

**Module: Introduction****Page: Introduction**

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**CC0.1****Introduction**

Please give a general description and introduction to your organization.

TAV Airports Holding, an international brand in airport operations, one of the most challenging industries throughout the world, has achieved phenomenal success with its know-how, experience and creativity. TAV's journey in airport operations started in 1997 with the tender for the Istanbul Ataturk Airport International Terminal. TAV has grown to become a global brand name in airport construction projects as well as in airport operations with its considerable know-how, high quality human resources and advanced technology.

In line with its objectives, TAV reshaped its organizational structure in 2006, and grouped its "operational" and "construction" activities respectively under TAV Airports Holding and TAV Construction. Following this reorganization TAV Airports Holding shares were first offered to the public in February 2007. The acquisition of 38% of TAV Airports shares by the Aéroports de Paris Group was finalized in May 2012.

As an international brand in airport business operations, TAV Airports is the leading airport operator in Turkey. As of December 31, 2016, TAV Airports operates at 14 airports in seven countries. TAV Airports also manages airport operations such as duty-free, catering, ground handling IT, security and operational services, through its subsidiaries.

The Company served 808,000 flights and 104 million passengers in 2016.

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**CC0.2****Reporting Year**

Please state the start and end date of the year for which you are reporting data.

The current reporting year is the latest/most recent 12-month period for which data is reported. Enter the dates of this year first.

We request data for more than one reporting period for some emission accounting questions. Please provide data for the three years prior to the current reporting year if you have not provided this information before, or if this is the first time you have answered a CDP information request. (This does not apply if you have been offered and selected the option of answering the shorter questionnaire). If you are going to provide additional years of data, please give the dates of those reporting periods here. Work backwards from the most recent reporting year.

Please enter dates in following format: day(DD)/month(MM)/year(YYYY) (i.e. 31/01/2001).

Enter Periods that will be disclosed
Fri 01 Jan 2016 - Sat 31 Dec 2016

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### CC0.3

#### Country list configuration

Please select the countries for which you will be supplying data. If you are responding to the Electric Utilities module, this selection will be carried forward to assist you in completing your response.

Select country
Turkey

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### CC0.4

#### Currency selection

Please select the currency in which you would like to submit your response. All financial information contained in the response should be in this currency.

EUR(€)

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### CC0.6

**Modules**

As part of the request for information on behalf of investors, companies in the electric utility sector, companies in the automobile and auto component manufacturing sector, companies in the oil and gas sector, companies in the information and communications technology sector (ICT) and companies in the food, beverage and tobacco sector (FBT) should complete supplementary questions in addition to the core questionnaire.

If you are in these sector groupings, the corresponding sector modules will not appear among the options of question CC0.6 but will automatically appear in the ORS navigation bar when you save this page. If you want to query your classification, please email [respond@cdp.net](mailto:respond@cdp.net).

If you have not been presented with a sector module that you consider would be appropriate for your company to answer, please select the module below in CC0.6.

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**Further Information****Module: Management****Page: CC1. Governance**

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**CC1.1****Where is the highest level of direct responsibility for climate change within your organization?**

Board or individual/sub-set of the Board or other committee appointed by the Board

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**CC1.1a****Please identify the position of the individual or name of the committee with this responsibility**

Member of the Executive Board and Head of the Sustainability Committee

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**CC1.2****Do you provide incentives for the management of climate change issues, including the attainment of targets?**

Yes

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**CC1.2a**

Please provide further details on the incentives provided for the management of climate change issues

Who is entitled to benefit from these incentives?	The type of incentives	Incentivized performance indicator	Comment
All employees	Monetary reward	Emissions reduction target Energy reduction target Efficiency project	TAV Airports employs a performance based salary and benefits program which is linked to objectives. Some of the performance indicators are related to the reduction of emissions through increased energy efficiency of buildings and/or mechanical and electrical systems. For example, cross departmental groups run energy efficiency projects such as improving the energy consumption of the baggage handling system or the HVAC system. Unit managers have energy reduction targets and facility managers have emissions reduction targets, inscribed on their job description. Annual reviews are held and their performance affects salary and promotions.
All employees	Other non-monetary reward	Behavior change related indicator	TAV Airports offers transportation benefits to their salary for senior managers who chose not to use the company provided car but public transportation.
All employees	Monetary reward	Efficiency project Behavior change related indicator	TAV Airports has established an innovation platform, IdeaPort, where employees can offer innovative solutions. The general theme of the IdeaPort is "efficiency". Offers are scored by a panel of expert on that particular area and owner the offer with the highest point is awarded 3000 TL (approximately 1000 Euro) while others win gift vouchers. Successful ideas are implemented and employees are encouraged to think on efficiency.

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**Further Information**

Page: **CC2. Strategy**

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**CC2.1**

Please select the option that best describes your risk management procedures with regard to climate change risks and opportunities

Integrated into multi-disciplinary company wide risk management processes

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**CC2.1a**

**Please provide further details on your risk management procedures with regard to climate change risks and opportunities**

Frequency of monitoring	To whom are results reported?	Geographical areas considered	How far into the future are risks considered?	Comment
Annually	Board or individual/sub-set of the Board or committee appointed by the Board	Turkey	1 to 3 years	TAV Airports' risk management approach involves managing future risks and opportunities, covering tangible and intangible assets. In accordance with international and national laws (IFRS, TTK etc.) TAV Airports has a groupwide risk management system. The reporting period is annual. Risks are reported directly to the Executive Board/Senior management when they are classified material for the financial and/or non-financial assets of the company. Climate change related risks and opportunities are considered within the frame of our environmental management system.

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**CC2.1b**

**Please describe how your risk and opportunity identification processes are applied at both company and asset level**

TAV Airports employs a group wide Enterprise Risk Management (ERM) Policy.

TAV Airports' Risk Assessment Committee was established and commenced activity in accordance with the Turkish Commercial Code (TCC), and the communiques and framework of the Corporate Governance Principles of the Capital Markets Board. The Committee was chartered to undertake activities related to the early detection and management of all types of financial, operational, strategic and regulatory risks that threaten the existence, development and continuity of TAV Airports companies as well as to implement action plans for risks that need to be mitigated.

