

CARBON FOOTPRINT REPORT YEAR 2025

Aéroport Pau-Pyrénées



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Aéroport Pau Pyrénées

Pau Pyrénées Airport
is reducing its own CO₂
emissions and engaging its
business partners
to do the same.


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EMISSIONS TRENDS

Emissions summary, Location-Based approach

Year	Scope 1 (TCO _{2eq})	Scope 2 (TCO _{2eq})	Scope 3 (TCO _{2eq}) ⁷	Total (TCO _{2eq})
2019	353.1	81.8	-	434.9
2021	228.8	68.8	-	297.7
2022	199.4	65.2	-	264.7
2023	200.5	71.8	7214.7 ⁸	7487
2024	137	54.0	58207.2 ⁹	58398.2
2025	173	46.1	31 805 ¹⁰	32 025

7: Categories 3,5,6,7,11,13

8: Flight emissions – LTO + APU + MRO – Military flights included

9: Flight emissions – full flight + APU + MRO – Military flights included

10: Flight emissions – full flight + APU + MRO – Military flights not included

The airport is located in metropolitan France; the location-based emission factor is equal to that of metropolitan France. The emission factor used for each year is defined in the ADEME (*French Environment and Energy Management Agency*) Carbon Footprint Database (*Base Empreinte*), which accounts only for power plant combustion emissions; upstream, transmission, and distribution emissions are accounted for in Scope 3.

 (Reports prepared in accordance with the [GHG Protocol](#))

EMISSIONS TRENDS

Emissions summary, Market-Based approach

Year	Scope 1 (TCO _{2eq})	Scope 2 (TCO _{2eq})	Scope 3 (TCO _{2eq}) ⁷	Total (TCO _{2eq})
2019	353.1	84.5	-	437.6
2021	228.8	88.0	-	316.8
2022	199.4	241.3	-	440.7
2023	200.5	67.7	7214.7 ⁸	7482.9
2024	137	46.3	58207.2 ⁹	58390.5
2025	173	33.9	31 805 ¹⁰	32 012

7: Categories 3,5,6,7,11,13

8: Flight emissions – LTO + APU + MRO – Military flights included

9: Flight emissions – full flight + APU + MRO – Military flights included

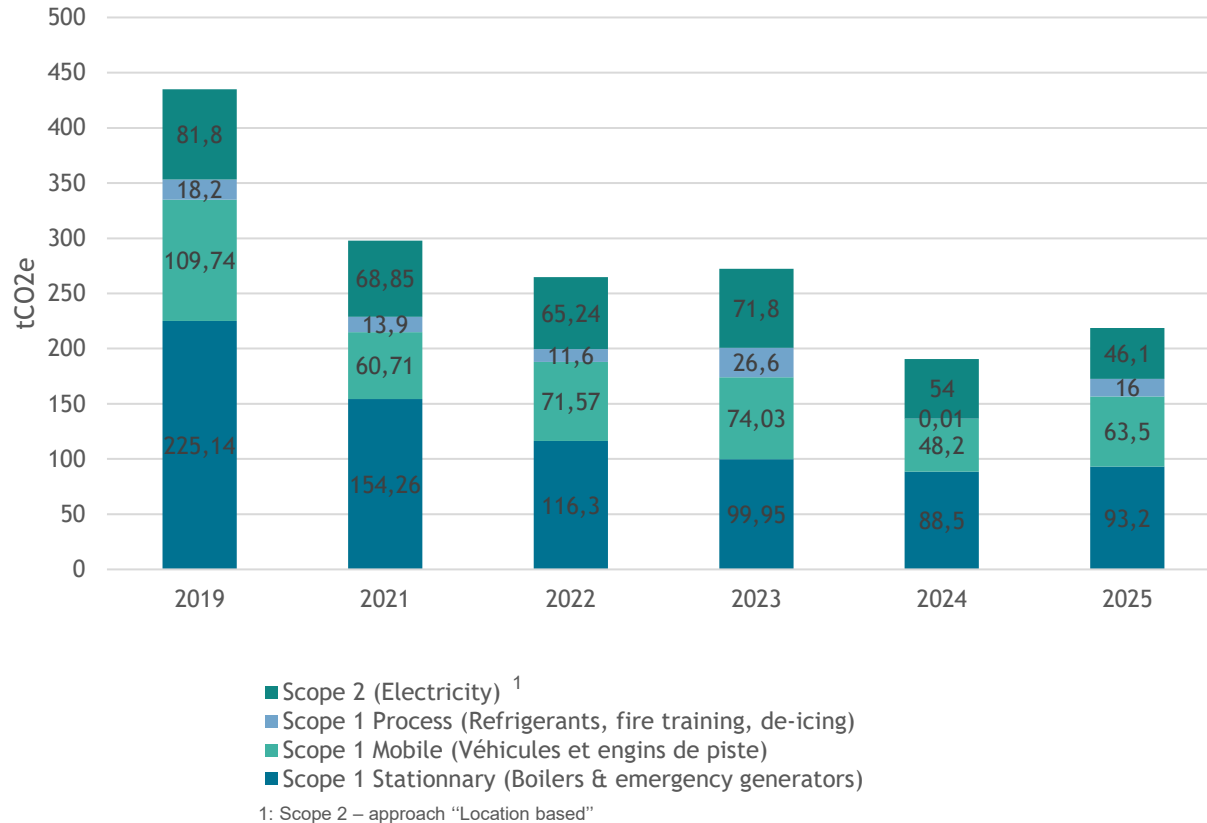
10: Flight emissions – full flight + APU + MRO – Military flights not included

