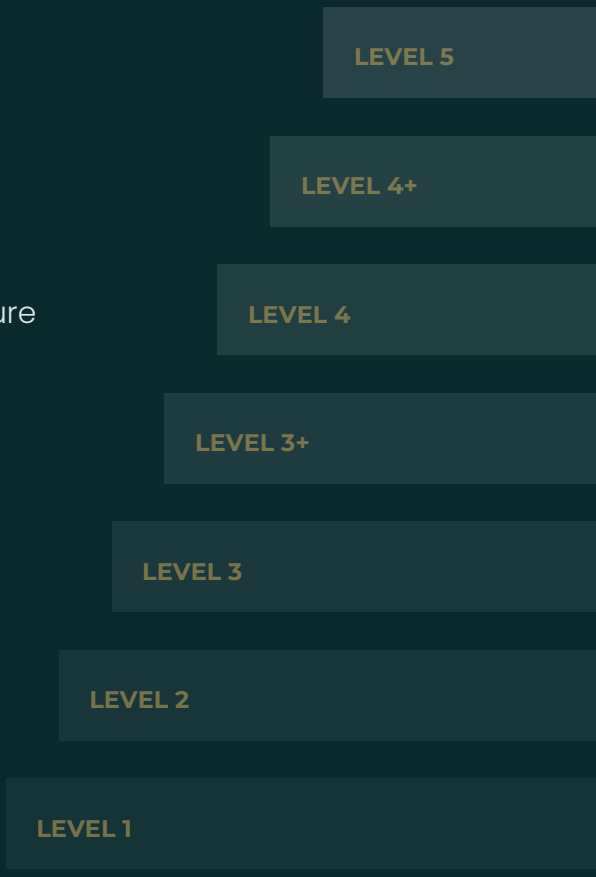
CANOPY SYNTHESIS · AIRPORTS · NOVEMBER 2026

Airport Carbon Credits: Purchases, Risks and Choices

What accredited airports buy, how they buy it, the exposure a voluntary neutrality claim now carries, and what each accreditation level should be buying instead



495,665
tCO2e offset at Levels 3+ and 4+

27 Sep 2026
EU ban on offset-based claims

~10%
of 2025 retirements were removals

climate decode

climate-decode.com

AT A GLANCE

What changed in 2025 and 2026

Airport Carbon Accreditation certifies airports at seven levels, and at Levels 3+, 4+ and 5 it requires the airport to retire carbon credits against its residual emissions, which 85 airports at Levels 3+ and 4+ and 21 at Level 5 did in the programme's sixteenth reporting year.[1] Climate Decode has prepared this synthesis for the sustainability and procurement teams of those airports, drawing on the programme's own documents, the offset records airports have published and the decisions and rulings that now bear on their credits and claims.

Five changes since mid-2025 alter which credits an accredited airport can count and how it can describe them, and Table A sets out each change with its date and what it means for an airport at Levels 3+, 4+ or 5.

CHANGE	SINCE	WHAT IT MEANS FOR AN AIRPORT
EU ban on offset-based neutrality claims	27 Sep 2026	Passenger-facing carbon neutral wording that rests on offsets is banned in EU consumer communication, whatever certificate stands behind it
New credit rules for accreditation (Issue 2)	June 2025	Credits bought since June 2025 must come from ICROA-endorsed or ICVCM-eligible programmes, avoid excluded project types and rejected methodologies, and fall within five years of the application year
ICVCM methodology rejections	Aug 2024, Mar 2025	Eight renewable energy and four cookstove methodologies were rejected, so that their credits are excluded under Issue 2
Level 3+ closed to new applicants	1 Apr 2026	No new Level 3+ applications are accepted, and a Level 3+ certificate expiring by 31 December 2026 may be renewed only once more
Removals in short supply	2025-2026	About 10% of credits retired in 2025 were removals, and large corporate buyers hold most multi-year removal offtakes

Table A. Sources: Directive (EU) 2024/825; Carbon Offset Requirements, Issue 2; ICVCM decisions; Levels 3 and 3+ Requirements, Edition 1.0; MSCI (January 2026); Fastmarkets (February 2026).

The self-check on the next page turns these changes into six questions an airport can answer from its own retirement records and published claims, and the rest of the synthesis sets out what airports buy, how they buy it, the risks that follow and what each level should buy instead, closing with how Canopy for Airports runs that process.

SELF-CHECK

Six questions for an airport at Levels 3+ to 5

The changes in Table A apply to credits an airport already holds as well as to new purchases, so that the most direct way for an airport to see its own position is to answer the six questions in Table B from its retirement records and its published claims.