Please see p.40 of our Annual Report 2016 for further information.

Furthermore, in the course of the validation of our Environmental Management System (ISO 14001) we conduct a variety of audits at company level. The information derived from the audits is consolidated on the group level.

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**CC2.1c****How do you prioritize the risks and opportunities identified?**

All risks and opportunities are prioritized according to the probability of their occurrence and their possible negative/positive financial impact. We also benefit from GRI's G4 guidelines in defining environmentally material issues.

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**CC2.1d**

Please explain why you do not have a process in place for assessing and managing risks and opportunities from climate change, and whether you plan to introduce such a process in future

Main reason for not having a process	Do you plan to introduce a process?	Comment

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**CC2.2****Is climate change integrated into your business strategy?**

Yes

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**CC2.2a****Please describe the process of how climate change is integrated into your business strategy and any outcomes of this process**

Since its foundation in 2000, TAV Airports had aspired to achieve smart and sustainable growth. This business strategy consists of growing in line with the capabilities and resources at hand, creating financial value coupled with social value while minimizing its environmental impact.

In 2010, the Executive Board signed an Environmental Policy covering all activities of TAV Airports. This policy commits TAV to implementing fully the environmental policies at national and international level, as well as in compliance with the international civil aviation standards. The policy involves regulatory compliance,

monitoring and reporting, energy, water and waste management.

(i) The business strategy has been influenced gradually over time and by 2013, the company aimed at creating a more systematic approach to sustainability. In 2010, the company published its first sustainability report, complying with GRI C Level. Since then, the company's sustainability performance is annually reported to all stakeholders. Through the establishment of an inter departmental Sustainability Committee at Holding level and individual Sustainability Groups at each site, TAV intends to better coordinate the efforts in all three areas –economic, environmental and social sustainability. From 2015 on, the company is reporting its sustainability performance in accordance with GRI G4 standards.

(ii) The Turkish aviation market is one of the fastest growing in Europe. While this growth creates potential for increased economic and social value for stakeholders, it also involves the risk of increased environmental impact. The business strategy of TAV involves minimizing and mitigating this environmental impact without compromising passenger comfort or operational standards. Regulatory changes, international and industry specific initiatives and opportunities to gain competitive advantage also contributed.

(iii) The most important components of the short term (one year or less) strategy influenced by climate change are energy optimization in buildings and increasing efficiency in water use –especially in Izmir.

(iv) The most important components of the long term (one to five years) strategy influenced by climate change are energy optimization in buildings, increasing the use of renewable energy by energy-optimized planning of new buildings, better use of climate change conscious financing.

(v) Energy optimization will help improve the EBITDA in the medium to long term. Furthermore, this business strategy contributes to enhancing TAV's reputation as one of the leading brands in its industry. Lastly, this proactive approach would leave the company better equipped against competitors that will need to adopt to climate change risks.

(vi) The most substantial business decisions made in 2016 with regards to climate change are increased energy optimization efforts at all three airports.

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#### CC2.2b

Please explain why climate change is not integrated into your business strategy

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#### CC2.2c

Does your company use an internal price on carbon?

No, and we currently don't anticipate doing so in the next 2 years

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#### CC2.2d

Please provide details and examples of how your company uses an internal price on carbon

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#### CC2.3

**Do you engage in activities that could either directly or indirectly influence public policy on climate change through any of the following? (tick all that apply)**

Direct engagement with policy makers

Trade associations

Other

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#### CC2.3a

**On what issues have you been engaging directly with policy makers?**

Focus of legislation	Corporate Position	Details of engagement	Proposed legislative solution
Other: Green Airport Initiative	Support	The Turkish Civil Aviation Authority (SHGM) set out to identify and implement a number of principles to reduce emissions at airports. TAV has responded to consultations by the Authority. Provided that the airline operators and service providers at the airports comply with the certain requirements, those airports will be called "Green Airport". DGCA shall provide the organizations and establishment that comply with the relevant requirements with a reduction in Service Tariff in order to grant them incentives and reward their sensibility.	We support this project and our airports and related companies have received certification.
Other: Emissions Policy	Support	The Turkish State Airports Authority (DHMI) is aiming at forming a policy on carbon emissions at airports. We have responded to consultations by the DHMI regarding this policy.	A common framework for curbing emissions in airports across the country would be highly beneficial.

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**CC2.3b**

**Are you on the Board of any trade associations or provide funding beyond membership?**

Yes

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**CC2.3c**

**Please enter the details of those trade associations that are likely to take a position on climate change legislation**

<b>Trade association</b>	<b>Is your position on climate change consistent with theirs?</b>	<b>Please explain the trade association's position</b>	<b>How have you, or are you attempting to, influence the position?</b>
ACI World&Europe	Consistent	Airport Carbon Accreditation (ACA) is the European airport industry's response to the challenges of climate change. Providing a common framework for carbon management with measurable goal posts, the program has been endorsed and supported by a range of respected independent experts, and has the ultimate goal of carbon neutrality for Europe's airport network.	Our CEO is on the Board of ACI World. We support the ACA initiative since its beginning. Ankara and Izmir airports reached top Level 3+ (neutralization) in the ACA program, setting an example to others.
SKD	Consistent	The Turkish chapter of WBCSD, SKD had brought together and announced a Declaration on Energy Efficiency in Buildings. As a Board Member of SKD, we have contributed highly to the declaration, which have been signed by 26 major companies so far.	Our company is represented on the Board of the association for the last 5 years. We have been among the founders and first signatories of the declaration.

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**CC2.3d**

**Do you publicly disclose a list of all the research organizations that you fund?**

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**CC2.3e**

**Please provide details of the other engagement activities that you undertake**

We have been the main sponsor of the Global Warming Conference, organized by the Economy Journalists Association (EGD) of Turkey, in Istanbul. The conference brings together almost all prominent editors from major publications as well as mid-level and senior public administrators. We have made a commitment to CDP's Commit to Action campaign. We have made a commitment to the UN Global Compact.

