GREENHOUSE GAS EMISSIONS INVENTORY REPORT 2018-2025

Tbilisi International Airport

1. EXECUTIVE SUMMARY

Tbilisi International Airport prepared this greenhouse gas ('GHG') inventory report ('carbon footprint') 2018- 2025 to get Airport Carbon Accreditation Level 1 and level 2.

The Airport Carbon Accreditation program recommends that all relevant data and information for establishing the carbon footprint be consolidated into a carbon footprint report.

This document serves as that carbon footprint report. This report details the emission sources included in the carbon footprint, corresponding activity data, methodologies, assumptions, limitations and emission estimates, and organizational and operational boundaries.

1.1. STATEMENT OF GHG EMISSIONS

1.1.1. GREEN HOUSE EMISSIONS FOR 2018

Scope Break Down 2018(t CO2e)			
Airport Operator Scope 1		(t CO2e)	1,439.9
Airport Operator Scope 2		(t CO2e)	734.0
Total Gross Emissions (Scope 1 and Scope 2)		(t CO2e)	2,173.9

1.1.2. GREEN HOUSE EMISSIONS FOR 2019

Scope Break Down 2019 (t CO2e)			
Airport Operator Scope 1		(t CO2e)	1,443.6
Airport Operator Scope 2		(t CO2e)	690.7
Total Gross Emissions (Scope 1 and Scope 2)		(t CO2e)	2,134.3

1.1.3. GREEN HOUSE EMISSIONS FOR 2021

Scope Break Down 2021 (t CO2e)			
Airport Operator Scope 1		(t CO2e)	1,306.0
Airport Operator Scope 2		(t CO2e)	563.8
Total Gross Emissions (Scope 1 and Scope 2)		(t CO2e)	1,869.8

1.1.4. GREEN HOUSE EMISSIONS FOR 2022

Scope Break Down 2022 (t CO2e)			
Airport Operator Scope 1		(t CO2e)	1,498.9
Airport Operator Scope 2		(t CO2e)	578.3
Total Gross Emissions (Scope 1 and Scope 2)		(t CO2e)	2,077.2

1.1.5. GREEN HOUSE EMISSIONS FOR 2023

Scope Break Down 2023 (t CO2e)			
Airport Operator Scope 1		(t CO2e)	1,363.8
Airport Operator Scope 2		(t CO2e)	637.4
Total Gross Emissions (Scope 1 and Scope 2)		(t CO2e)	2,001.2

1.1.6. GREEN HOUSE EMISSIONS FOR 2024

Scope Break Down 2024 (t CO2e)			
Airport Operator Scope 1		(t CO2e)	1,601.4
Airport Operator Scope 2		(t CO2e)	840.2
Airport Operator Scope 3			65,633.2
Total Gross Emissions		(t CO2e)	68,074.8

Scope Break Down 2025 (t CO2e)			
Airport Operator Scope 1		(t CO2e)	1799.8
Airport Operator Scope 2		(t CO2e)	1319.3
Airport Operator Scope 3		(t CO2e)	361479
Total Gross Emissions (Scope1; Scope2; Scope3)		(t CO2e)	364598

2. INTRODUCTION

This report provides the Scope 1 and 2 greenhouse gas (GHG) emissions inventory consolidated using the equity boundary for Tbilisi international Airport for the reporting period between January 1, 2018 (except whole 2020 year) – December 31, 2025 and Scope 3 greenhouse gas (GHG) emissions inventory for the reporting period between January 1, 2024– December 31, 2024

The ACA program is a global carbon management certification program for airports. It independently assesses and recognizes the efforts of airports to measure, manage and reduce their GHG emissions.

This carbon footprint has been prepared in accordance with the requirements set out under the requirements set out under the ACA for Level 3 accreditation as well as the GHG Protocol's Corporate Standard and Corporate Value Chain (Scope 3) Standard.

