.11, 3.13)	0.3%	Partners' own interim targets, net zero by 2050 at the latest.	<ul style="list-style-type: none"> Obligation to implement a net-zero plan and annual GHG accounting for third-party companies in ground handling e-charging stations and HVO diesel for vehicles, electricity from renewable sources
	Landside access traffic: road traffic and public transport (3.11)	5.4%	Swiss federal government target for the transport sector: CO ₂ reduction of at least 25% by 2030, at least 57% by 2040 (compared to 1990), net zero by 2050	<ul style="list-style-type: none"> Promoting public transport use through infrastructure and service expansion Modal split target Promoting electrification through the expansion of e-charging stations Paid parking spaces Requirements for taxi licenses

Negative emission technologies

Even at Zurich Airport, there will probably be greenhouse gas emissions that cannot be completely avoided in the future. Zurich Airport Ltd. is aiming to reduce its own greenhouse gas emissions (Scope 1 and 2 compared to the base year 2010) by 95 to 98 percent with all of its defined measures. However, negative emission technologies will be required for the remaining two to five percent of emissions.

This involves first extracting CO₂ from the ambient air and then storing it permanently. There are biological and technical processes for doing this – for example, in forests, soils, or other carbon sinks such as the oceans. When evaluating the suitability of future technologies, Zurich Airport Ltd. places strong emphasis on their credibility and long-term viability. Offsetting emissions through climate protection projects is not an option for Zurich Airport Ltd.



The net-zero roadmap for our majority-owned international subsidiaries

In addition to its Zurich location, Zurich Airport Ltd. also has several majority-owned international subsidiaries. These airports are also subject to the target of reducing the company’s own emissions (Scope 1 and 2) to net zero by 2040. The targets and measures are explained below.

Our airports in Brazil

The Brazilian airports in Florianópolis, Vitória, and Macaé have developed individual reduction paths to achieve the goal of net zero emissions (Scope 1 and 2) by 2040 at the latest.

To this end, they are focusing on purchasing renewable electricity and constructing solar power systems, efficient building management, electrifying their vehicle fleets, and using new technologies under development like refrigerant gas with a lower global warming potential. Energy-saving LED lighting is being installed in the terminals, and drones are being used instead of vehicles to inspect the runways.

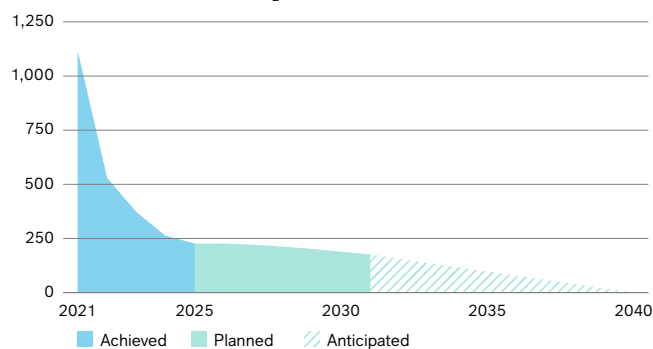
On the other hand, airlines are required to keep their auxiliary engines switched off at their pier stands and to obtain electricity and air conditioning from the pier. This saves large amounts of CO₂.

In addition, Florianópolis, Vitória, and Macaé – like Zurich Airport – are accredited at Level 4 of the Airport Carbon Accreditation (ACA) climate protection program. This means that they must demonstrate a long-term greenhouse gas reduction pathway in accordance with the Paris Climate Agreement. They must also show that they actively encourage their partner companies to reduce emissions (for explanations of ACA, see the section on ‘Certified international management system’).

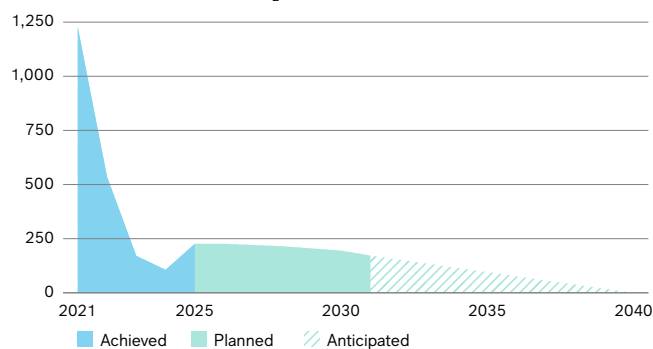
Natal Airport, which has been part of the portfolio since the beginning of 2024, is also planned to be accredited in the ACA program.