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**CC2.3f**

**What processes do you have in place to ensure that all of your direct and indirect activities that influence policy are consistent with your overall climate change strategy?**

The internal organization of the company gives a certain autonomy to Sustainability Groups in specific sites. Nonetheless, the Groups consisting of representatives from relevant departments, consult and report back to the Sustainability Committee, which reports directly to the CEO. This organizational structure enables consistency between the company's overall climate change strategy and all external activities on the issue.

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**CC2.3g**

Please explain why you do not engage with policy makers

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**Further Information**

**Page: CC3. Targets and Initiatives**

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**CC3.1**

**Did you have an emissions reduction or renewable energy consumption or production target that was active (ongoing or reached completion) in the reporting year?**

Intensity target

CC3.1a

Please provide details of your absolute target

ID	Scope	% of emissions in scope	% reduction from base year	Base year	Base year emissions covered by target (metric tonnes CO2e)	Target year	Is this a science-based target?	Comment
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CC3.1b

Please provide details of your intensity target

ID	Scope	% of emissions in scope	% reduction from base year	Metric	Base year	Normalized base year emissions covered by target	Target year	Is this a science-based target?	Comment
Int1	Scope 1+2 (location-based)	100%	1%	Other: kilograms CO2e per passenger	2014	0.77	2017	No, and we do not anticipate setting one in the next 2 years	This intensity target covers Istanbul Ataturk Airport Terminals, which served 60.4 m passengers in 2016 -approximately 58% of passengers served by TAV Airports. State authorities declared that Istanbul Ataturk Airport will be closed down once the new airport in Istanbul is operational. The exact date of closure is not known, which makes it difficult to set long term targets.
Int2	Scope 1+2 (location-based)	100%	3%	Other: kilograms CO2e per passenger	2015	1.52	2017	No, but we anticipate setting one in the next 2	This intensity target covers Izmir Adnan Menderes Airport terminals, which served 12 m passengers in 2016 -approximately 12% of total passengers served by TAV Airports. In 2017 Izmir

ID	Scope	% of emissions in scope	% reduction from base year	Metric	Base year	Normalized base year emissions covered by target	Target year	Is this a science-based target?	Comment
								years	Adnan Menderes targets 1.47 kg CO2e per pax.
Int3	Scope 2 (location-based)	100%	4%	Other: kilograms CO2e per passenger	2014	1.06	2017	No, and we do not anticipate setting one in the next 2 years	This intensity target covers Ankara Esenboga Airport terminals, which served 13.2 m passengers in 2016 -approximately 14% of total passengers served by TAV Airports. In 2017 Ankara Esenboga targets 1.01 kg CO2e per pax.

### CC3.1c

Please also indicate what change in absolute emissions this intensity target reflects

ID	Direction of change anticipated in absolute Scope 1+2 emissions at target completion?	% change anticipated in absolute Scope 1+2 emissions	Direction of change anticipated in absolute Scope 3 emissions at target completion?	% change anticipated in absolute Scope 3 emissions	Comment
Int1	Increase	5.3	Increase	6	Amid an expected double-digit increase in passenger traffic at Istanbul Ataturk between 2014-17, we aim at keeping absolute emissions increase at 5.3%.
Int2	Decrease	3	No change	0	At Izmir Adnan Menderes, the absolute emissions is to decrease from 18459mt in 2015 to 17911mt in 2017.
Int3	Decrease	4	No change	0	At Ankara Esenboga, the absolute emissions is to decrease from 11650 mt in 2015 to 11190 mt in 2017.

### CC3.1d

Please provide details of your renewable energy consumption and/or production target

ID	Energy types covered by target	Base year	Base year energy for energy type covered (MWh)	% renewable energy in base year	Target year	% renewable energy in target year	Comment

**CC3.1e**

For all of your targets, please provide details on the progress made in the reporting year

ID	% complete (time)	% complete (emissions or renewable energy)	Comment
Int1	66.6%	100%	Due to externalities in 2016, the passenger traffic forecast for 2017 has been revised downwards and consequently, this target was achieved before due date.
Int3	66.6%	100%	Due to increase in passenger traffic, this target was achieved before due date. Emissions per passenger was 0.96 in 2016.

**CC3.1f**

Please explain (i) why you do not have a target; and (ii) forecast how your emissions will change over the next five years

**CC3.2**

**Do you classify any of your existing goods and/or services as low carbon products or do they enable a third party to avoid GHG emissions?**

Yes

**CC3.2a**

**Please provide details of your products and/or services that you classify as low carbon products or that enable a third party to avoid GHG emissions**

Level of aggregation	Description of product/Group of products	Are you reporting low carbon product/s or avoided emissions?	Taxonomy, project or methodology used to classify product/s as low carbon or to calculate avoided emissions	% revenue from low carbon product/s in the reporting year	% R&D in low carbon product/s in the reporting year	Comment
Product	Passengers (130 000 on average at Istanbul Ataturk) and employees (more than 60 000 at Istanbul Ataturk) use the excellent public transportation connection to the airport, including the metro and public buses, avoiding GHG emissions. By providing easy, fast and comfortable access through public transport facilities, TAV promotes use of intermodal connections. A Collaborative Decision Making (CDM) project, established in 2012 between the state airports authority DHMI, TAV and Turkish Airlines -which uses Ataturk as its main hub- enabled	Avoided emissions				

Level of aggregation	Description of product/Group of products	Are you reporting low carbon product/s or avoided emissions?	Taxonomy, project or methodology used to classify product/s as low carbon or to calculate avoided emissions	% revenue from low carbon product/s in the reporting year	% R&D in low carbon product/s in the reporting year	Comment
	information sharing between parties and significantly increased the resource use at the airport. In turn, waiting times of aircraft were decreased substantially, resulting in lower GHG emissions for airlines.					
Product	TAV has provided a emissions calculation tool for passengers and adopted this gadget to the websites of its airports. Through this tool passengers can calculate the emissions of their flights and if they wish, they can offset the emissions through MyClimate portfolio.	Avoided emissions				An example can be found here: <a href="http://www.ataturkairport.com/en-EN/flightinfo/Pages/CarbonNeutralFlying.aspx">http://www.ataturkairport.com/en-EN/flightinfo/Pages/CarbonNeutralFlying.aspx</a>