A yes to any of them means that a credit the airport holds, or a claim it makes, may not stand up to the accreditation verifier or to a consumer regulator, and the free check described below the table is designed to answer exactly that question.

#	QUESTION	WHY IT MATTERS	YES
1	**Do any credits retired or bought since June 2025 come from wind, hydro, solar or biomass power projects?**	The ICVCM rejected the main renewable energy methodologies in August 2024, and Issue 2 excludes them	☐
2	**Do any cookstove credits use AMS-II.G, AMS-I.E, AMS-I.I or the Gold Standard simplified methodology?**	The ICVCM rejected these four in March 2025, and approved three others only with conditions on fuel and fNRB data	☐
3	**Is the vintage of any credit more than five years before the year of the next application?**	Issue 2 sets that window for any credit bought since June 2025	☐
4	**Were the credits bought through a broker without a project-level due-diligence file?**	Without one, the airport has no evidence to show if a project is later found to be over-credited	☐
5	**Does any passenger-facing material in the EU call the airport or a service carbon neutral on the basis of offsets?**	The EU has banned such claims since 27 September 2026, with no transition period	☐
6	**Is the airport at Level 3+, or planning Level 5, without a credit plan beyond its final Level 3+ renewal or a removal supply in place?**	Level 3+ closes after its final renewal, and removals are being contracted years ahead	☐

Table B. Sources: ICVCM decisions (August 2024, March 2025); Carbon Offset Requirements, Issue 2; Directive (EU) 2024/825; Levels 3 and 3+ Requirements, Edition 1.0.

FREE CREDIT AND CLAIMS CHECK

Any yes: send the last retirement certificate and receive a one-page check within five working days

Climate Decode checks the credits an airport has retired, or plans to buy, against Issue 2 of the Carbon Offset Requirements and the ICVCM decisions, and its claim wording against the consumer rules in its markets, and returns the result on one page, free of charge.

Email info@climate-decode.com · or book at climate-decode.com/demo

EXECUTIVE SUMMARY

What airports buy, and what they should

Airport Carbon Accreditation is a voluntary programme, yet the 85 airports at Levels 3+ and 4+ that retired 495,665 tCO2e of offsets in its sixteenth reporting year, and the Level 5 airports that retired 20,754 tCO2e of removals, did so to support public claims of neutrality and net zero, and those claims are now read against consumer law and credit-integrity decisions that sit outside the accreditation programme.[1]

The offset records that eight airports and airport groups have published show purchases weighted towards avoidance credits from cookstove, landfill gas and grid-connected renewable energy projects, two of them retiring credits six to ten years after the reduction took place, and those purchases are typically made once a year through a broker with a retirement certificate as the main evidence, so that credits rejected by the ICVCM, claims banned under EU consumer law and the shortage of removals all reach the airport unpriced.[2,5,6,11] Retirement notes on the Verra registry add India, where three airports retired 20,147 tCO2e of 2020 and 2021 afforestation removals from two projects in China for their Level 5 claims, so that each airport's name is attached on a public record to questions of additionality, permanence and vintage that the accreditation certificate does not answer.[18]

Airports at Level 3+ should buy only what their final Level 3+ renewal requires, from ICVCM-approved methodologies and within a three-year vintage; airports at Level 4+ should combine such avoidance credits with a removal share that rises each year towards their target date; and airports at or approaching Level 5 should secure a diversified removal portfolio under multi-year agreements, with every purchase backed by a due-diligence file and every claim worded to the accreditation level rather than to neutrality.

The pages before this summary set out what changed in 2025 and 2026 and a six-question self-check, and the synthesis then proceeds in six sections and an annex, of which section 1 sets out the problem a voluntary claim now creates, section 2 shows what airports buy from their own published records, section 3 describes how the buying is done, section 4 sets out the risks, section 5 sets out what each level should buy, and section 6 describes how Canopy for Airports runs that process, with an illustrative due-diligence card and the free credit and claims check; the annex places each airport against its peers by level and region.

