ST. JOHN'S
International Airport Authority

Carbon Management Plan

St. John's International Airport Authority

December 2025

fundamental inc

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Fundamental Inc. is a climate action consulting firm. Headquartered in Harbour Main, Newfoundland and Labrador (NL), we facilitate strategic planning that captures opportunities for carbon emissions reductions and enables actions to increase climate resilience. We employ a science-based approach, developing climate-conscious decision metrics for our clients. Our services cover all aspects of climate action, including climate vulnerability assessments, greenhouse gas (GHG) inventories, strategic plans for climate resilience and emissions reductions, eco-asset management frameworks, as well as addressing a just transition to a greener economy. We work in all private and public sectors.

> "Our mission is to enact climate resilience, social well-being, and lowest life cycle costs. We work with our clients to achieve their sustainability goals while decoupling GHG emissions output from economic growth and development."

Fundamental Inc. is a 100% woman-owned business and a Certified B Corporation.

Fundamental Inc. has been working with the St. John's International Airport Authority (SJIAA) since 2017. Our role involves completing annual GHG inventories for SJIAA operations, guiding SJIAA through the Airport Carbon Accreditation (ACA) process, identifying and assessing carbon-reduction opportunities, and applying for funding to implement projects.

As an impact-oriented firm, the point and purpose of all Fundamental Inc. endeavors is to ensure that the project outcomes bring value to our clients through reducing their environmental footprint, improving their operational efficiency, lowering their operational/capital costs, and increasing their market competitiveness.

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List of Acronyms

SJIAA	St. John’s International Airport Authority
GHG	Green House Gas
ACA	Airport Carbon Accreditation
CMP	Carbon Management Plan
NL	Newfoundland and Labrador
tCO_2e	Tonnes of Carbon Dioxide Equivalent
SEP	Stakeholder Engagement Plan
ATB	Airport Terminal Building
LED	Light Emitting Diode
PAPIs	Precision Approach Path Indicators
CSB	Combined Services Building
EV	Electric Vehicle
Solar PV	Solar Photovoltaic
PVT	Photovoltaic-Thermal

1. Executive Summary

Executive Summary

The St. John's International Airport Authority (SJIAA) has completed a greenhouse gas (GHG) emissions inventory for each year since 2016. Since then, SJIAA has undertaken initiatives towards energy efficiency and emissions reductions and has obtained Level 1 certification through the Airport Carbon Accreditation (ACA) Program[1]. This Carbon Management Plan (CMP) is a component of SJIAA's submission for ACA Level 2.

As of November 2025, SJIAA is targeting a 18-25% reduction in Scope 1 and 2 GHG emissions with respect to the 2019 baseline year by 2030. This is an intermediate target aligned with SJIAA's Carbon Management Policy which targets carbon neutrality by 2050. This target has been determined considering the progress experienced to date and planned activities over the next 5 years.

SJIAA's Carbon Management Plan (CMP) is a living document consisting of two phases: 1) Initiative Assessment (whereby potential actions are reviewed and prioritized) and, 2) Implementation Tracking (whereby actions are planned and progress is tracked), organized in a spreadsheet format and sorted by category.

The categories of actions are: Buildings (SJIAA owned and operated facilities), Transportation (SJIAA owned and operated fleet and equipment), Renewables and Back-Up (potential on-site renewable energy and back-up power systems), and Scope 3 Items (activities related to indirect sources of emissions of which SJIAA does not have direct control, but does have some influence).

The SJIAA CMP spreadsheet is maintained internally and reviewed and updated regularly. The tables included in this report represent the status of actions at the time of publishing.

[1] https://www.airportcarbonaccreditation.org/

2. Context and Commitment

2.a. GHG Emissions Summary

Located in St. John's, Newfoundland and Labrador (NL), the St. John's International Airport Authority (SJIAA) is the province's largest international airport and is the premier transportation gateway to Newfoundland and Labrador. The Airport serves about 1.5 million passengers annually and plays an important role in the province's global connectedness and economic development. Approximately 70% of all non-resident visitors who travel by air to and from the province do so through St. John's International Airport.

The SJIAA has completed a greenhouse gas (GHG) emissions inventory for each year since 2016. Since then, SJIAA has undertaken initiatives towards energy efficiency and emissions reductions and has obtained Level 1 certification through the Airport Carbon Accreditation (ACA) Program[2].

The ACA is a voluntary program aimed at supporting and recognizing the efforts of airports to take action on climate change. ACA is the only institutionally-endorsed, global carbon management certification programme for airports. It independently assesses and rewards the progress of airports to manage and reduce their carbon emissions through 7 levels of certification: Level 1, Level 2, Level 3, Level 3+, Level 4, Level 4+ and Level 5. As of November 2025, there are 614 airports across 91 countries taking part in ACA across the world, including 27 in Canada. SJIAA is the first airport in Newfoundland and Labrador to achieve Level 1.

[2] https://www.airportcarbonaccreditation.org/

At present, 2019 is considered the baseline GHG inventory year for SJIAA - the most recent pre-COVID-19 pandemic year for which a GHG inventory has been completed. As of 2024, travel patterns have returned to about 95% of 2019 levels.

Emissions from SJIAA's GHG Inventory for corporate operations for the calendar year of 2024 were approximately 2,752 tCO_2e.

Of the Scope 1 and 2 emissions quantified, the greatest sources of emissions at SJIAA are heating fuel used at the Airport Terminal Building (34.2% of emissions) and diesel burned by fleet vehicles (28.6%).