3. METHODLOGY

3.1. Standards and guidelines

- The requirements set out in the ACA Application Manual, Issue 14.
- The relevant GHG Protocol standards and guidance, specifically the
  - Corporate Accounting and Reporting Standard (revised edition)
  - GHG Protocol Scope 2 Guidance.
- The guidance and recommendations set out under the
  - Airports International Council's Guidance Manual: Airport Greenhouse Gas Emissions Management, and
  - Airport Cooperative Research Program's Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories. 4.2 Emission factors

3.2. EMISSION FACTORS

In establishing the GHG inventory, Conversion used emission factors and calculation methodologies available in:

- The Airport Council International's Airport Carbon and Emissions Reporting Tool ('ACERT')
- The GHG protocol,

3.3. METHOD FOR CALCULATING EMISSIONS

Unless otherwise stated, the method for calculating GHG emissions associated with fuel and electricity consumption is as follows:

Activity	Scope	Fuel/emission source	Description	Source data and emission calculation methodology	Accuracy of Data
Fuel - Vehicle Fleet (Vehicles (incl. airside transport, machinery, GSE))	Scope 1	Diesel/ Petrol	Tbilisi International Airport operates one airside refueling station (diesel/petrol) and administers a system where pump use is controlled by card access and the user identified. Only the fuel used by the directly controlled fleet of Tbilisi international Airport has been accounted for in the GHG emissions footprint. For landside fleet vehicles, fuel usage is obtained from fuel card reports	Fueling records from TBS and fuel card supplier fueling systems.	High level of confidence as the data is drawn from transaction reports.
Fuel - used for fire training	Scope 1	kerosene	Fuels used during the fire trainings	Amount of used fuel from training records and transaction reports.	High level of confidence as the data is drawn from training reports and transaction reports.
Fuels combustion	Scope 1	Natural Gas	Natural gas used in fixed equipment including boilers and combined heat and power (CHP) units to produce heat, hot water and energy for our buildings	Measured consumption based on supplier invoices and/or meter readings.	High level of confidence as the data is drawn from transaction reports.
Fuels combustion	Scope 1	Diesel	Diesel used in fixed equipment including boiler to produce heat for airside ground handing building.	Fueling records from Diesel boiler fuel consumption which is calculated using the number of hours the generators run multiplied by the hourly fuel consumption.	High level of confidence as the data is based on generator run time and fueling records.
De-icing operations (aircraft and airside areas)	Scope 1	De-icing fluid (e.g. Glycol-based - Type I / II)	De-icing activities are conducted during winter operations to ensure safe aircraft movements. De-icing fluids are applied to aircraft surfaces and, where applicable, airside areas. Only de-icing activities managed and controlled by Tbilisi International Airport are included in the GHG emissions inventory. Emissions are calculated based on the quantity of de-icing fluid consumed during the reporting period.	De-icing fluid consumption data obtained from operational logs, procurement records, and supplier invoices. Emissions calculated using approved emission factors for glycol-based de-icing fluids in accordance with the GHG Protocol.	High level of confidence as the data is based on recorded consumption, supplier documentation, and operational reports.

Fuels combustion	Scope 1	Diesel	Tbilisi International Airport operates diesel back-up generators. back-up generators are operated in the terminal buildings for stand-by use.	Fuel consumption is calculated using the number of hours the generators run multiplied by the hourly fuel consumption. An hourly fuel consumption figure was calculated on a generator-by-generator basis dependent on the size of the generator and the load demand and fueling records	High level of confidence as the data is based on generator run time and fueling records.
Consumption of purchased electricity	Scope 2	Electricity	Electricity purchased by Tbilisi international Airport and used in airport terminals, airfield, and auxiliary infrastructure.	Electricity consumption information was obtained from supplier invoices and verified against consumption recorded through on meter readings	High level of confidence as the data is drawn from transaction reports and meter readings

3.4. PASSENGER AND AIRCRAFT MOVEMENT DATA FOR 2018-2022

2018	
Pax in Inventory Year	**3,808,650**
Aircraft Movements in Inventory Year	**38010**
2019	
Pax in Inventory Year	**3,692,163**
Aircraft Movements in Inventory Year	**36428**
2021	
Pax in Inventory Year	**1,683,561**
Aircraft Movements in Inventory Year	**21606**
2022	
Pax in Inventory Year	**2,998,564**
Aircraft Movements in Inventory Year	**29432**
2023	
Pax in Inventory Year	**3,694,214**
Aircraft Movements in Inventory Year	**34912**
2024	
Pax in Inventory Year	**4,750,830**
Aircraft Movements in Inventory Year	**45430**
2025	
Pax in Inventory Year	**5,414,780**
Aircraft Movements in Inventory Year	**52906**

3.5. GHG UNCERTAINTY ASSESSMENT AND RESULTS

The uncertainty values for total Scope 1 and Scope 2 market-based methods for 2018- 2024 are provided in the table below:

Category	Uncertainty, %	Aggregated Certainty Ranking
Ranking of uncertainties of indirectly measured emissions"	+/-2.8%	HIGH
Calculation and ranking of uncertainties of directly measured emissions	+/-0.6%	HIGH
Aggregated Uncertainty for the total of all directly and indirectly measured emissions	+/-2.8%	HIGH

4. ORGANIZATIONAL BOUNDARY AND OPERATIONAL CONTROL APPROACH

The organizational boundary determines which parts of Tbilisi international Airport are included in the GHG inventory. In the context of airport operations, determining the greatest authority to introduce operating, health and safety, and environmental policies can be complex. They may be dependent on the contractual relationship between various parties. In some circumstances, the greatest authority will rest with Tbilisi International Airport as the corporation with day-to-day on-site managerial responsibility. This, however, must be balanced against the ability to introduce operating and environmental policies, which can sometimes rest with the tenant.

Tbilisi international airport has adopted the following position:

- Where tenants are separately metered and billed by the electricity or gas provider or sub-metered within the airport and have the ability to control their own energy use, these are treated as facilities outside Tbilisi international airport's operational control.
- Where Tbilisi international airport purchases electricity from a provider and on-sells it to sub-metered tenants who have the ability to control their own energy use, the associated emissions are treated as being outside Tbilisi international airport's operational control.
- Where sub-metered leased space is/becomes vacant, Tbilisi international airport 's assumes operational control until such time that space is leased by a tenant; and
- Where Tbilisi international airport sells electricity but does not sub-meter electricity, the associated emissions are treated as being within Tbilisi international Airport's operational control.

5. OPERATIONAL BOUNDARY

The operational boundary determines which emission sources will be quantified. Participation in the ACA program at Level 3 requires that all scope 1 (direct), scope 2 (indirect) and Scope 3 emissions be reported.

5.1. GREENHOUSE GASES

Emissions from carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), and specified kinds of hydrofluorocarbons and (HFCs) are included in this GHG inventory. Emissions are measured in tons of carbon dioxide equivalent (t CO2-e). The carbon dioxide equivalent (CO2-e) allows the different greenhouse gases to be compared on a like-for like basis relative to one unit of CO2. CO2-e is calculated by multiplying the emissions of each of the four GHGs covered in this report by its 100-year global warming potential (GWP) specified in the IPCC's Fourth Assessment Report

5.2. DEFINITION OF SCOPES

The ACA program uses the GHG Protocol's operational boundary definitions for describing direct and indirect emissions. As such, scope 1, scope 2 and scope 3 are defined as per the GHG Protocol and the ACA Application Manual, Issue 14,

- Scope 1: Direct GHG emissions that occur from sources owned and/or controlled by the airport, such as emissions from the combustion of fuels in owned/controlled generators and vehicles.
- Scope 2: Indirect emissions from the generation of purchased electricity consumed by the airport.
- Scope 3: All other indirect emissions in the value chain of the airport operator that occur from sources not owned and/or controlled by the company

5.3. DATA USED FOR CALCULATING GHG EMISSIONS AND ENERGY CONSUMPTION

This GHG inventory is based on the best data available and emissions factors at time of compilation. The discussion of the individual emission sources includes references to the source documents and an outline of methodology and assumptions used in estimating emissions. Data is aggregated by Tbilisi International Airport's accounting/finance and asset/Technical teams. Based on the data provided and methodologies applied, it is expected that the reported quantity of scope 1 and scope 2 GHG emissions is not significantly different to the true value.

5.4. GHG INVENTORY CATEGORIES

GHG emissions have been aggregated into the following categories:

- Scope 1: Direct GHG emissions that occur from sources that are owned and/or controlled by Tbilisi international Airport, such as emissions from the combustion of fuels in owned/controlled generators and vehicles.
- Scope 2: Indirect emissions from the generation of purchased electricity consumed.

5.5. DIRECT GHG EMISSIONS FROM STATIONERY CONSUMPTION

- Natural gas has been accounted for as stationary combustion of fixed equipment including boilers and combined heat and power (CHP) units to produce heat, hot water and energy for our buildings.
- Diesel has been accounted for as stationary combustion of fixed equipment boiler to produce heat for airside ground handing building.
- Diesel has been accounted for as stationary combustion of back-up generators.