The market-based electricity emission factor is based on data provided by EDF, the airport's electricity supplier. In 2025, the airport consumed no renewable electricity.

(Reports prepared in accordance with the [GHG Protocol](#))

EMISSIONS TRENDS

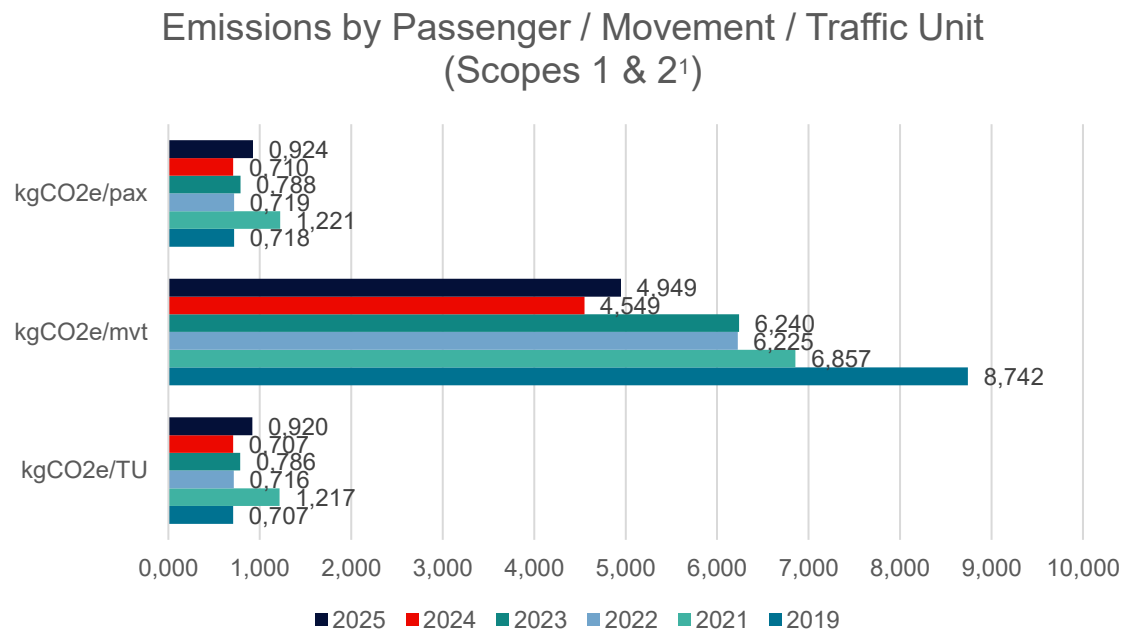
Emissions breakdown by scope and year (Scopes 1 & 2)



(Reports prepared in accordance with the [GHG Protocol](#))

EMISSIONS TRENDS

Emissions breakdown by year and intensity target (Scopes 1 & 2)



1: Scope 2 – Location based approach

(Reports prepared in accordance with the [GHG Protocol](#))

EMISSIONS TRENDS

✿ Breakdown of Scope 3 emissions for the 2025 financial year :



✿ Scope 1 and Scope 2 emissions of airport platform partners (flying clubs, aircraft maintenance companies, refuelling companies, car rental agencies, catering services) : **~193.6 tCO₂eq**