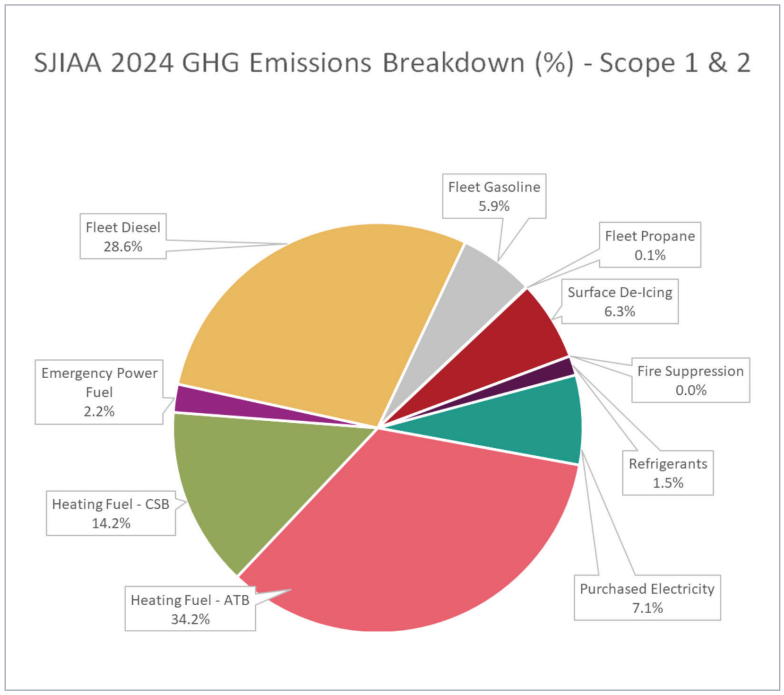


Figure 2.1 *SJIAA 2024 GHG Emissions Breakdown (%) Scope 1 & 2*

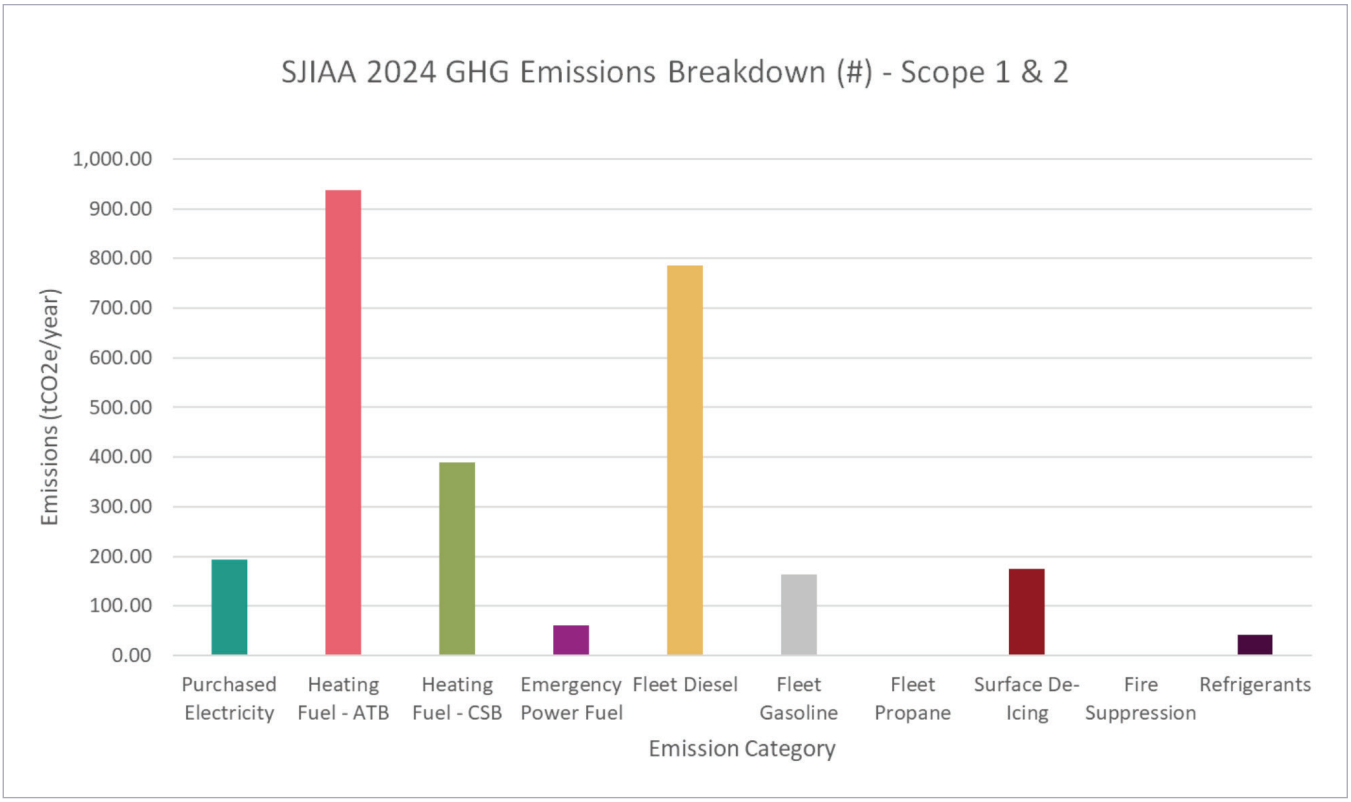
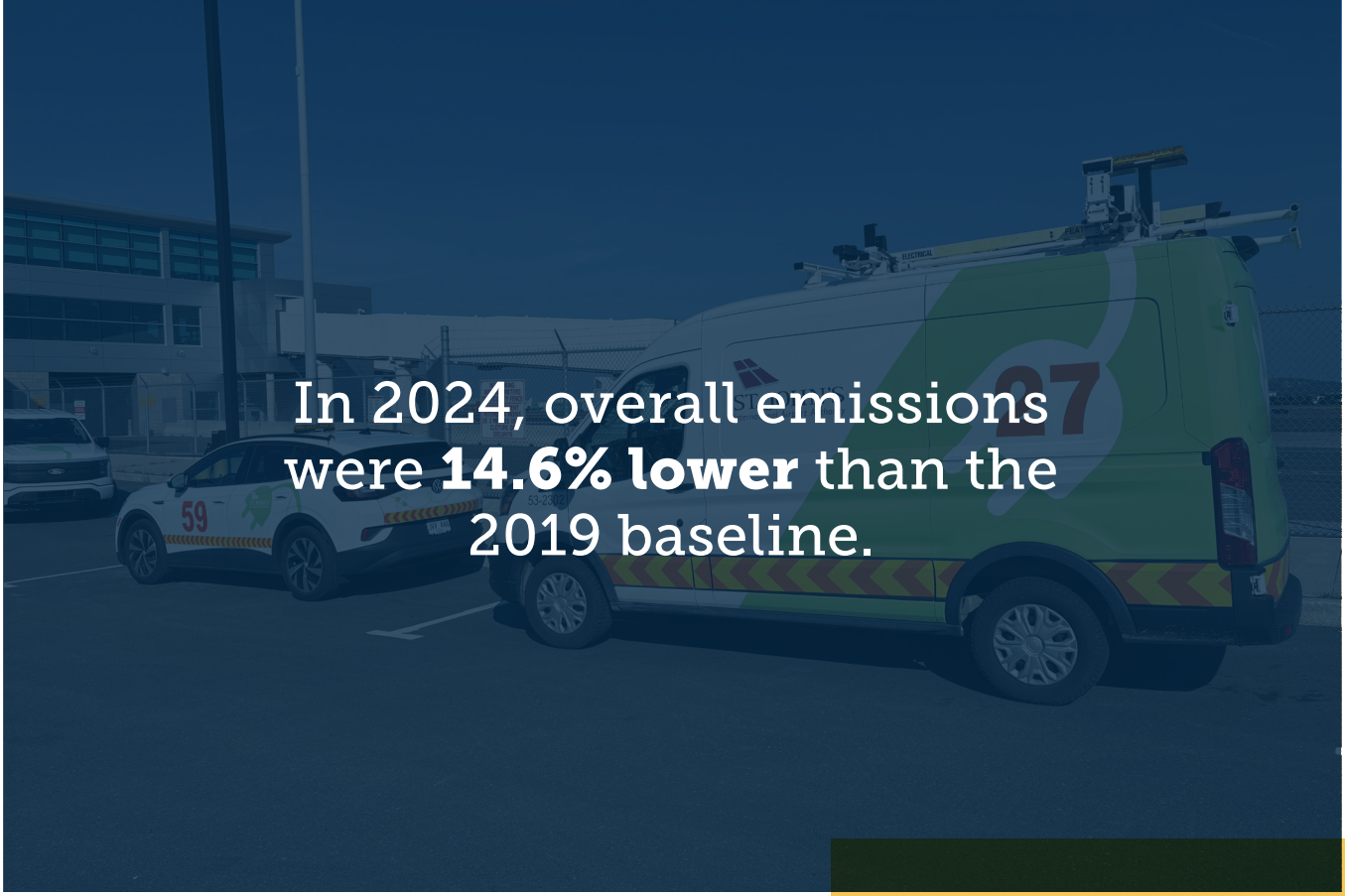