### CC3.3

**Did you have emissions reduction initiatives that were active within the reporting year (this can include those in the planning and/or implementation phases)**

Yes

### CC3.3a

Please identify the total number of projects at each stage of development, and for those in the implementation stages, the estimated CO2e savings

Stage of development	Number of projects	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation		
To be implemented*		
Implementation commenced*		
Implemented*	2	862
Not to be implemented		

### CC3.3b

For those initiatives implemented in the reporting year, please provide details in the table below

Activity type	Description of activity	Estimated annual CO2e savings (metric tonnes CO2e)	Scope	Voluntary/ Mandatory	Annual monetary savings (unit currency - as specified in CC0.4)	Investment required (unit currency - as specified in CC0.4)	Payback period	Estimated lifetime of the initiative	Comment
Energy efficiency: Building services	Istanbul Airport: Changing lighting to LED at intl. terminal building	826	Scope 2 (location-based)	Voluntary	132934	94339	<1 year	11-15 years	
Energy efficiency: Processes	Istanbul Airport: Automation system implemented at the general aviation terminal	36	Scope 2 (location-based)	Voluntary	7200	5200	<1 year	11-15 years	

Activity type	Description of activity	Estimated annual CO2e savings (metric tonnes CO2e)	Scope	Voluntary/ Mandatory	Annual monetary savings (unit currency - as specified in CC0.4)	Investment required (unit currency - as specified in CC0.4)	Payback period	Estimated lifetime of the initiative	Comment
	building								

### CC3.3c

What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Dedicated budget for energy efficiency	TAV Airports has an energy efficiency program that is included in the company's annual budgetary process
Compliance with regulatory requirements/standards	TAV Airport's environmental management system in conformity with international standards requires compliance with all relevant regulatory requirements.
Internal incentives/recognition programs	Company wide employee participation program, TAV IdeaPort chose efficiency as its main theme in 2014; providing incentive for applicable ideas that would increase efficiency, including energy efficiency. Implemented ideas earned money points for the employees.

### CC3.3d

If you do not have any emissions reduction initiatives, please explain why not

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**Further Information**

**Page: CC4. Communication**

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**CC4.1**

**Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s)**

Publication	Status	Page/Section reference	Attach the document	Comment
No				

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**Further Information**

**Module: Risks and Opportunities**

**Page: CC5. Climate Change Risks**

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**CC5.1**

**Have you identified any inherent climate change risks that have the potential to generate a substantive change in your business operations, revenue or expenditure? Tick all that apply**

Risks driven by changes in physical climate parameters

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**CC5.1a**

Please describe your inherent risks that are driven by changes in regulation

Risk driver	Description	Potential impact	Timeframe	Direct/ Indirect	Likelihood	Magnitude of impact	Estimated financial implications	Management method	Cost of management
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**CC5.1b**

Please describe your inherent risks that are driven by changes in physical climate parameters

Risk driver	Description	Potential impact	Timeframe	Direct/ Indirect	Likelihood	Magnitude of impact	Estimated financial implications	Management method	Cost of management
Change in mean (average) temperature	Warmer summers across Turkey -with the exception of the Black Sea Coast- requires increased cooling in terminals and the aircraft parked on ground.	Increased operational cost	>6 years	Direct	More likely than not	Low-medium	On average 1/5 of our direct electricity consumption at the terminals results from the HVAC system. Increased average temperatures would cause and increase our energy cost	Due to our environmental policy and energy management targets we are aiming at increasing energy efficiency in order to minimize our costs. Other than that, we are not in a position to directly manage this development.	No direct costs.

**CC5.1c**

Please describe your inherent risks that are driven by changes in other climate-related developments

Risk driver	Description	Potential impact	Timeframe	Direct/ Indirect	Likelihood	Magnitude of impact	Estimated financial implications	Management method	Cost of management
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**CC5.1d**

**Please explain why you do not consider your company to be exposed to inherent risks driven by changes in regulation that have the potential to generate a substantive change in your business operations, revenue or expenditure**

TAV Airports uses a groupwide Enterprise Risk Management (EMS) system in order to identify, control and limit risks and exploit related opportunities. Until now, no significant opportunities have been identified concerning climate change driven regulation. One reason for this is the global aviation industry is expected to continue its growth in the mid and long-term. We don't see any potential global regulatory change that would affect this growth. Secondly, TAV has a very diversified portfolio both geographically and in terms of activities. Global air traffic growth is expected to be much higher in developing countries, where TAV is operating at.

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**CC5.1e**

**Please explain why you do not consider your company to be exposed to inherent risks driven by changes in physical climate parameters that have the potential to generate a substantive change in your business operations, revenue or expenditure**

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**CC5.1f**

**Please explain why you do not consider your company to be exposed to inherent risks driven by changes in other climate-related developments that have the potential to generate a substantive change in your business operations, revenue or expenditure**

We have not identified risks driven by changes in other climate-related developments that have the potential to generate a substantive change in our business operations, revenue or expenditure.

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**Further Information**

**Page: CC6. Climate Change Opportunities**

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**CC6.1**

**Have you identified any inherent climate change opportunities that have the potential to generate a substantive change in your business operations, revenue or expenditure? Tick all that apply**

Opportunities driven by changes in other climate-related developments

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**CC6.1a**

Please describe your inherent opportunities that are driven by changes in regulation

Opportunity driver	Description	Potential impact	Timeframe	Direct/Indirect	Likelihood	Magnitude of impact	Estimated financial implications	Management method	Cost of management
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**CC6.1b**

Please describe your inherent opportunities that are driven by changes in physical climate parameters

Opportunity driver	Description	Potential impact	Timeframe	Direct/ Indirect	Likelihood	Magnitude of impact	Estimated financial implications	Management method	Cost of management
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**CC6.1c**

**Please describe your inherent opportunities that are driven by changes in other climate-related developments**

Opportunity driver	Description	Potential impact	Timeframe	Direct/ Indirect	Likelihood	Magnitude of impact	Estimated financial implications	Management method	Cost of management
Reputation	Taking climate change into consideration, we gain competitive advantage over our competitors in Turkey through extensive know-how in energy management and transparent communication with stakeholders.	Investment opportunities	3 to 6 years	Direct	About as likely as not	Low	The trend towards environmentally responsible business models are gaining prominence globally. Maintaining an acclaimed corporate reputation would provide a competitive edge, contributing to the sustainability of the business in the long-term.	Work towards environmental stewardship.	