✿ Mobility (surface access and airport platform employees) : **~678.6 tCO₂eq**



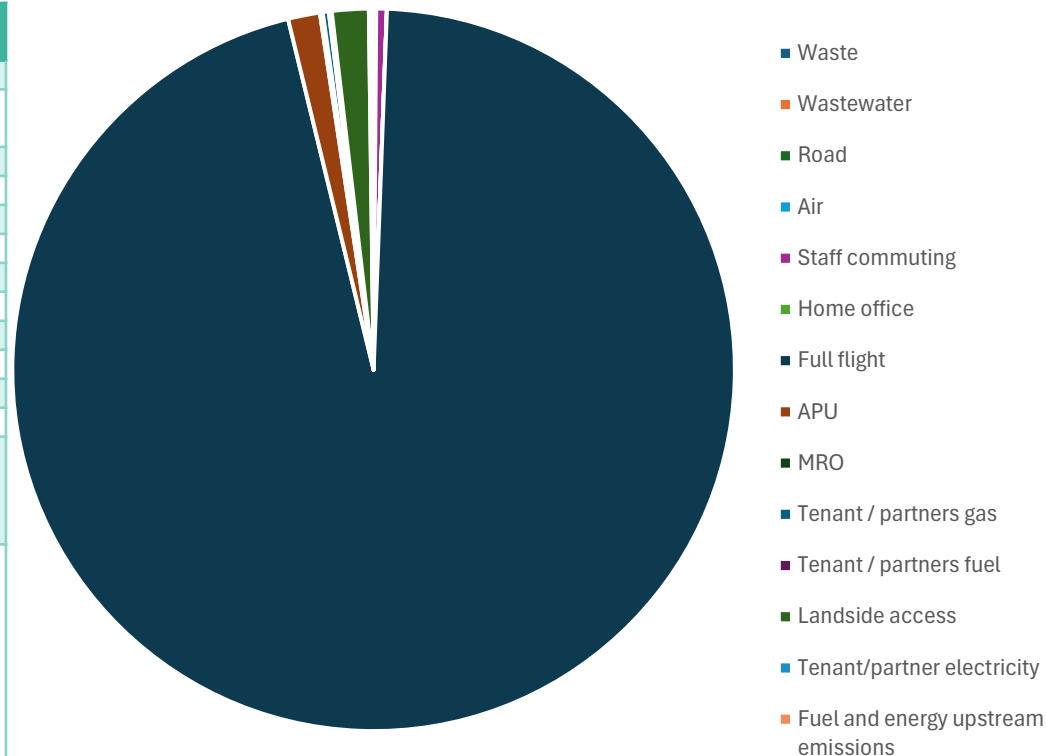
✿ Civil aviation emissions : **~30 901.4 tCO₂eq**

✿ (Reports prepared in accordance with the [GHG Protocol](#))

EMISSIONS TRENDS

Breakdown of Scope 3 emissions for the 2025 financial year (in tCO2eq)

GHG Categories	Type	Emissions 2025 (tCO _{2eq})
5 (Waste generated in operations)	Waste disposal	30.4
	Wastewater treatment	0.8
6 (Business travel)	Road	2.6
	Air	2.9
7 (Employee commuting)	Staff commuting	150.3
	Home office	0.5
11 (Use of sold products)	Full flight	30 407
	APU	454.6
	MRO	39.8
	Tenant / partners gas	85.5
	Tenant / partners fuel	41.5
	Landside access traffic	522.8
13 (Downstream leased assets)	Tenant/Partner: Electricity	23.1
3 (Fuel and energy upstream emissions)	Fuels procured Electricity and heat (well-to-tank)	43.5
	Electricity (transportation & distribution losses, TDL)	
TOTAL SCOPE 3		31 805



(Reports prepared in accordance with the [GHG Protocol](#))



EMISSIONS TRENDS

- ✿ These data highlight the predominant weight of aviation activity emissions within the overall carbon footprint associated with the airport platform.
- ✿ The actions undertaken by the airport focus primarily on emissions stemming from its direct operations, as well as on certain levers of influence among users and partners. The evolution of the global carbon footprint of air transport also depends on factors outside the airport's operational scope, notably aircraft characteristics, the types of fuel used, airline operations, and mobility habits.

CARBON ACTION PLAN

	Scope 1 – Direct Emissions	Scope 2 - Indirect Energy-Related Emissions	Scope 3 – Other Indirect Emissions
Achievements	• Conducting building energy audits • Replacing heating boilers • Procuring biogas for heating purposes • Replacing air-conditioning units with more efficient systems • Progressively electrifying the airport vehicle fleet and ground support equipment	• Upgrading lighting systems to LED technology across buildings, car parks and airside infrastructure • Optimising heating, ventilation and air-conditioning (HVAC) systems • Replacing energy-intensive equipment with more efficient alternatives	• Integrating environmental criteria into selected procurement activities and business travel arrangements • Raising environmental awareness among airport users and stakeholders
Upcoming actions	• Expanding the use of biogas for heating by 2028	• Completing the conversion of infrastructure lighting to LED technology by 2027 • Installing photovoltaic canopies in airport car parks	• Deploying electric vehicle charging points across the airport site