Figure 2.2 *SJIAA 2024 GHG Emissions Breakdown (#) Scope 1 & 2*



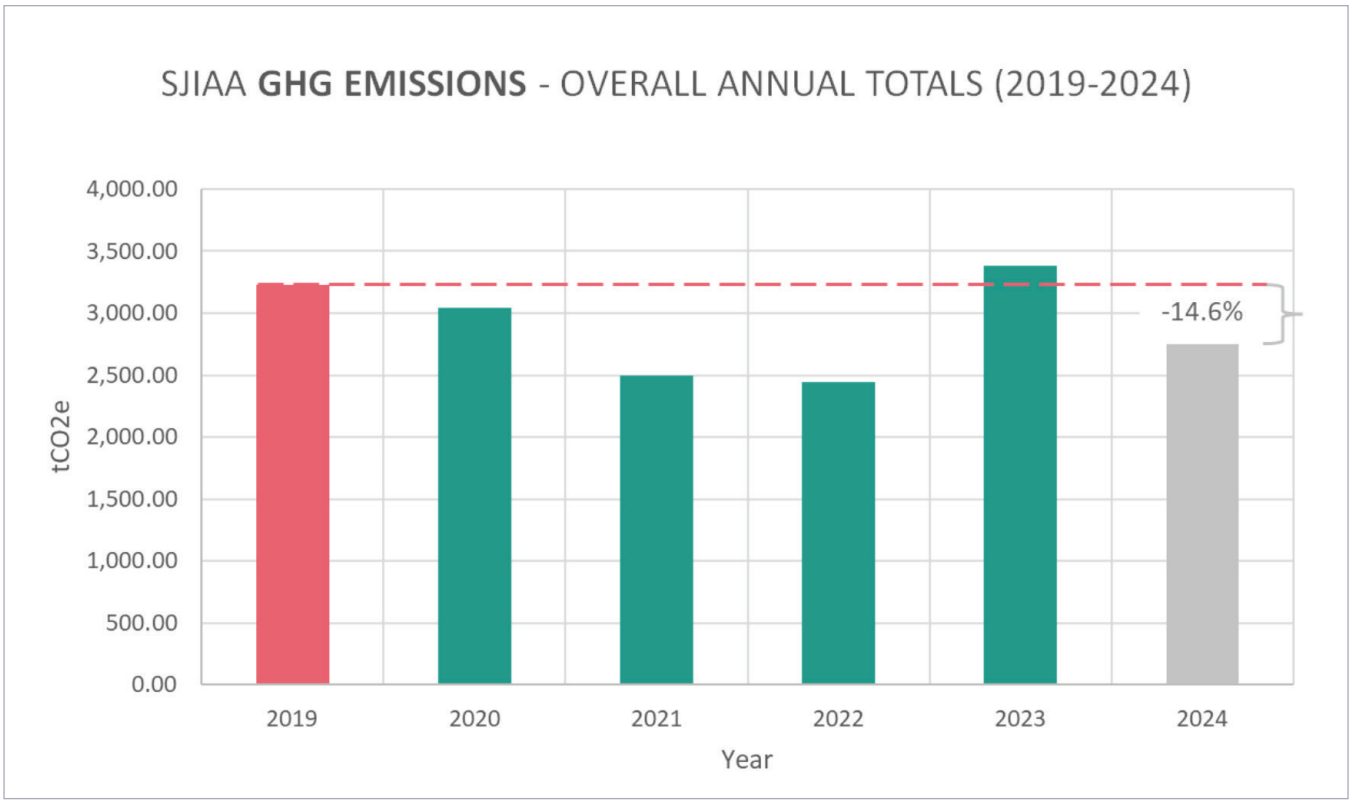


Figure 2.3 *SJIAA Total GHG Emissions - Change from 2019 Baseline to 2024*

3-Year Rolling Average

Using the three-year rolling average method defined by ACA and required for award of Level 2, the 2024 Scope 1 and 2 emissions were 1% lower than the average of 2021, 2022, and 2023.

The per-passenger emissions metric fell by 42.5% compared to the three-year rolling average, due to passenger numbers returning to near pre-COVID levels after a significant drop in 2021.

For more detailed information about the GHG inventory results or process, see the 2024 Corporate GHG Inventory Report.

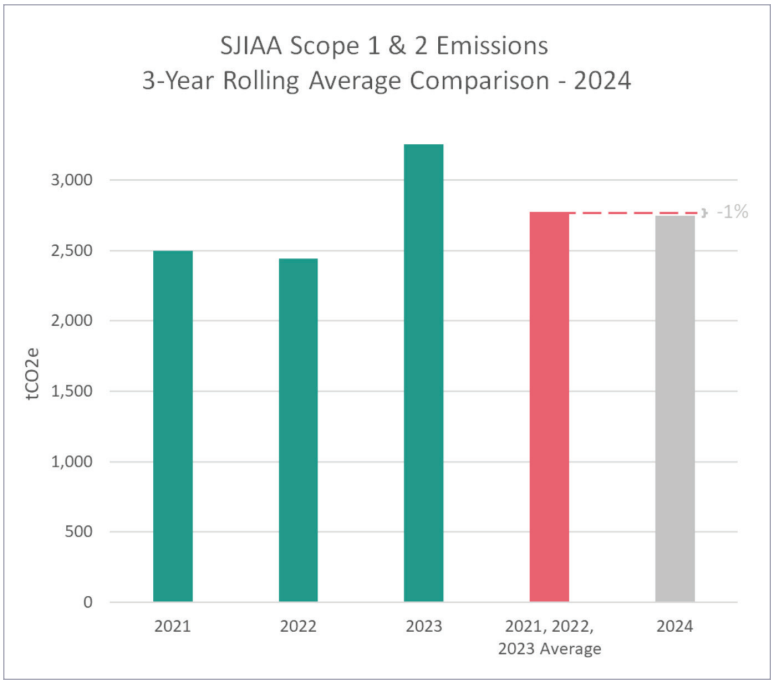


Figure 2.4 *SJIAA Scope 1 and 2 GHG Emissions 3-year Rolling Average Comparison - 2024*