**CC6.1d**

**Please explain why you do not consider your company to be exposed to inherent opportunities driven by changes in regulation that have the potential to generate a substantive change in your business operations, revenue or expenditure**

TAV Airports uses a groupwide Enterprise Risk Management (EMS) system in order to identify, control and limit risks and exploit related opportunities. Until now, no significant opportunities have been identified concerning climate change driven regulation. One reason for this is the global aviation industry is expected to continue its growth in the mid and long-term. We don't see any potential global regulatory change that would affect this growth. Secondly, TAV has a very diversified portfolio both geographically and in terms of activities. Global air traffic growth is expected to be much higher in developing countries, where TAV is operating at.

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**CC6.1e**

**Please explain why you do not consider your company to be exposed to inherent opportunities driven by changes in physical climate parameters that have the potential to generate a substantive change in your business operations, revenue or expenditure**

TAV Airports uses a groupwide Enterprise Risk Management (EMS) system in order to identify, control and limit risks and exploit related opportunities. Until now, no significant opportunities driven by physical climate parameters that have the potential to generate substantive change in our business, revenues or expenditure have been identified.

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**CC6.1f**

**Please explain why you do not consider your company to be exposed to inherent opportunities driven by changes in other climate-related developments that have the potential to generate a substantive change in your business operations, revenue or expenditure**

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**Further Information**

**Module: GHG Emissions Accounting, Energy and Fuel Use, and Trading**

**Page: CC7. Emissions Methodology**

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**CC7.1**

**Please provide your base year and base year emissions (Scopes 1 and 2)**

Scope	Base year	Base year emissions (metric tonnes CO2e)
Scope 1	Wed 01 Jan 2014 - Wed 31 Dec 2014	57930
Scope 2 (location-based)	Wed 01 Jan 2014 - Wed 31 Dec 2014	10560
Scope 2 (market-based)		

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**CC7.2**

Please give the name of the standard, protocol or methodology you have used to collect activity data and calculate Scope 1 and Scope 2 emissions

Please select the published methodologies that you use
ISO 14064-1

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**CC7.2a**

If you have selected "Other" in CC7.2 please provide details of the standard, protocol or methodology you have used to collect activity data and calculate Scope 1 and Scope 2 emissions

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**CC7.3**

Please give the source for the global warming potentials you have used

Gas	Reference
CO2	IPCC Fifth Assessment Report (AR5 - 20 year)

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**CC7.4**

Please give the emissions factors you have applied and their origin; alternatively, please attach an Excel spreadsheet with this data at the bottom of this page

Fuel/Material/Energy	Emission Factor	Unit	Reference
Electricity	495.279	Other: gCO2/kWh	GHG Protocol
Natural gas	1884.96	Other: gCO2/m3	GHG Protocol
Diesel/Gas oil	2676.32	Other: gCO2/liter	GHG Protocol
Motor gasoline	2271.54	Other: gCO2/liter	GHG Protocol

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**Further Information**

**Page: CC8. Emissions Data - (1 Jan 2016 - 31 Dec 2016)**

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**CC8.1**

Please select the boundary you are using for your Scope 1 and 2 greenhouse gas inventory

Operational control

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**CC8.2**

**Please provide your gross global Scope 1 emissions figures in metric tonnes CO2e**

58064

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**CC8.3**

**Please describe your approach to reporting Scope 2 emissions**

Scope 2, location-based	Scope 2, market-based	Comment
We are reporting a Scope 2, location-based figure	We have no operations where we are able to access electricity supplier emissions factors or residual emissions factors and are unable to report a Scope 2, market-based figure	

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**CC8.3a**

**Please provide your gross global Scope 2 emissions figures in metric tonnes CO2e**

Scope 2, location-based	Scope 2, market-based (if applicable)	Comment
18540		

**CC8.4**

**Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?**

No

**CC8.4a**

Please provide details of the sources of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure

Source	Relevance of Scope 1 emissions from this source	Relevance of location-based Scope 2 emissions from this source	Relevance of market-based Scope 2 emissions from this source (if applicable)	Explain why the source is excluded

**CC8.5**

**Please estimate the level of uncertainty of the total gross global Scope 1 and 2 emissions figures that you have supplied and specify the sources of uncertainty in your data gathering, handling and calculations**

Scope	Uncertainty range	Main sources of uncertainty	Please expand on the uncertainty in your data
Scope 1	More than 2% but less than or equal to 5%	Metering/ Measurement Constraints	Uncertainty values has been taken from the related gauge technical information guides.
Scope 2 (location-based)	Less than or equal to 2%	Metering/ Measurement Constraints	Uncertainty value has been taken from the Turkish Regulation on Electric Gauges
Scope 2 (market-based)			