Emissions calculation approach	Total GHG emissions (t CO2-e) = [fuel consumed (liters/kg)] x [fuel type emissions factor (per liter/kg)]
Activity data source	Master Energy Usage Data 2018-2025.xlsx; ACERT_6 TBS for 2018 final.xlsx; ACERT_6 TBS for 2019 final.xlsx; ACERT_6 TBS for 2021 final.xlsx; ACERT_6 TBS for 2022 final.xlsx; ACERT_6 TBS for 2023 final.xlsx; ACERT_7.2338_ACI_Public TBS 2024 FINAL 1.0.xlsx; ACERT_7.2338_ACI_Public TBS 2025 5.xlsx Stationary combustion tool_(Version4-1) 2018 TBS final.xls.; Stationary combustion tool (Version4-1) 2019 TBS final.xlsx; Stationary combustion tool_(Version4-1) 2021 TBS final.xlsx Stationary combustion tool_(Version4-1) 2022 TBS final.xlsx ; Stationary combustion tool_(Version4-1) 2023 TBS final.xlsx; Stationary combustion tool_(Version4-1) 2024 TBS final.xlsx Stationary combustion tool_(Version4-1) 2024 TBS final.xlsx; Stationary combustion tool_(Version4-1) 2025 TBS final.xlsx
Activity data	Fuels used by Tbilisi international Airport, fuel consumption under Tbilisi international Airport's operational control
Emissions factors	ACERT methodology, GHG protocol

5.6. DIRECT GHG EMISSIONS FROM TRANSPORTATION

GHG emission sources included are Diesel and Petrol used for by the directly controlled fleet of Tbilisi international Airport. Activity data has been entered into the ACERT and the corresponding GHG emissions estimate transferred into the calculation spreadsheet.

Emissions calculation approach	Total GHG emissions (t CO2-e) = [fuel consumed (liters/kg)] x [fuel type emissions factor (per liter/kg)]
Activity data source	Master Energy Usage Data 2018-2025.xlsx; ACERT_6 TBS for 2018 final.xlsx; ACERT_6 TBS for 2019 final.xlsx; ACERT_6 TBS for 2021 final.xlsx; ACERT_6 TBS for 2022 final.xlsx; ACERT_6 TBS for 2023 final.xlsx. ACERT_7.2338_ACI_Public TBS 2024 FINAL 1.0.xlsx ACERT_7.2338_ACI_Public TBS 2024 FINAL 1.0.xlsx; ACERT_7.2338_ACI_Public TBS 2025 .xlsx
Activity data	Fuels used by Tbilisi International Airport, fuel consumption under Tbilisi International Airport's operational control
Emissions factors	ACERT methodology

5.7. INDIRECT GHG EMISSIONS FROM IMPORTED ENERGY

GHG emissions estimates associated with grid-purchased electricity are based on total grid-electricity delivered to Tbilisi International Airport facilities as evidenced by meters and utility invoices minus electricity on-charged to tenants.

Emissions calculation approach	Total GHG emissions (t CO2-e) = [product used (liter/kg)] x [emission factor (per liter/kg)]
Activity data source	Master Energy Usage Data 2018-2025.xlsx; ACERT_6 TBS for 2018 final.xlsx; ACERT_6 TBS for 2019 final.xlsx; ACERT_6 TBS for 2021 final.xlsx; ACERT_6 TBS for 2022 final.xlsx; ACERT_6 TBS for 2023 final.xlsx ACERT_7.2338_ACI_Public TBS 2024 FINAL 1.0.xlsx; ACERT_7.2338_ACI_Public TBS 2025 .xlsx
Activity data	• Grid-purchased electricity by Tbilisi International Airport. • Electricity on-charged to tenants
Emissions factors	ACERT methodology.

6. GHG INVENTORY

This GHG inventory is based on the best data available at time of compilation. Based on the data provided and methodologies applied, it is expected that the reported quantity of GHG emissions is not significantly different to the true value.

This GHG inventory will be updated should more up-to-date or accurate data, methodologies, and/or emission factors become available or if any significant errors (i.e., resulting in a difference in the reported GHG inventory of more than 10%) are identified.