Airport	Passenger numbers 2025 (in mio.)
Florianópolis	5.2
Vitória	3.7
Macaé	0.2
Natal	2.4

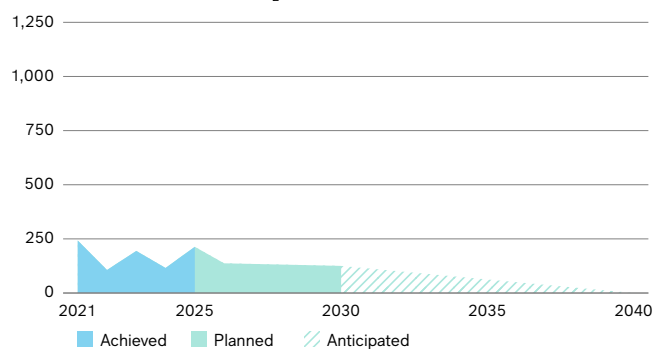
Florianópolis
Total Scopes 1 and 2, in t CO₂e



Vitória
Total Scopes 1 and 2, in t CO₂e



Macaé
Total Scopes 1 and 2, in t CO₂e



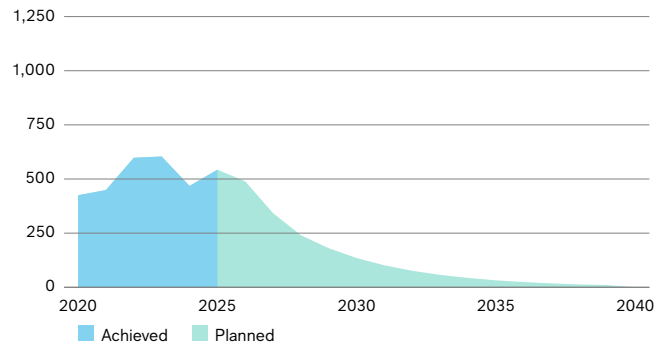
Our airports in Chile

Iquique Airport is located in Northern Chile and handles approximately 1.6 million passengers annually. The company aims to achieve net-zero emissions by 2040 through a range of measures, including green tax for subcontractors, reducing waste program, community development program, and deploying electric vehicles.

Zurich Airport Ltd.'s concession for the airport in Antofagasta in Northern Chile has expired in February 2026.

Iquique

Total Scopes 1 and 2, in t CO₂e



Our airport in India

Noida Airport is the second international airport in the Delhi metropolitan region and will have a capacity of 12 million passengers once the first phase of construction is complete. The new airport aims to achieve its net-zero target (Scope 1 and 2) as quickly as possible and is relying on electric vehicles, biodiesel, and CO₂-free electricity to do so. A detailed reduction path will be developed after the start of operations. In addition, accreditation in the ACA airport climate program is planned.



The new runway at Noida Airport

Our CO₂ footprint in detail

		t CO ₂ e 2023	t CO ₂ e 2024	t CO ₂ e 2025	
Scope 1					
Emissions caused by the airport itself	Switzerland	Zurich	23,992	23,843	22,513
	Brazil	Florianópolis	371*	262*	226
		Vitória/Macaé	366*	222*	440
		Natal	n/a	919	345
	Chile	Antofagasta	64	70	104
		Iquique	77	105	104
	India	Noida	40	67	111
	Group		24,910	25,488	23,843

Scope 2					
Emissions from purchased electricity	Switzerland	Zurich	21	19	28
	Brazil	Florianópolis	0*	0	0
		Vitória/Macaé	0*	0	0
		Natal	n/a	0	0
	Chile	Antofagasta	520	474	404
		Iquique	527	363	439
	India	Noida	218	331	364
	Group		1,286	1,187	1,235

Scope 3					
All other emission sources along the value chain (mainly emissions from air traffic)	Switzerland	Zurich**	4,153,941	4,599,911*	4,773,132
	Brazil	Florianópolis	n/a	162,579*	187,202
		Vitória/Macaé	n/a	93,391*	112,754
		Natal	n/a	102,512*	136,042
	Chile	Antofagasta	n/a	20,087	21,688
		Iquique	n/a	12,382	11,966
	India	Noida	n/a	n/a	n/a
	Group		n/a	4,990,862	5,242,784

* Retroactive correction due to revised data basis

** According to the GHG Protocol, up to and including 2023, aircraft in the LTO cycle and route to the destination, other emission sources at the airport (handling, other heating systems) and all land-side transport from place of departure to destination for all modes of transport; from 2024 onwards, entire value chain according to the GHG Protocol.

Greenhouse gas emissions at the Zurich site and majority holdings abroad in t CO₂e;
Natal Airport and Scope 3 accounting for majority-owned international subsidiaries only since 2024;
Noida Airport under construction

Our adaptation to climate change

Zurich Airport Ltd. is not only taking steps to reduce its own emissions, it is also itself affected by climate change and its consequences. The company is therefore addressing the resulting risks and opportunities and taking appropriate precautionary measures.