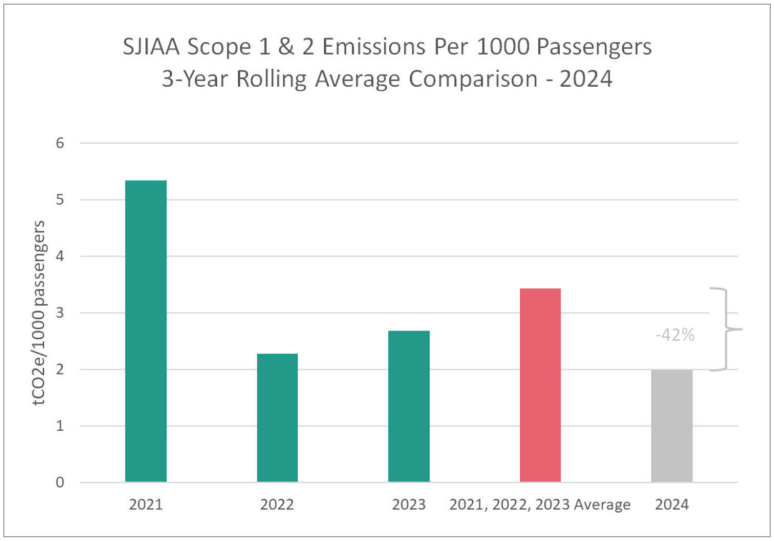


Figure 2.5 *SJIAA Scope 1 and 2 GHG Emissions per 1000 Passengers - 3-year Rolling Average Comparison - 2024*

2.b. Carbon Management Policy and GHG Emission Reduction Target

SJIAA has adopted a Carbon Management Policy (Appendix A). This policy commitment to emissions reductions is required for the ACA program. The policy is reviewed annually.

The Carbon Management Policy targets carbon neutrality by 2050. Carbon neutrality involves reducing emissions as much as feasible and then purchasing high-quality, certified carbon credits to account for the remaining emissions that cannot be mitigated. To ensure that this long-term goal is achievable, intermediate, project-specific targets are required.

As of November 2025, **SJIAA is targeting a 18-25% reduction in Scope 1 and 2 GHG emissions with respect to the 2019 baseline year by 2030.** This target has been determined considering the progress experienced to date and planned activities over the next 5 years (as outlined in Section 3).

The future emission factor for the Newfoundland and Labrador electricity grid is a key source of uncertainty of which SJIAA has no control. If more fossil fuel-based infrastructure is introduced to the system, the carbon intensity of electricity will go up, and the electricity emissions reported by SJIAA may go up despite a reduction in energy use. It is currently unclear which actions may be taken by the utility to meet rising electricity demand in NL; therefore, SJIAA proceeded with selecting a reduction target considering the provincial electricity emission factor to be constant. Progress toward the reduction target will be monitored annually, and the target may be adjusted accordingly.

2.c. Organizational Structure, Responsibility and Resource Allocation

SJIAA is a complex organization with a robust of team management professionals and support staff (see Organizational Chart in Appendix B). The management team is governed by a 12-seat Board of Directors which guides the strategic direction of SJIAA. The Senior Leadership Team and the Board of Directors are united in their vision - to be an airport leader advancing Newfoundland and Labrador's economy and global reach. They understand that being a leader in these times involves addressing climate change and the energy transition boldly. One of the five core values of SJIAA as an organization is Sustainability.

SJIAA's Manager of Safety and Environment serves as lead of the Carbon Management Plan (CMP) and related initiatives. This individual is responsible for coordinating across other SJIAA departments to develop, implement, and monitor the Plan, and reports to the Director of Operations, the Board of Directors and other members of the Senior Leadership Team.

> "We act responsibly to reduce our carbon footprint and protect our environment, to support the communities we serve, and to ensure both the financial strength of our organization and the health of the provincial economy."

Resource Allocation

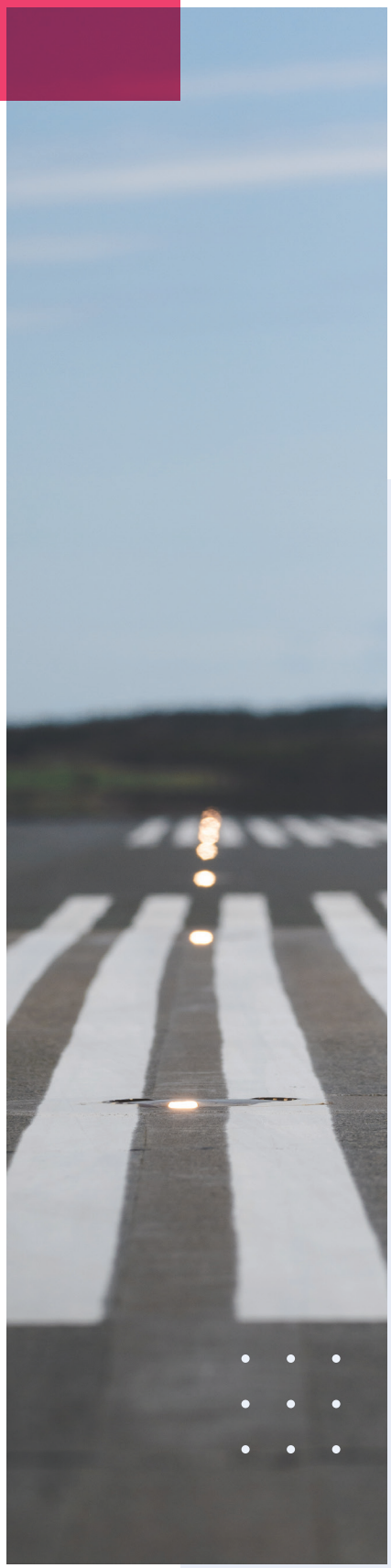
Under the direction of the Manager, the Supervisor of Safety & Sustainability manages the development of the GHG inventory each year, coordinating with relevant departments to obtain required data – such as Infrastructure, Operations, Information Technology, and Finance. This individual coordinates with ACA to ensure that accreditation requirements are met, such as third-party verification.