6.1. GHG EMISSIONS BREAKDOWN FOR 2018

Activity	Scope	Fuel/emission source	CO_2	CH_4	N_2O	CO_{2e}	CO_{2e} %
Fuel - Vehicle Fleet (Vehicles (incl. airside transport, machinery, GSE))	Scope 1	Diesel/Petrol	693.95	0.05	0.04	706.19	32.48%
Fuel – used for fire training	Scope 1	Kerosene	0.242	0.001	0.003	1.081	0.05%
Fuels combustion	Scope 1	Natural Gas	707.855	0.063	0.001	709.956	32.66%
Fuels combustion for heater	Scope 1	Diesel	20.095	0.003	0.000	20.214	0.93%
Fuels combustion for emergency Generator	Scope 1	Diesel	2.373	0.000	0.000	2.470	0.11%
Subtotal Scope 1			**1424.51**	**0.11**	**0.05**	**1439.91**	**66.24%**
Consumption of purchased electricity	Scope 2	Electricity	734.03			734.03	33.76%
Subtotal Scope 2			734.0271			734.03	
Total scope 1 & 2			**2158.537**	**0.112**	**0.046**	**2173.9**	**100%**

6.2. GHG EMISSIONS BREAKDOWN FOR 2019

Activity	Scope	Fuel/emission source	CO_2	CH_4	N_2O	CO_{2e}	CO_{2e} %
Fuel - Vehicle Fleet (Vehicles (incl. airside transport, machinery, GSE))	Scope 1	Diesel/Petrol	705.4319	0.0427	0.0414	717.5981	33.62%
Fuel – used for fire training	Scope 1	Kerosene	0.191	0.000	0.002	0.821	0.04%
Fuels combustion	Scope 1	Natural Gas	682.372	0.061	0.001	684.398	32.07%
Fuels combustion for heater	Scope 1	Diesel	38.191	0.005	0.000	38.418	1.80%
Fuels combustion for emergency Generator	Scope 1	Diesel	2.2609	0.0001	0.0003	2.3540	0.11%
Subtotal Scope 1			**1428**	**0.11**	**0.05**	**1444**	**67.64%**
Consumption of purchased electricity	Scope 2	Electricity	690.70			690.70	32.36%
Subtotal Scope 2			690.7035			690.70	
Total scope 1 & 2			**2119**	**0.109**	**0.046**	**2134.3**	**100%**

6.3. GHG EMISSIONS BREAKDOWN FOR 2021

Activity	Scope	Fuel/emission source	CO_2	CH_4	N_2O	CO_{2e}	CO_{2e} %
Fuel - Vehicle Fleet (Vehicles (incl. airside transport, machinery, GSE))	Scope 1	Diesel/Petrol	609.3	0.044	0.037	620.4	33.18%
Fuel – used for fire training	Scope 1	Kerosene	0.282	0.001	0.004	1.331	0.07%
Fuels combustion	Scope 1	Natural Gas	659.417	0.059	0.001	661.375	35.37%

Fuels combustion for heater	Scope 1	Diesel	21.171	0.003	0.000	21.296	1.14%
Fuels combustion for emergency Generator	Scope 1	Diesel	1.5631	0.0002	0.0000	1.5723	0.08%
Subtotal Scope 1			**1292**	**0.11**	**0.04**	**1306**	**69.85%**
Consumption of purchased electricity	Scope 2	Electricity	563.8			563.8	30.15%
Subtotal Scope 2			563.8			563.8	
Total scope 1 & 2			**1855.5**	**0.107**	**0.042**	**1869.7**	**100%**

6.4. GHG EMISSIONS BREAKDOWN FOR 2022

Activity	Scope	Fuel/emission source	CO_2	CH_4	N_2O	CO_{2e}	CO_{2e} %
Fuel - Vehicle Fleet (Vehicles (incl. airside transport, machinery, GSE))	Scope 1	Diesel/Petrol	693.9	0.046	0.041	706.2	34.00%
Fuel – used for fire training	Scope 1	Kerosene	0.15	0.000	0.002	0.8	0.04%
Fuels combustion	Scope 1	Natural Gas	765.52	0.068	0.001	767.8	36.96%
Fuels combustion for heater	Scope 1	Diesel	21.530	0.003	0.0002	21.7	1.04%
Fuels combustion for emergency Generator	Scope 1	Diesel	2.42	0.0003	0.00002	2.51	0.12%
Subtotal Scope 1			1484	0.12	0.05	1498.9	72.16%
Consumption of purchased electricity	Scope 2	Electricity	578.3			578.3	27.84%
Subtotal Scope 2			578.3			578.3	
Total scope 1 & 2			**2062**	**0.117**	**0.045**	**2077.2**	**100%**