SECTION 1

A voluntary scheme with public claims

Airport Carbon Accreditation verifies what an airport measures, reduces and, at Levels 3+, 4+ and 5, offsets, its verifiers checking that each credit comes from an eligible programme, sits within the vintage window and has been retired, whereas consumer law judges the claims an airport makes to passengers on their own merits, whatever the certificate behind them.[2]

The EU Directive on Empowering Consumers for the Green Transition has applied since 27 September 2026 and bans, in all circumstances, claims that a product or service has a neutral, reduced or positive greenhouse gas impact on the basis of offsetting, with no transition period for claims already in use. The UK Digital Markets, Competition and Consumers Act has allowed the Competition and Markets Authority to fine for unfair commercial practices directly since 6 April 2025, up to 10% of global turnover, and the Australian Competition and Consumer Commission's guidance of December 2023 expects a business to state which emissions a claim covers and how far it relies on purchased offsets.[6,7,8]

Aviation claims have already been tested, the Amsterdam District Court having found in March 2024 that 15 of 19 statements challenged in an airline's sustainability campaign were misleading, and a complaint to New Zealand's Advertising Standards Authority against an airport's climate positive claim, which argued that the claim rested on offsets and left out flight emissions put by the complainant at more than 90% of the airport's climate impact, having been settled in February 2024 after the airport said it had stopped using the phrase.[9,10] An airport's exposure therefore turns on two things the accreditation does not settle, being the quality of the credits behind its claim and the words in which the claim is made.

SECTION 2

What airports buy

Issue 2 of the Carbon Offset Requirements obliges each airport to publish the crediting programme, project, volume and retirement date of the credits it retires, and the records that eight airports and airport groups have published, read alongside the programme totals, give a direct view of the credits behind accreditation.[2,11] At programme level the Year 16 results attribute 17,802 tCO2e of the 20,754 tCO2e of Level 5 removals to Verra's Verified Carbon Standard and record afforestation as the largest removal type, while the 495,665 tCO2e retired at Levels 3+ and 4+ are reported by programme but not by project type, host country or vintage.[1]

PUBLISHED RECORD	YEAR	CREDIT TYPE	HOST COUNTRY	STANDARD	VINTAGE	TCO2E
Italian hub group	2024	Landfill gas	China, Brazil	Verra, Gold Standard	2021	64,600
Danish hub (Level 4+)	2024	Agroforestry	India, Nepal	Verra	Not stated	23,000
Danish hub (Level 4+)	2025-26	Reforestation, biochar, direct air capture	Honduras and others	Plan Vivo, Puro.earth	Not stated	10,211
Belgian hub	2026	Cookstoves	Burkina Faso	Gold Standard	Not stated	16,433
French regional airport	2026 record	Cookstoves	Cambodia, Peru, Mali	Verra, Gold Standard	2016-2019, 2023	18,358

PUBLISHED RECORD	YEAR	CREDIT TYPE	HOST COUNTRY	STANDARD	VINTAGE	TCO2E
French regional airport	2026 record	Biomass energy, hydro	Brazil	Verra, CDM	2020-2022	6,070
UK regional airport	2022-25	Grid-connected wind	China	Not stated	2013-2016	7,272
UK regional group	2025	Landfill gas	Turkey	Gold Standard	Not stated	5,176
New Zealand airport	FY22	Native forest; forest protection	New Zealand, Solomon Islands	NZ ETS, Plan Vivo	2018-2022	2,322
Dutch hub group	Recent	Solar	India	Gold Standard	Not stated	Not stated
Indian airports, mostly Level 4+ (registry notes)	2023-24	Grid-connected solar and wind	India	Verra, ACM0002	2020-2022	134,829
Three Indian airports, Level 5 (registry notes)	2024-25	Afforestation removals	China	Verra, AR-ACM0003	2020-2021	20,147

Table 1. Credits retired in published airport offset records and, for India, in Verra retirement notes, with airport names withheld. Volumes are those named in each record; the UK regional group's figure covers three airports whose accreditation level was not stated. Sources: airport retirement certificates, offsetting reports and disclosure pages, read November 2026; Climate Decode registry data, Verra retirements to 2 June 2026.[11,18]

Avoidance credits account for most of the tonnes named in these records, from landfill gas at an Italian hub group, cookstoves at a Belgian hub and a French regional airport, and grid-connected wind, hydro and solar at airports in the United Kingdom, France and the Netherlands, with the projects located in China, Brazil, Burkina Faso, Cambodia, Peru, Mali, Turkey and India. Two records retire credits six to ten years after the reduction occurred, a UK regional airport retiring 2013 to 2016 wind credits between 2022 and 2025 and a French regional airport listing 2016 to 2019 cookstove credits in its 2026 record, whereas Issue 2 sets a window of no more than five years before the application year for any credit bought since June 2025.[2,11]