The Director of Infrastructure and Planning, Manager of Infrastructure, Manager of Emergency Response and Planning, Manager of Airside Services, Manager of IT and Cyber Security, and Director of Information Technology each play a key role in planning and execution of carbon reduction and resiliency initiatives.

The Director of Business Development and Marketing, Director of Strategy, People and Culture, and Manager of Commercial Development and Customer Experience are involved in developing a draft Stakeholder Engagement Plan in 2025, a requirement of ACA Level 3. They will also play important roles in building internal momentum and support among all Airport staff for the activities of the CMP. Major decision-making and spending related to the CMP will be overseen by the Director of Finance and Chief Executive Officer.

The CMP will be managed by these existing staff positions and integrated into day-to-day decision-making and budgeting. SJIAA also has a strong relationship with Fundamental Inc. who has been providing sustainability guidance to the Airport for several years.

The development of this CMP, and the implementation of some initiatives, has been supported by the Government of Newfoundland and Labrador via their Green Transition Fund. SJIAA will continue to seek funding opportunities from the provincial and federal governments to ensure that carbon reduction projects are implemented as quickly as possible.



2.d. Self-Assessment and Auditing

Self-assessment of CMP progress has been integrated into the CMP Matrix utilized as a living document by SJIAA (spreadsheet format). This report includes ‘snapshots’ of this matrix (Section 3), reflecting the status of actions as of the report date.

The CMP Matrix is divided into two sections - Initiative Assessment (whereby potential actions are reviewed and prioritized; Section 3.A.) and Implementation Strategy (whereby actions are planned and progress is tracked; Section 3.B.).

As per ACA requirements, third-party verification of the GHG inventory and CMP will occur regularly. SJIAA undergoes regular financial auditing as a not-for-profit organization.

2.e. Communication, Awareness & Training

SJIAA is drafting a Stakeholder Engagement Plan (SEP) and public awareness campaign in 2025 as part of the project scope funded by the Green Transition Fund. The activities that result from the SEP will contribute to the advancement of the CMP.

The SEP, required for ACA Level 3, involves encouraging and/or facilitating emission reductions by third-party stakeholders connected to SJIAA (including other building tenants such as shops and food vendors, equipment suppliers, airlines, and the public). Along with this goal, the SEP will also identify how to build the capacity of SJIAA staff to implement the CMP.

3. Carbon Management Plan

SJIAA's Carbon Management Plan (CMP) is a living document consisting of two phases: 1) Initiative Assessment and, 2) Implementation Tracking, organized in a spreadsheet format and sorted by category.

The Initiative Assessment phase serves as a 'decision matrix'. By assigning ratings for GHG Impact, Upfront Cost, and Operational Cost, SJIAA can determine whether a potential action is feasible, if it should be prioritized, or if it needs further investigation. The outcome of these assessments feed into the Implementation Tracking phase whereby specific timelines and responsibility are assigned to actions and progress is monitored.

The spreadsheet is maintained internally and reviewed and updated regularly. The tables included in this report represent the status of actions at the time of publishing.

3.a. Initiative Assessment

Potential GHG and cost impacts of all actions have not yet been quantified. Approximate ratings have been assigned based on current expectations and will be updated as more information is obtained. For some activities, the GHG impact cannot be confirmed until the activity is implemented and the results are reflected in the GHG inventory.

3.a.i. Buildings

Based on the initial estimates below, electrifying all heating systems and increasing energy efficiency of buildings should reduce SJIAA's overall emissions by about 48% compared to the 2019 baseline – to be confirmed by Action Item #1 (energy audits and feasibility studies).

Asset/ Category	#	Action	GHG Estimate (tCO_2e) (+ or -)	GHG Impact Rating	Upfront Cost Rating	Operational Cost Impact Rating
Airport Terminal Building (ATB) + Airfield Lighting	1	**Increase Building Efficiency Pursue Energy Audits and Feasibility Studies** This action will identify, scope, and prioritize energy efficiency measures for all SJIAA facilities based on detailed energy audits and technical and financial analyses. It is anticipated that a number of individual action items will result from this initial step; they will then be input to this matrix. Potential projects to be evaluated include: - Addressing heat loss through the baggage belt doors and upgrade from electric resistance heaters to heat pumps. - Address heat loss through the front door via airlocks, air curtains. - Capture heat recovery opportunities (e.g., from electrical room). - Improved energy management/ control systems in ATB (e.g., occupancy controls). - Heating system decarbonization. - Full renewable energy system and energy storage to allow independence from the grid.		Moderate Decrease For energy efficiency measures, generally	Low For the audits/ studies, relatively	Decrease For energy efficiency measures, generally

Asset/ Category	#	Action	GHG Estimate (tCO_2e) (+ or -)	GHG Impact Rating	Upfront Cost Rating	Operational Cost Impact Rating
Airport Terminal Building (ATB) + Airfield Lighting	2	**Electrify Heating System** Detailed analysis of this will be included in the above "Increase Building Efficiency" feasibility study scope. Initial estimates of GHG and operational cost impact are included at this time.	-972	Significant Decrease	TBD	TBD
	3	**Exterior LED Conversion** Airfield lighting, signage, precision approach path indicators (PAPIs) & windsocks		Moderate Decrease	Low	Decrease
	4	**Exterior LED Conversion** Touchdown Zone and Centreline		Moderate Decrease	Low	Decrease
	5	**Interior LED Conversion** occurring as lights are due for replacement		Moderate Decrease	Low	Decrease
	6	**Design ATB Expansion** for maximum energy efficiency (e.g., Zero Carbon Building Standard guidance)		Significant Decrease	TBD	Decrease
Combined Services Building (CSB)	7	Maintenance building control system upgrade - **ControlPro**	-200	Moderate Decrease	Medium	Decrease
	8	Fire Hall control system upgrade - **ControlPro**		Moderate Decrease	Medium	Decrease
	9	Storage building control system upgrade - **ControlPro**		Moderate Decrease	Medium	Decrease
	10	**Electrify Heating System** Detailed analysis of this will be included in the above "Increase Building Efficiency" feasibility study scope. Initial estimates of GHG and operational cost impact are included at this time.	-414	Significant Decrease	TBD	TBD

3.a.ii. Transportation

SJIAA utilizes a significant amount of heavy equipment for which non-fossil fuel options are not expected to be available for some time. Elimination of all gasoline-powered vehicles (light/medium duty) would result in an about 5% overall emissions reduction.