**CC8.6**

**Please indicate the verification/assurance status that applies to your reported Scope 1 emissions**

Third party verification or assurance process in place

**CC8.6a**

**Please provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements**

Verification or assurance cycle in place	Status in the current reporting year	Type of verification or assurance	Attach the statement	Page/section reference	Relevant standard	Proportion of reported Scope 1 emissions verified (%)
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Verification or assurance cycle in place	Status in the current reporting year	Type of verification or assurance	Attach the statement	Page/section reference	Relevant standard	Proportion of reported Scope 1 emissions verified (%)
Annual process	Complete	High assurance	<a href="https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.6a/ACA Certificate Europe_2016-2017_OPTIMISATION ATATURK.pdf">https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.6a/ACA Certificate Europe_2016-2017_OPTIMISATION ATATURK.pdf</a>		Airport Carbon Accreditation (ACA) des Airports Council International Europe	100
Annual process	Complete	High assurance	<a href="https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.6a/ACA Certificate Europe_2016_NEUTRALITY IZMIR (2).pdf">https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.6a/ACA Certificate Europe_2016_NEUTRALITY IZMIR (2).pdf</a>		Airport Carbon Accreditation (ACA) des Airports Council International Europe	100
Annual process	Complete	High assurance	<a href="https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.6a/ACA Certificate Europe_2016-2017_NEUTRALITY ANKARA.pdf">https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.6a/ACA Certificate Europe_2016-2017_NEUTRALITY ANKARA.pdf</a>		Airport Carbon Accreditation (ACA) des Airports Council International Europe	100

#### CC8.6b

Please provide further details of the regulatory regime to which you are complying that specifies the use of Continuous Emission Monitoring Systems (CEMS)

Regulation	% of emissions covered by the system	Compliance period	Evidence of submission

#### CC8.7

Please indicate the verification/assurance status that applies to at least one of your reported Scope 2 emissions figures

Third party verification or assurance process in place

**CC8.7a**

Please provide further details of the verification/assurance undertaken for your location-based and/or market-based Scope 2 emissions, and attach the relevant statements

Location-based or market-based figure?	Verification or assurance cycle in place	Status in the current reporting year	Type of verification or assurance	Attach the statement	Page/Section reference	Relevant standard	Proportion of reported Scope 2 emissions verified (%)
Location-based	Annual process	Complete	High assurance	<a href="https://www.cdp.net/sites/2017/44/21144/Climate%20Change%202017/Shared%20Documents/Attachments/CC8.7a/ACA%20Certificate%20Europe_2016_NEUTRALITY%20IZMIR%20(2).pdf">https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.7a/ACA Certificate Europe_2016_NEUTRALITY IZMIR (2).pdf</a>		Airport Carbon Accreditation (ACA) des Airports Council International Europe	100
Location-based	Annual process	Complete	High assurance	<a href="https://www.cdp.net/sites/2017/44/21144/Climate%20Change%202017/Shared%20Documents/Attachments/CC8.7a/ACA%20Certificate%20Europe_2016-2017_OPTIMISATION%20ATATURK.pdf">https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.7a/ACA Certificate Europe_2016-2017_OPTIMISATION ATATURK.pdf</a>		Airport Carbon Accreditation (ACA) des Airports Council International Europe	100
Location-based	Annual process	Complete	High assurance	<a href="https://www.cdp.net/sites/2017/44/21144/Climate%20Change%202017/Shared%20Documents/Attachments/CC8.7a/ACA%20Certificate%20Europe_2016-2017_NEUTRALITY%20ANKARA.pdf">https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC8.7a/ACA Certificate Europe_2016-2017_NEUTRALITY ANKARA.pdf</a>		Airport Carbon Accreditation (ACA) des Airports Council International Europe	100

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**CC8.8**

Please identify if any data points have been verified as part of the third party verification work undertaken, other than the verification of emissions figures reported in CC8.6, CC8.7 and CC14.2

Additional data points verified	Comment
No additional data verified	

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**CC8.9**

**Are carbon dioxide emissions from biologically sequestered carbon relevant to your organization?**

No

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**CC8.9a**

Please provide the emissions from biologically sequestered carbon relevant to your organization in metric tonnes CO2

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**Further Information**

**Page: CC9. Scope 1 Emissions Breakdown - (1 Jan 2016 - 31 Dec 2016)**

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**CC9.1**

**Do you have Scope 1 emissions sources in more than one country?**

No

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**CC9.1a**

Please break down your total gross global Scope 1 emissions by country/region

Country/Region	Scope 1 metric tonnes CO2e
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**CC9.2**

Please indicate which other Scope 1 emissions breakdowns you are able to provide (tick all that apply)

By business division

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**CC9.2a**

Please break down your total gross global Scope 1 emissions by business division

Business division	Scope 1 emissions (metric tonnes CO2e)
TAV Istanbul	43290
TAV Esenboga	10630

Business division	Scope 1 emissions (metric tonnes CO2e)
TAV Izmir	4144

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CC9.2b

Please break down your total gross global Scope 1 emissions by facility

Facility	Scope 1 emissions (metric tonnes CO2e)	Latitude	Longitude
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CC9.2c

Please break down your total gross global Scope 1 emissions by GHG type

GHG type	Scope 1 emissions (metric tonnes CO2e)
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CC9.2d

Please break down your total gross global Scope 1 emissions by activity

Activity	Scope 1 emissions (metric tonnes CO2e)
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**Further Information**

**Page: CC10. Scope 2 Emissions Breakdown - (1 Jan 2016 - 31 Dec 2016)**

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**CC10.1**

**Do you have Scope 2 emissions sources in more than one country?**

No

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**CC10.1a**

Please break down your total gross global Scope 2 emissions and energy consumption by country/region

Country/Region	Scope 2, location-based (metric tonnes CO2e)	Scope 2, market-based (metric tonnes CO2e)	Purchased and consumed electricity, heat, steam or cooling (MWh)	Purchased and consumed low carbon electricity, heat, steam or cooling accounted in market-based approach (MWh)
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**CC10.2**

Please indicate which other Scope 2 emissions breakdowns you are able to provide (tick all that apply)

By business division

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**CC10.2a**

**Please break down your total gross global Scope 2 emissions by business division**

<b>Business division</b>	<b>Scope 2, location-based (metric tonnes CO2e)</b>	<b>Scope 2, market-based (metric tonnes CO2e)</b>
TAV Istanbul	2200	
TAV Esenboga	2040	
TAV Izmir	14300	

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**CC10.2b**

**Please break down your total gross global Scope 2 emissions by facility**

<b>Facility</b>	<b>Scope 2, location-based (metric tonnes CO2e)</b>	<b>Scope 2, market-based (metric tonnes CO2e)</b>
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**CC10.2c**