The Danish hub at Level 4+ moved from 23,000 tCO2e of agroforestry credits in 2024 to a 2025 and 2026 portfolio of reforestation, biochar and a small volume of direct air capture, which is the direction set by Level 5 and by the Oxford Offsetting Principles, revised in February 2024 to shift residual-emission offsetting towards removals with long-lived storage by the net-zero date.[11,12]

Retirement notes on the Verra registry add a view from India, where each note names the airport and the accreditation level it supports, and Climate Decode's registry data to 2 June 2026 shows Indian airports retiring 134,829 tCO2e of 2020 to 2022 vintage credits from grid-connected solar and wind projects in India under ACM0002 between December 2023 and September 2024, mostly for Level 4+, before Issue 2 excluded that methodology, while three Indian airports retired 20,147 tCO2e of 2020 and 2021 vintage removals from two afforestation projects in China under AR-ACM0003 for their Level 5 claims between June 2024 and December 2025.[18] The first Level 5 removals in Asia therefore rest on a narrow and ageing base of plantation credits from outside the country, while Indian reforestation and soil carbon projects issue on the same registry, and the line between avoidance and removal is not always kept in the notes, two retirements of REDD+ credits under VM0015 in 2025 and 2026 being described as removal credits or as part of Level 5, although such credits avoid emissions rather than remove them and Level 5 accepts removals only.[2,18] Read with the published records, most of them European, these notes indicate the pattern of purchasing rather than market shares.

SECTION 3

How the buying is done

Purchasing in these records follows an annual cycle in which the airport closes its footprint, calculates the residual volume, buys credits shortly before the accreditation application, retires them and publishes the certificate, and the purchase is commonly placed through a broker or offset retailer, a Swiss airport's public tender for Level 4+ certificates having been awarded to a broker for CHF 45,402 including VAT, with no project or standard visible in the award record.[13] The purchase and retirement recur every year, including the interim years in which no verification takes place, while the Verifier Requirements of May 2026 set verification every second year at Level 3+, every third year at Levels 4 and 4+ and every year at Level 5, so that at Level 4+ a credit that fails the rules can be retired in two successive interim years before a verifier examines it.[2,17] Table 2 sets out each stage of that cycle against the gap it leaves under the current rules.

STAGE	TYPICAL PRACTICE	GAP UNDER CURRENT RULES
Volume	Residual volume calculated after the year closes	Volume not tied to the reduction plan or to the requirements of the next level
Sourcing	Broker quote for the lowest-cost eligible tonne	No project-level due diligence; methodology status and vintage often unchecked against Issue 2 and ICVCM decisions
Timing	A single spot purchase before each application	No forward supply of removals for the step to Level 5; exposure to each year's availability
Evidence	Registry retirement certificate	Issue 2 disclosure assembled by hand, with no due-diligence file for the verifier or for later scrutiny
Claim	Carbon neutral wording in passenger-facing communication	Offset-based neutrality claims banned in EU consumer communication since 27 September 2026

Table 2. The annual purchasing cycle and its gaps. Sources: airport records and procurement record (note 11, 13); Carbon Offset Requirements, Issue 2; Directive (EU) 2024/825.

The cycle tends to select the lowest-cost credit that passes eligibility, since each purchase is made against a deadline and judged on its certificate, and eligibility under Issue 2 does not by itself test over-crediting, which is where the largest losses of value in recent years have arisen, in cookstove and forest projects whose credits registries have since cancelled or written down.[14,15]

SECTION 4

Risk exposure

The exposures that follow from the cycle described in section 3 fall into seven groups, each of which has a recent public record, and Table 3 sets out that record together with what it means for an airport at Levels 3+, 4+ or 5.

RISK	PUBLIC RECORD	EXPOSURE FOR AN AIRPORT
Consumer claims	EU ban on offset-based neutrality claims applies from 27 September 2026; CMA fines up to 10% of global turnover since April 2025; ACCC guidance on carbon neutral claims, December 2023	Passenger-facing neutral or net zero wording that rests on offsets