Asset/ Category	#	Action	GHG Estimate (tCO_2e) (+ or -)	GHG Impact Rating	Upfront Cost Rating	Operational Cost Impact Rating
Fleet Electrification	1	2 light duty EVs purchased in 2023 [2 x Ford E-Transit Cargo]		Moderate Decrease	Medium	Decrease
	2	Purchased 3 Ford Lightnings & 3 Volkswagen ID.4's in 2025	-35	Moderate Decrease	Medium	Decrease
	3	6 more light-duty EV replacements planned over the next 3 years	-35	Moderate Decrease	Medium	Decrease
	4	Investigate the potential to electrify small-medium equipment (i.e. mowers, side-by-side, scissor lift, cannons)		Moderate Decrease	Low	Decrease
	5	Complete planning exercise for remaining light- and medium-duty fleet vehicles		N/A	Low	Negligible Change
	6	Complete planning exercise/ market scan for zero emission heavy duty vehicle options		N/A	Low	Negligible Change
Fleet Efficiency	7	Several fleet vehicles upgraded from Tier 3 to Tier 4 engines		Moderate Decrease	Medium	Decrease
	8	Investigate use of oil recycling filters		Moderate Decrease	TBD	Decrease

3.a.iii. Renewables and Back-Up

SJIAA will approach the introduction of renewable energy and energy storage systems in several ways (e.g., a phased approach of several smaller projects and one large installation). The high-level GHG estimate included below considers the potential for 100% on-site electricity generation and back-up power, effectively eliminating current electrical grid and back-up diesel generator emissions. This would result in roughly an 8% reduction in overall emissions compared to the 2019 baseline.

Asset/ Category	#	Action	GHG Estimate (tCO_2e) (+ or -)	GHG Impact Rating	Upfront Cost Rating	Operational Cost Impact Rating
New Parking Garage	1	Utilize top floor roof for solar PV		Moderate Decrease	TBD	Decrease
Airfield Back-Up + Low Visibility Generators	2	Investigate opportunities to reduce generator run time through controls, policy + procedures		Moderate Decrease	Low	Decrease
	3	Utilize battery system for low visibility lighting		Moderate Decrease	TBD	Decrease
ATB Back-Up Generators	4	Large-scale battery back-up system for airport terminal building	-60	Significant Decrease	High	Decrease
	5	Large-scale on-site renewable energy installation for load reduction and peak load management (curtailment) [in addition to parking garage PV, consider hybrid-PVT panels]	-200	Significant Decrease	High	Decrease
Access Gates (Commercial and/or Air Side)	6	Pilot small scale solar + battery systems		Moderate Decrease	Medium	Decrease

3.a.iv. Scope 3 Items

Although not all Scope 3 emissions have yet been quantified in SJIAA's GHG inventory (up to 2024), actions to address them are already underway or planned. Quantifying the GHG impact of some of these actions is difficult to do in advance of implementation. For example, installing public electric vehicle (EV) charging stations is an important aspect of facilitating the broader societal transition to decarbonized transportation, but whether this action at SJIAA indirectly encourages an individual to switch from a fossil fuel powered vehicle is debatable. Along with this, estimating the amount of electricity to be used by the chargers is dependent on the uptake – how many vehicles use them, how often, and for how long – which will not be known until they are in place for a period of time. The impact of some other items, such as organic waste diversion or use of an electric passenger shuttle, can be quantified fairly accurately, however, baseline levels of emissions must be included in the inventory first before reductions can be claimed. SJIAA plans to begin gathering data for several Scope 3 items in 2026.

Asset/ Category	#	Action	GHG Estimate (tCO_2e) (+ or -)	GHG Impact Rating	Upfront Cost Rating	Operational Cost Impact Rating
Solid Waste	1	Organic waste collection pilot project		Moderate Decrease	Low	Negligible Change
	2	Begin including solid waste emissions in GHG inventory		N/A	Low	Negligible Change
Public/Staff Transportation	3	Partner with taxi companies, nearby hotels, and Metrobus to offer electric services (e.g., partner on a funding application)		Moderate Decrease	TBD	Negligible Change
	4	EV charging lot with power infrastructure in place (36 chargers to start, with space for ~200 in future)		N/A	High	Negligible Change
	5	Begin quantifying public transportation emissions; build on passenger survey that is already conducted		N/A	Low	Negligible Change
Ground Service Equipment	6	Install 8 charging ports for ground service equipment (Air Canada)		N/A	Medium	Negligible Change
	7	Install further electric ground service equipment charging infrastructure		N/A	Medium	Negligible Change

3.b. Implementation Tracking

The tables below represent the status of actions at the time of report preparation (November 2025). Implementation is tracked by SJIAA continuously in spreadsheet format.

3.b.i. Buildings

Asset/ Category	#	Action	Status	Timeline	Responsibility	Monitoring
Airport Terminal Building (ATB) + Airfield Lighting	1	**Increase Building Efficiency - Pursue Energy Audits and Feasibility Studies** This action will identify, scope, and prioritize energy efficiency measures for all SJIAA facilities based on detailed energy audits and technical and financial analyses. It is anticipated that a number of individual actions will result from this initial step; they will then be input to this matrix individually.	Ongoing	Investigating completion of audits/studies 2025-27	SJIAA Infrastructure Operations Consultant Contractor	GHG and cost savings from implemented efficiency measures will be tracked via the annual GHG inventory and regular accounting tools
	2	**Electrify Heating System** Detailed analysis of this will be included in the above “Increase Building Efficiency” feasibility study scope.	Investigating	Investigating 2025-27	SJIAA Infrastructure	

3.b.i. Buildings (Continued)

Asset/ Category	#	Action	Status	Timeline	Responsibility	Monitoring
Airport Terminal Building (ATB) + Airfield Lighting	3	Exterior LED Conversion - Airfield lighting, signage, precision approach path indicators (PAPIs) & windsocks	Ongoing	100% complete by end 2030	SJIAA Infrastructure	GHG and cost savings are tracked via the annual GHG inventory and regular accounting tools
	4	Exterior LED Conversion - Touchdown Zone and Centreline	Planned	By 2030	SJIAA Infrastructure	GHG and cost savings will be tracked via the annual GHG inventory and regular accounting tools
	5	Interior LED Conversion - occurring as lights are due for replacement	Ongoing	As needed	SJIAA Infrastructure	Proceeding steadily, around 63% power reduction as of March 2025
	6	Design ATB Expansion for maximum energy efficiency (e.g. Zero Carbon Building Standard guidance)	Investigating	Approx. 2027	SJIAA Infrastructure	
Combined Services Building (CSB)	7	Maintenance building control system upgrade - ControlPro	Complete	2024	SJIAA Infrastructure; Contractor	GHG and cost savings are tracked via the annual GHG inventory and regular accounting tools
	8	Fire Hall control system upgrade - ControlPro	Complete	2024	SJIAA Infrastructure; Contractor	GHG and cost savings are tracked via the annual GHG inventory and regular accounting tools