**Please break down your total gross global Scope 2 emissions by activity**

Activity	Scope 2, location-based (metric tonnes CO2e)	Scope 2, market-based (metric tonnes CO2e)
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**Further Information**

**Page: CC11. Energy**

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**CC11.1**

**What percentage of your total operational spend in the reporting year was on energy?**

More than 5% but less than or equal to 10%

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**CC11.2**

**Please state how much heat, steam, and cooling in MWh your organization has purchased and consumed during the reporting year**

Energy type	MWh
Heat	0
Steam	0
Cooling	0

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**CC11.3**

**Please state how much fuel in MWh your organization has consumed (for energy purposes) during the reporting year**

404305

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**CC11.3a**

Please complete the table by breaking down the total "Fuel" figure entered above by fuel type

Fuels	MWh
Natural gas	402709
Diesel/Gas oil	1331
Motor gasoline	265

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**CC11.4**

Please provide details of the electricity, heat, steam or cooling amounts that were accounted at a low carbon emission factor in the market-based Scope 2 figure reported in CC8.3a

Basis for applying a low carbon emission factor	MWh consumed associated with low carbon electricity, heat, steam or cooling	Emissions factor (in units of metric tonnes CO2e per MWh)	Comment
No purchases or generation of low carbon electricity, heat, steam or cooling accounted with a low carbon emissions factor			

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**CC11.5**

Please report how much electricity you produce in MWh, and how much electricity you consume in MWh

Total electricity consumed (MWh)	Consumed electricity that is purchased (MWh)	Total electricity produced (MWh)	Total renewable electricity produced (MWh)	Consumed renewable electricity that is produced by company (MWh)	Comment
174187	72655	101532	352	352	Solar panels in Adnan Menderes began producing electricity first time in 2016. Other produced electricity comes from the trigeneration plants in all three airports.

**Further Information**

**Page: CC12. Emissions Performance**

**CC12.1**

**How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to the previous year?**

No change

**CC12.1a**

**Please identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined) and for each of them specify how your emissions compare to the previous year**

Reason	Emissions value (percentage)	Direction of change	Please explain and include calculation
Emissions reduction activities			

Reason	Emissions value (percentage)	Direction of change	Please explain and include calculation
Divestment			
Acquisitions			
Mergers			
Change in output			
Change in methodology			
Change in boundary			
Change in physical operating conditions			
Unidentified			
Other			

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**CC12.1b**

**Is your emissions performance calculations in CC12.1 and CC12.1a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?**

Location-based

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**CC12.2**

**Please describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tonnes CO2e per unit currency total revenue**

Intensity figure =	Metric numerator (Gross global combined Scope 1 and 2 emissions)	Metric denominator: Unit total revenue	Scope 2 figure used	% change from previous year	Direction of change from previous year	Reason for change
0.00007	metric tonnes CO2e	1092000000	Location-based	0	No change	The revenue of TAV Airports increased from €1079 m to €1092 m. Gross combined emissions increased from 75942 mt to 76600 mt. The intensity figure stays flat.

### CC12.3

Please provide any additional intensity (normalized) metrics that are appropriate to your business operations

Intensity figure =	Metric numerator (Gross global combined Scope 1 and 2 emissions)	Metric denominator	Metric denominator: Unit total	Scope 2 figure used	% change from previous year	Direction of change from previous year	Reason for change
4.80	metric tonnes CO2e	full time equivalent (FTE) employee	15971	Location-based	4	Decrease	The number of FTEs increased from 15113 to 15971. The gross emissions stayed almost flat. Hence the decrease in the intensity figure.

### Further Information

Page: **CC13. Emissions Trading**

### CC13.1

**Do you participate in any emissions trading schemes?**

No, and we do not currently anticipate doing so in the next 2 years

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**CC13.1a**

Please complete the following table for each of the emission trading schemes in which you participate

Scheme name	Period for which data is supplied	Allowances allocated	Allowances purchased	Verified emissions in metric tonnes CO2e	Details of ownership

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**CC13.1b**

What is your strategy for complying with the schemes in which you participate or anticipate participating?

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**CC13.2**

**Has your organization originated any project-based carbon credits or purchased any within the reporting period?**

Yes

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**CC13.2a**

Please provide details on the project-based carbon credits originated or purchased by your organization in the reporting period

Credit origination or credit purchase	Project type	Project identification	Verified to which standard	Number of credits (metric tonnes CO2e)	Number of credits (metric tonnes CO2e): Risk adjusted volume	Credits canceled	Purpose, e.g. compliance
Credit purchase	Hydro	The Grid Connected Electricity Generation From Renewable Sources: Uzundere 1 63.0 MW Hydroelectric Power Plant Project, Turkey is the implementation of a large scale hydroelectric power plant with a capacity of 63.068 MWm / 62.152 MWe on the Uzundere River, Rize, Turkey.	VCS (Verified Carbon Standard)	30.6	30.6	No	Voluntary Offsetting

#### Further Information

Page: **CC14. Scope 3 Emissions**

#### CC14.1

Please account for your organization's Scope 3 emissions, disclosing and explaining any exclusions

Sources of Scope 3 emissions	Evaluation status	metric tonnes CO2e	Emissions calculation methodology	Percentage of emissions calculated using data obtained from suppliers or value chain partners	Explanation
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Sources of Scope 3 emissions	Evaluation status	metric tonnes CO2e	Emissions calculation methodology	Percentage of emissions calculated using data obtained from suppliers or value chain partners	Explanation
Purchased goods and services	Relevant, not yet calculated	0			This is not required within the context of Airport Carbon Accreditation.
Capital goods	Not relevant, explanation provided	0			TAV Airports is a service provider. We don't have any production units.
Fuel-and-energy-related activities (not included in Scope 1 or 2)	Relevant, calculated	87056	Ground services: Fuel data provided by Havaş, Çelebi and TGS. Calculated through GHG PROTOCOL Transport_Tool_v2_6. Public transport to and from airport: Public busses. Number of scheduled trips from website. Calculated through GHG PROTOCOL Transport_Tool_v2_6 Private cars: Car data from carpark, an estimated 20 km commute to and from airport. Calculated through GHG PROTOCOL Transport_Tool_v2_6 Taxis: Number of taxis registered at the airport, 20 km trips. Calculated through GHG PROTOCOL Transport_Tool_v2_6 APU: Auxiliary power units, providing energy to aircraft at the bridges. Data from airlines' fuel consumption cards.	34%	
Upstream transportation and distribution					
Waste generated in operations	Relevant, calculated	88.39	The transportation of waste is calculated through GHG PROTOCOL Transport_Tool_v2_6 Fuel consumption data provided within company records.	0%	
Business travel	Relevant, calculated	10.17	Calculated through GHG PROTOCOL Transport_Tool_v2_6 Travel data provided within company records.	0%	
Employee commuting	Not relevant, explanation provided	0			Within the context of Airport Carbon Accreditation, employee transportation is regarded within Scope 1.