6.5. GHG EMISSIONS BREAKDOWN FOR 2023

Activity	Scope	Fuel/emission source	CO_2	CH_4	N_2O	CO_{2e}	CO_{2e} %
Fuel - Vehicle Fleet (Vehicles (incl. airside transport, machinery, GSE))	Scope 1	Diesel/Petrol	690.9	0.047	0.042	703.3	35.14%
Fuel – used for fire training	Scope 1	Kerosene	0.18	0.000	0.002	0.8	0.04%
Fuels combustion	Scope 1	Natural Gas	641.96	0.0580	0.0011	642.38	32.10%
Fuels combustion for heater	Scope 1	Diesel	13.90	0.0018	0.0001	13.86	0.69%

Fuels combustion for emergency Generator	Scope 1	Diesel	3.3	0.000	0.001	3.5	0.17%
Subtotal Scope 1			1350	0.11	0.05	1363.8	68.15%
Consumption of purchased electricity	Scope 2	Electricity	637.4			637.4	27.84%
Subtotal Scope 2			637.4			637.4	
Total scope 1 & 2			1988	0.108	0.046	2001.2	100%

6.6. GHG EMISSIONS BREAKDOWN FOR 2024

Source		Group	Entity	t CO_2e		
Scope 1: Direct Emissions Airport Operator						
1.1	Vehicles (incl. airside transport, machinery, GSE)	Mobile	Airport Operator	734.3	30.075 %	
1.2	Buildings (boilers, furnaces)	Stationary	Airport Operator	727.3	29.788%	
1.3	Emergency Generator	Stationary	Airport Operator	1.2	0.049%	
1.4	Fire Training	Process	Airport Operator	0.1	0.004%	
1.5	Refrigerants	Process	Airport Operator	85.6	3.506%	
1.6	Solid Waste	Process	Airport Operator	-		
1.7	Waste Water (on-site)	Process	Airport Operator	-		
1.8	De-icing chemicals	Process	Airport Operator	52.9	2.167%	
1.9	Other emitting sources	Process	Airport Operator	-		
Subtotal	**Airport Operator Scope 1**			**1,601**		**66%**
2.1	Electricity purchased, Location-based EF	Energy	Airport Operator	840.2	34.412%	
2.2	Heat purchased	Energy	Airport Operator	-		
Subtotal	**Airport Operator Scope 2**			**840.2**		**34%**
Airport Operator Gross Sub-total (Scopes 1 & 2)				**2,441.6**		

6.7. GHG EMISSIONS BREAKDOWN FOR 2025

Source		Group	Entity	t CO_2e	% CO_2e
Scope 1: Direct Emissions Airport Operator					
1.1	Vehicles (incl. airside transport, machinery, GSE)	Mobile	Airport Operator	889.1	0.24%
1.2	Buildings (boilers, furnaces)	Stationary	Airport Operator	724.0	0.20%
1.3	Emergency Generator	Stationary	Airport Operator	11.5	0.00%
1.4	Fire Training	Process	Airport Operator	-	0.00%
1.5	Refrigerants	Process	Airport Operator	104.0	0.03%
1.6	Solid Waste	Process	Airport Operator	-	0.00%
1.7	Waste Water (on-site)	Process	Airport Operator	-	0.00%
1.8	De-icing chemicals	Process	Airport Operator	71.2	0.02%
1.9	Other emitting sources	Process	Airport Operator	-	0.00%
Subtotal	**Airport Operator Scope 1**			**1,800**	**0.49%**
2.1	Electricity purchased, Location-based EF	Energy	Airport Operator	1,319.3	0.36%
2.2	Heat purchased	Energy	Airport Operator	-	0.00%
Subtotal	**Airport Operator Scope 2**			**1,319.3**	**0.36%**
Airport Operator Gross Sub-total (Scopes 1 & 2)				**3,119.1**	**0.86%**
Airport Operator Carbon Offset Removals				-	
Airport Operator Carbon Offset Reductions				-	
Net Airport Operator Total 2 (Scopes 1 & 2, after offsets)				**3,119.1**	
Scope 3: Value Chain (Scope 3) Emission Sources		GHG Scope 3			
3.1.1	Goods and Commodities	Cat. 1	Airport Operator	31.8	0.01%
3.1.2.A-E	Services	Cat. 1	Airport Operator	2,120.8	0.58%
3.2	Capital Goods	Cat. 2	Airport Operator	72.7	0.02%
3.3	Fuels and Energy	Cat. 3	Airport Operator	851.7	0.23%
3.4	Upstream Transportation and Distribution	Cat. 4	Airport Operator	5.1	0.00%
3.5	Waste and Waste Water	Cat. 5	Airport Operator	305.1	0.08%
3.6	Airport Operator Staff Business Travel	Cat. 6	Airport Operator	32.5	0.01%
3.7	Airport Operator Staff Commuting & Home Office	Cat. 7	Airport Operator	119.9	0.03%
3.11.1A	Aircraft;	Cat. 11	Tenant/3rd party	347,775.7	95.39%