3.b.i. Buildings (Continued)

Asset/ Category	#	Action	Status	Timeline	Responsibility	Monitoring
Combined Services Building (CSB)	9	Storage building control system upgrade - ControlPro	Ongoing	2025	SJIAA Infrastructure; Contractor	GHG and cost savings will be tracked via the annual GHG inventory and regular accounting tools
	10	Electrify heating system Detailed analysis of this will be included in the above "Increase Building Efficiency" feasibility study scope. Initial estimates of GHG and operational cost impact are included at this time.	Investigating	Investigating 2025-27	SJIAA Infrastructure	

3.b.ii. Transportation

Asset/ Category	#	Action	Status	Timeline	Responsibility	Monitoring
Fleet Electrification	1	2 light duty EVs purchased in 2023 [2 x Ford E-Transit Cargo]	Complete	2023	SJIAA Operations	GHG and cost savings are tracked via the annual GHG inventory and regular accounting tools
	2	Purchased 3 Ford Lightnings and 3 Volkswagen ID.4's in 2025	Complete	2025	SJIAA Operations	GHG and cost savings will be tracked via the annual GHG inventory and regular accounting tools
	3	6 more light-duty EV replacements planned over the next 3 years	Ongoing	Complete by end 2028	SJIAA Operations	
	4	Investigate the potential to electrify small-medium equipment (i.e. mowers, side-by-side, scissor lift, cannons)	Ongoing	2025-26	SJIAA Operations	
	5	Complete planning exercise for remaining light- and medium-duty fleet vehicles	Planned	2028	SJIAA Operations	
	6	Complete planning exercise/market scan for zero emission heavy duty vehicle options	Planned	2030	SJIAA Operations	

3.b.ii. Transportation

Asset/ Category	#	Action	Status	Timeline	Responsibility	Monitoring
Fleet Efficiency	7	Several fleet vehicles upgraded from Tier 3 to Tier 4 engines	Complete	2022-24	SJIAA Operations	GHG and cost savings are tracked via the annual GHG inventory and regular accounting tools
	8	Investigate use of oil recycling filters	Planned	2025-26	SJIAA Operations	

3.b.iii. Renewables and Back-Up

Asset/ Category	#	Action	Status	Timeline	Responsibility	Monitoring
New Parking Garage	1	Utilize top floor roof for solar PV	Investigating	Investigating 2025-27	SJIAA Operations	
Airfield Back-Up + Low Visibility Generators	2	Investigate opportunities to reduce generator run time through controls, policy + procedures	Idea		SJIAA Operations	
	3	Utilize battery system for low visibility lighting	Investigating	Investigating 2025-27	SJIAA Infrastructure/ Operations	
ATB Back-Up Generators	4	Large-scale battery back-up system for airport terminal building	Investigating	Investigating 2025-27	SJIAA Infrastructure/ Operations	
	5	Large-scale on-site renewable energy installation for load reduction and peak load management (curtailment) [in addition to parking garage PV, consider hybrid-PVT panels]	Investigating	Investigating 2025-27	SJIAA Infrastructure/ Operations	
Access Gates (Commercial and/or Air Side)	6	Pilot small scale solar + battery systems	Idea	Investigating 2025-27	SJIAA Infrastructure/ Operations	

3.b.iv. Renewables and Back-Up

Asset/ Category	#	Action	Status	Timeline	Responsibility	Monitoring
Solid Waste	1	Organic waste collection pilot project	Ongoing	Began June 2025	Supervisor - Safety and Sustainability; Composting Provider	As of October 21st 2025, 6359 lbs or 2884 kg of organic waste was collected from SJIAA (an average of 71 lbs or 32 kg per day).
	2	Begin including solid waste emissions in GHG inventory	Planned	2026	Supervisor – Safety & Sustainability; Consultant	
Public/Staff Transportation	3	Partner with taxi companies, nearby hotels, and Metrobus to offer electric services (e.g., partner on a funding application)	Idea	Investigate during Stakeholder Engagement Plan development in 2025/26	Supervisor - Safety and Sustainability; Consultant	
	4	EV charging lot with power infrastructure in place (36 chargers to start, with space for ~200 in future)	Ongoing	Q4 2025	SJIAA Infrastructure	Uptake/ electricity consumption will be recorded by the chargers
	5	Begin quantifying public transportation emissions; build on passenger survey that is already conducted	Planned	2026	Supervisor – Safety & Sustainability; Consultant; SJIAA Communications team	
Ground Service Equipment	6	Install 8 charging ports for ground service equipment (Air Canada)	Ongoing	2025-26	SJIAA Infrastructure	Obtain feedback from Airlines
	7	Install further electric ground service equipment charging infrastructure	Planned	Investigate during Stakeholder Engagement Plan development in 2025/26	Supervisor - Safety and Sustainability; Consultant	SJIAA is monitoring demand from Airlines

4. Conclusion

Looking ahead, SJIAA remains committed to advancing its sustainability goals and deepening its participation in the ACA program. Building on the progress achieved to date, SJIAA aims to reduce its Scope 1 and 2 GHG emissions by 18-25% with respect to the 2019 baseline year by 2030, in line with its Carbon Management Policy.

To achieve this target, SJIAA will continue to invest in energy efficiency, fleet electrification, waste reduction, and stakeholder collaboration. Key ongoing and upcoming initiatives include:

- Completion of control system upgrades to the Combined Services Building (CSB) and in-depth assessment of additional efficiency measures that can be taken in the CSB and the Airport Terminal Building (ATB), including electrification of the heating systems;
- Continued investigation of on-site renewable energy and energy storage opportunities;
- Further electrification of the light-duty fleet - six new EVs purchased in 2025 and six additional EV replacements planned by 2028;
- Installation of a dedicated EV charging lot, initially supporting 36 chargers, with infrastructure designed to accommodate up to 200 future units;
- Deployment of eight charging ports for Air Canada's ground service equipment, advancing the decarbonization of airside operations;
- Expansion of organic waste diversion, building on the 2025 pilot that successfully diverted 6,359 lbs (2,884 kg) of compostable material in 6 months, avoiding approximately 1.65 tCO_2e emissions from landfill disposal.

As of the publication of this report, SJIAA is in the process of obtaining ACA Level 2 accreditation. In parallel, SJIAA is developing a Stakeholder Engagement Plan (in preparation for ACA Level 3) and plans to begin initiating key engagement activities in 2026.

5. Appendix

ST. JOHN'S
International Airport Authority

Carbon Management Policy Statement

The St. John's International Airport Authority (SJIAA) recognizes the challenges and environmental impacts associated with climate change. We understand and accept that it is part of our responsibility and obligation to conduct our operations with environmental sustainability at the forefront and with a goal of continually reducing our greenhouse gas (GHG) emissions.