Sources of Scope 3 emissions	Evaluation status	metric tonnes CO2e	Emissions calculation methodology	Percentage of emissions calculated using data obtained from suppliers or value chain partners	Explanation
					Therefore this data is included in our Scope 1 emissions.
Upstream leased assets	Not relevant, explanation provided	0			We don't have relevant leased assets.
Downstream transportation and distribution	Not relevant, explanation provided	0			Not significant in airport management industry.
Processing of sold products	Not relevant, explanation provided	0			This category is not applicable
Use of sold products	Not relevant, explanation provided	0			This category is not applicable
End of life treatment of sold products	Not relevant, explanation provided	0			This category is not applicable
Downstream leased assets	Not relevant, explanation provided	0			This category is not applicable
Franchises	Not relevant, explanation provided	0			This category is not applicable
Investments	Not relevant, explanation provided	0			This category is not applicable
Other (upstream)	Not relevant, explanation provided	0			This category is not applicable

Sources of Scope 3 emissions	Evaluation status	metric tonnes CO2e	Emissions calculation methodology	Percentage of emissions calculated using data obtained from suppliers or value chain partners	Explanation
Other (downstream)	Relevant, calculated	764578	This means air traffic. Basis is indirect CO2 emissions of airlines (GHG-Protocol, Scope 3): A procedure to deduce the annual air traffic emissions was developed with the same basis of calculation as the one from routinely collected operation data. Fleet mix: The aircraft movements and ground movements of all aircraft are registered by the TAV Airports flight information database and can be analyzed annually. Emissions parameter: The emission details for the power plants are based on the ICAO-emissions database. As far as it does not contain explicit data for the individual components, they are deduced by the method which was developed for the zoning procedure and permit procedure (CO2). Phases of aircraft movements: These phases of aircraft movements are approximated by the ICAO-database defined charge state: idling, takeoff, climb-out, approach. Additionally, auxiliary power units of aircraft. These phases of movement create a "LTO"-cycle (Landing Takeoff Cycle). An ICAO standard cycle with permanent time slices of the individual working levels for certification purposes is defined. Taking a consistent climbing procedure as a basis, the ICAO-standard-cycle includes a height interval of 3,000 ft. Calculated through Airport Air Quality Manual DOC 9889	0%	

**CC14.2**

**Please indicate the verification/assurance status that applies to your reported Scope 3 emissions**

Third party verification or assurance process in place

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**CC14.2a**

Please provide further details of the verification/assurance undertaken, and attach the relevant statements

Verification or assurance cycle in place	Status in the current reporting year	Type of verification or assurance	Attach the statement	Page/Section reference	Relevant standard	Proportion of reported Scope 3 emissions verified (%)
Annual process	Complete	High assurance	<a href="https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC14.2a/ACA Certificate Europe_2016-2017_OPTIMISATION ATATURK.pdf">https://www.cdp.net/sites/2017/44/21144/Climate Change 2017/Shared Documents/Attachments/CC14.2a/ACA Certificate Europe_2016-2017_OPTIMISATION ATATURK.pdf</a>		Airport Carbon Accreditation (ACA) des Airports Council International Europe	90

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**CC14.3**

Are you able to compare your Scope 3 emissions for the reporting year with those for the previous year for any sources?

Yes

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**CC14.3a**

Please identify the reasons for any change in your Scope 3 emissions and for each of them specify how your emissions compare to the previous year

Sources of Scope 3 emissions	Reason for change	Emissions value (percentage)	Direction of change	Comment
Other (downstream)	Change in physical operating conditions	3.3	Increase	Changes in aircraft approach and take-off procedures and in fleet mix resulted in an increase.

#### CC14.4

**Do you engage with any of the elements of your value chain on GHG emissions and climate change strategies? (Tick all that apply)**

Yes, our suppliers

Yes, our customers

#### CC14.4a

**Please give details of methods of engagement, your strategy for prioritizing engagements and measures of success**

Suppliers: As of 2013, we have included energy efficiency as a criteria in our procurement procedures and supplier evaluations. In our contracts with our business partners we expect them to observe environmental and climate protection with regards to applicable international standards and legal provisions.

Customers: In our terminals, we use branding and other means of communication to increase awareness on carbon emissions. We use Airport Carbon Accreditation program's communication tools. As of 2015, we have adapted a CO2 emissions calculation tool at our websites, so that passengers can calculate -and offset if they wish- the emissions of their flights.

#### CC14.4b

**To give a sense of scale of this engagement, please give the number of suppliers with whom you are engaging and the proportion of your total spend that they represent**

Type of engagement	Number of suppliers	% of total spend (direct and indirect)	Impact of engagement
Compliance	4652	33%	Our procurement budget represents approximately 33 percent of our revenues in 2015.

CC14.4c

Please explain why you do not engage with any elements of your value chain on GHG emissions and climate change strategies, and any plans you have to develop an engagement strategy in the future

Further Information

**Module: Sign Off**

**Page: CC15. Sign Off**

CC15.1

Please provide the following information for the person that has signed off (approved) your CDP climate change response

Name	Job title	Corresponding job category
Erhan Ustundag	Corporate Communications Coordinator	Public affairs manager

Further Information

**CDP**