The impact of climate change on Zurich Airport

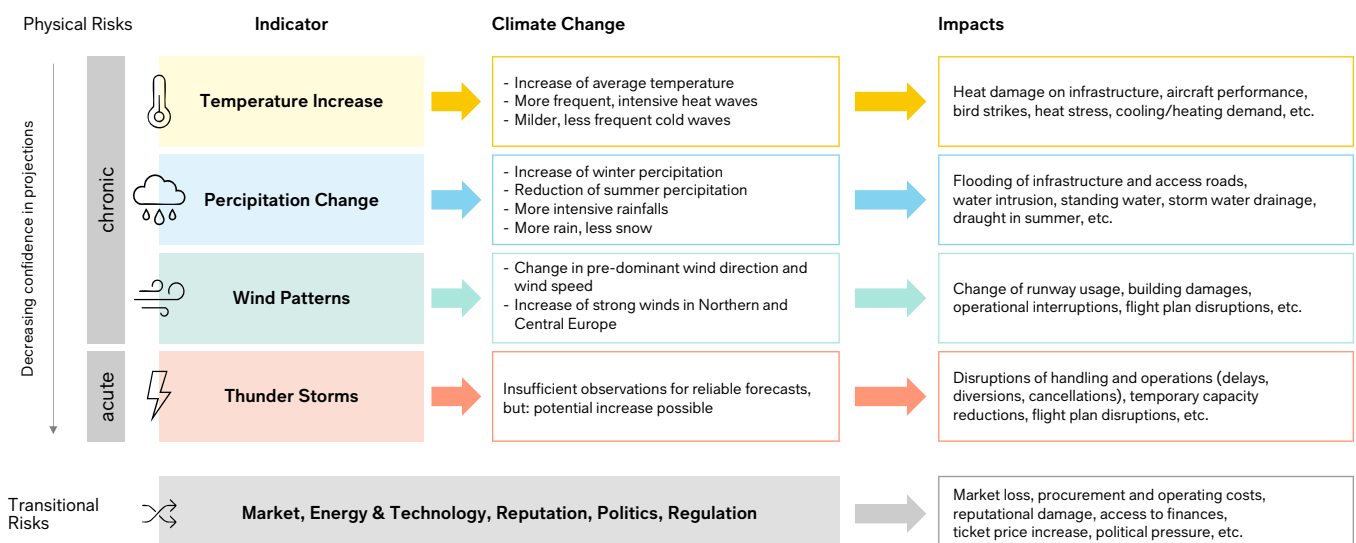
Rise in temperature: The rise in temperature is expected to result in a higher cooling demand for buildings and increased heat stress for staff, service providers and passengers outdoors. At extreme temperatures, heat damage to asphalt surfaces is also possible, as well as lower aircraft performance with decreasing air density, which can lead to an increase in noise and gaseous emissions due to the higher engine power required. Climatic changes could also lead to an increase in the number of bird species that increase the risk of bird strikes.

Changes in precipitation: The increasing frequency and intensity of heavy rainfall is accompanied by an increasing risk of water ingress into the infrastructure and flooding that endangers landside access roads or overwhelms the current drainage system. This could also lead to an interruption in flight operations. The decrease in average rainfall in summer will also lead to longer dry periods in summer.

Wind conditions: Changes in wind direction and speed can disrupt planned flight operations and necessitate changes to approach and departure procedures. An increase in strong storms could lead to an increase in temporary operational restrictions and, in extreme cases, cause infrastructure damage. On the other hand, a decrease in ground fog can be expected to result in less frequent disruptions due to visibility restrictions.

Thunderstorms: An increase in thunderstorms and lightning strikes can lead to significant operational disruptions – through a handling and refueling stop for staff safety reasons, resulting capacity restrictions as well as delays and unforeseen flights during off-peak times.

Zurich Airport is also exposed to transitory risks arising from the shift towards a low-carbon economy and the associated regulations. This would include, for example, a loss of market share due to a change in customer behavior or an increase in the cost of air travel.



Risks of climate change and their impact on Zurich Airport

How we adapt

Zurich Airport Ltd. has defined measures to prepare for and adapt as well as possible to the identified physical risks.

These include, for example, taking increased temperatures or extreme weather events into account when building new infrastructure. These must also meet future increased requirements for ventilation, air conditioning and drainage. In addition, the surface on the operating areas should be replaced more frequently if necessary, or new and more resistant surfaces should be used.

In principle, comprehensive precautionary measures are in place at Zurich Airport with the aim of ensuring flight safety in all types of adverse weather conditions.



Damage after a storm in July 2021