The SJIAA is committed to the reduction of carbon emissions at our Airport and shall ensure that carbon reduction initiatives are part of our daily and strategic goals. The SJIAA shall create a Carbon Reduction Strategic Plan that will outline our short- and long-term strategies for carbon reduction. The Carbon Reduction Strategic Plan shall take into consideration energy reduction opportunities and initiatives, environmental sustainability in all construction activities, increasing the use of renewable energy, airport electrification initiatives, and continuous engagement with our stakeholders including airline partners and government authorities. The SJIAA shall have an ultimate goal to net zero emissions by 2050 in accordance with Canada's Aviation Climate Action Plan (2022).

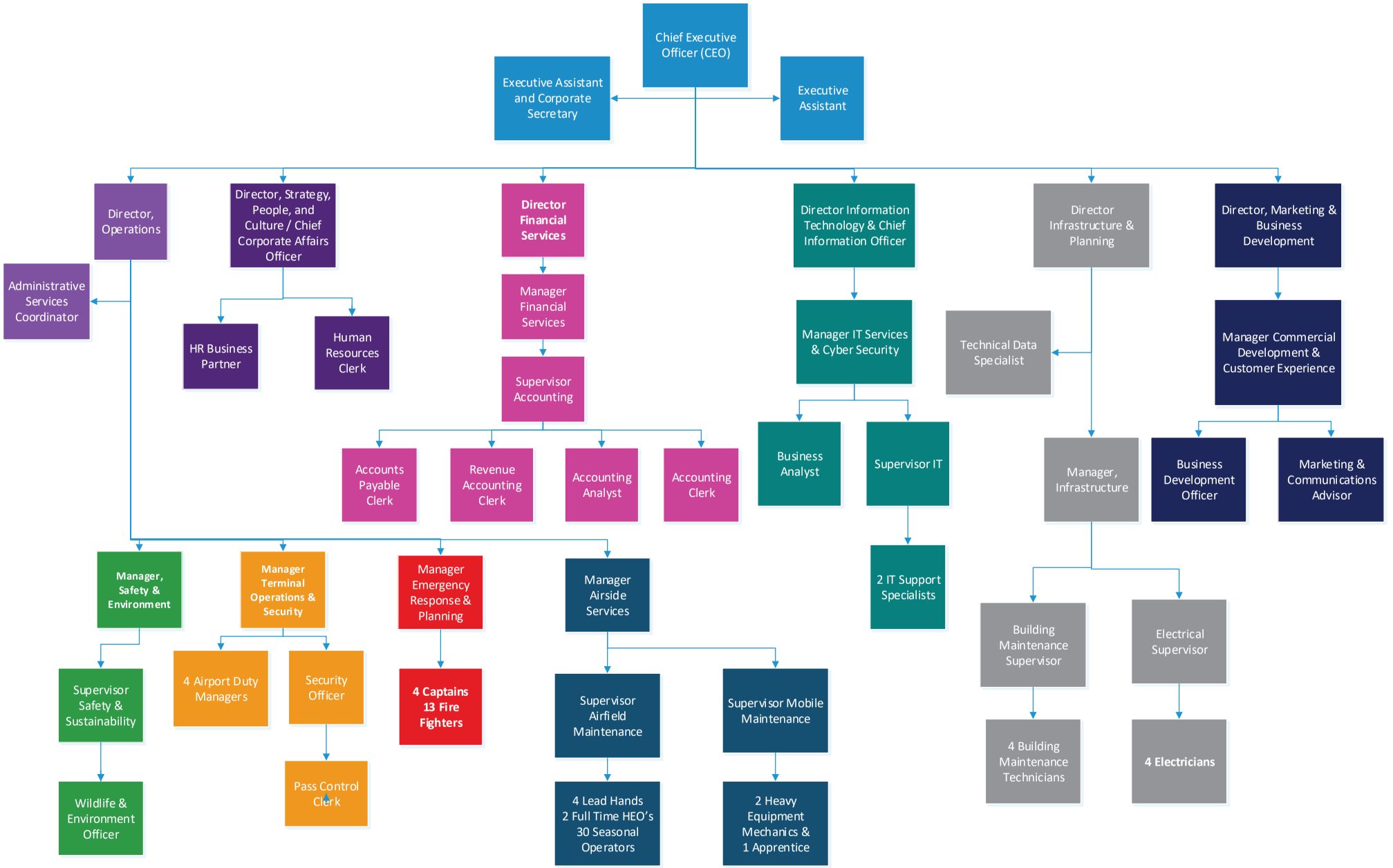
In support of the Carbon Reduction Policy, the SJIAA shall join the Airport Carbon Accreditation Program (ACA) which aims to promote the decarbonization of airports through a strategy of quantification, reduction, optimization and offset of its emissions. The SJIAA timeline for ACA Certification Levels is as follows:

Level 1 (Monitoring):	2024 (Achieved)
Level 2 (Reduction):	2026
Level 3 (Optimization):	2030
Level 4 (Neutrality):	2050

The SJIAA Carbon Management Policy shall be reviewed and amended on an annual basis.

Dennis Hogan
Chief Executive Officer

Feb. 25/25
Date


Chief Executive Officer (CEO)
Executive Assistant and Corporate Secretary
Executive Assistant
Director, Operations
Director, Strategy, People, and Culture / Chief Corporate Affairs Officer
Director Financial Services
Director Information Technology & Chief Information Officer
Director Infrastructure & Planning
Director, Marketing & Business Development
Administrative Services Coordinator
HR Business Partner
Human Resources Clerk
Manager Financial Services
Supervisor Accounting
Manager IT Services & Cyber Security
Technical Data Specialist
Manager Commercial Development & Customer Experience
Accounts Payable Clerk
Revenue Accounting Clerk
Accounting Analyst
Accounting Clerk
Business Analyst
Supervisor IT
Manager, Infrastructure
Business Development Officer
Marketing & Communications Advisor
Manager, Safety & Environment
Manager Terminal Operations & Security
Manager Emergency Response & Planning
Manager Airside Services
2 IT Support Specialists
Building Maintenance Supervisor
Electrical Supervisor
Supervisor Safety & Sustainability
4 Airport Duty Managers
Security Officer
4 Captains 13 Fire Fighters
Supervisor Airfield Maintenance
Supervisor Mobile Maintenance
4 Building Maintenance Technicians
4 Electricians
Wildlife & Environment Officer
Pass Control Clerk
4 Lead Hands 2 Full Time HEO's 30 Seasonal Operators
2 Heavy Equipment Mechanics & 1 Apprentice

ST. JOHN'S
International Airport Authority