3.11.1B	Aircraft APU				Cat. 11	Tenant/3rd party		-	0.00%
3.11.1C	Aircraft MRO				Cat. 11	Tenant/3rd party		-	0.00%
3.11.2.A	Fuel for vehicles, machinery, GSE				Cat. 11	Tenant/3rd party		819.5	0.22%
3.11.2.B	Fuel for electricity and heat generation				Cat. 11	Tenant/3rd party		181.6	0.05%
3.11.2.C	Fuel for Emergency Power Generation				Cat. 11	Tenant/3rd party		9.9	0.00%
3.11.2.D	De-icing chemicals for aircraft and surface de-icing				Cat. 11	Tenant/3rd party		11.8	0.00%
3.11.2.E	Refrigerants used by tenants/partners				Cat. 11	Tenant/3rd party		146.2	0.04%
3.11.2.F	Other relevant airport processes				Cat. 11	Tenant/3rd party		-	0.00%
3.11.3	Landside Ground Access				Cat. 11	Tenant/3rd party		8,092.7	2.22%
3.13	Energy bought from airport operator or third party				Cat. 13	Tenant/3rd party		902.0	0.25%
3.14	Franchises by airport operator				Cat. 14	Tenant/3rd party		-	0.00%
Subtotal	**Airport Scope 3**							**361,479**	**99.14%**
Airport Operator Carbon Offset Removals for Scope 3								-	
Airport Operator Carbon Offset Reductions for Scope 3								-	
Total Net CO2e Airport Emissions (tonnes), after offsets								**364,598**	**100%**

6. BASE YEAR SELECTION AND GHG EMISSIONS RECALCULATION POLICY

6.7. BASE YEAR SELECTION

Tbilisi International Airports selection of base year for the purpose of its GHG emissions inventory is 2018. The basis for the choice of 2018 as the base year is that it is the most comparative GHG emissions collected, and for which the GHG emissions will be able to be recalculated in later years (if needed).

6.8. RECALCULATION POLICY

To enable a meaningful and consistent comparison of later years' GHG emissions against those of 2018, Tbilisi International Airport requires that a GHG inventory be recalculated in later years, as needed, to account for the following:

- any structural changes to the organization, where these include acquisitions and divestments, and the outsourcing and insourcing of GHG-emitting activities.
- changes in GHG emissions calculation methodology that would result in a significant change to the GHG emissions figure; and
- the discovery of an error, or several cumulative errors, that would have a significant impact on the GHG inventory.

6.9. CHANGES IN CALCULATION METHODOLOGY

It is expected, and encouraged, that improvements to GHG emissions calculations will be made over time. Examples of improvements may include the use of a more accurate emission factor or the addition to the inventory of emissions sources that had previously been considered insignificant. When such improvements are made, the reason for the resulting change in emissions must be documented. Documentation should include details of the new emissions calculation methods used and/or new emissions sources added, any assumptions made, and those parties involved in the decision to make the change.

6.10. DISCOVERY OF SIGNIFICANT ERRORS

Tbilisi International Airport GHG inventories will be recalculated in the case of the discovery of an error or a number of cumulative errors that would result in a significant change in the estimate of GHG emissions being reported. The need to recalculate the current or previous years' GHG inventories is based on determining whether the error(s) result(s) in a change (increase or decrease) in the reported GHG emissions of 10% or more.

7. ASSURANCE

The emission calculation methodologies are aligned with ACA Application Manual guidance and the GHG Protocols. Internally, the Airport’s Environmental Management System aligns to ISO 14001 and Energy Management System 50001, ensuring robust processes are in place for the collection of data and reporting of energy use and associated emissions.