RISK	PUBLIC RECORD	EXPOSURE FOR AN AIRPORT
Complaints and litigation	15 of 19 airline sustainability statements found misleading, March 2024; complaint over a New Zealand airport's climate positive claim settled after the airport dropped the phrase, February 2024	Claims withdrawn under challenge, with reputational cost
Methodology rejection	ICVCM rejected eight renewable energy methodologies covering about 236 million unretired credits, some 32% of the market, in August 2024, and four cookstove methodologies in March 2025, approving three others only with conditions on fuel and fNRB data; older REDD+ methodologies were not assessed in November 2024	Credits excluded under Issue 2, and holdings that lose their value before retirement
Over-crediting	Verra cancelled 5,004,915 credits from cookstove projects found over-issued, October 2024; a review of the Kariba REDD+ project found 57% of nearly 27 million credits issued in excess, September 2025	The airport's name on a project later found to be over-credited, even where retired credits stay valid
Accreditation	Issue 2 tests apply to purchases from June 2025; Level 3+ closed to new applications on 1 April 2026, with existing certificates renewable only within the permitted window	Credits that cannot be counted, and a neutrality claim that lapses
Traceability	Verra retirement notes name the airport, the project and the accreditation level, so that three Indian Level 5 airports can be matched to 20,147 tCO2e of 2020 and 2021 afforestation removals from two projects in China, retired between June 2024 and December 2025	A public claim matched to its credits by any reviewer, journalist or competitor, with questions on additionality, permanence and vintage attached to the airport's name
Removal supply	About 10% of credits retired in 2025 were removals, nearly all nature-based; in 2024 about 11 million nature-based removal credits were retired against about 200,000 durable ones; multi-year ARR offtakes exceeded 31 Mt by early 2026, more than 95% of them by one buyer	Level 5 airports competing for removals that larger buyers contract years ahead

Table 3. Risks a voluntary offsetting claim exposes an airport to. Sources: notes 3, 5 to 10, 14 to 16 and 18.

SECTION 5

What each level should buy

The choice of credit follows from the airport's level and the direction it is moving in, and Table 4 sets out, for each level that retires credits, what to buy, what to avoid and how to contract and claim, consistent with Issue 2, the ICVCM decisions and the Oxford Offsetting Principles.[2,5,12]

LEVEL	BUY	AVOID	CONTRACT AND CLAIM
3+	Only the volume the final Level 3+ renewal requires, from ICVCM-approved methodologies, with vintages within three years	Grid-connected renewable energy; cookstoves under rejected methodologies; vintages older than the Issue 2 window; multi-year avoidance contracts	Spot purchase for the last renewal; a decision on Level 4+ before the certificate expires; claims stated as the accreditation level
4+	Approved avoidance credits, such as cookstoves meeting the ICVCM conditions on fNRB and fuel measurement, together with a removal share that rises each year towards the target date	As for 3+, and REDD+ credits under older, unassessed methodologies without project-level due diligence	Multi-year agreements to fix vintage and supply; a due-diligence file published with the Issue 2 disclosure

LEVEL	BUY	AVOID	CONTRACT AND CLAIM
5	A diversified removal portfolio across reforestation and afforestation with buffer pools, soil carbon and biochar, with a share of durable removals where the budget allows	Reduction credits, which are not permitted; concentration in a single project; removals that depend on agricultural expansion	Forward offtakes with delivery and replacement terms; reversal monitoring; net zero claims limited to Scope 1 and 2 as accredited

Table 4. Buying guide by accreditation level. Sources: Carbon Offset Requirements, Issue 2; Levels 3 and 3+ Requirements, Edition 1.0; ICVCM decisions; Oxford Offsetting Principles (2024).

At every level the due-diligence file should record, for each project, the methodology and its ICVCM status, the baseline and over-crediting risk, permanence and buffer arrangements, safeguards and co-benefits, and the vintage and retirement record, so that the same file serves the verifier, the airport's disclosure and any later challenge to its claim.

SECTION 6

Canopy for Airports

Canopy is Climate Decode's platform for managing residual emissions from target to retirement, and Canopy for Airports replaces the annual cycle in section 3 with a managed portfolio that starts from the airport's accreditation level and base year, so that each gap in Table 2 is closed at the stage where it arises.

STAGE	WHAT CANOPY FOR AIRPORTS DOES
Volume	The credit volume for each coming application, worked out from the level, the base year and the footprint, with tenants brought into the programme where the airport's partnership plan covers them
Sourcing	An independent due-diligence card beside every credit and price, recording programme, methodology and its ICVCM status, vintage window and over-crediting risk, with the Level 5 view limited to removals
Timing	A portfolio plan that moves the avoidance share towards removals year by year, with multi-year supply from vetted projects, including Indian afforestation, reforestation and soil carbon and North American improved forest management
Evidence	Retirement records and the Issue 2 disclosure prepared as an audit-ready file for the verifier, with the same data feeding CSRD and ISSB reporting
Claim	Claim wording checked against the airport's accreditation level and the consumer rules in its markets before publication

An illustrative card for a typical cookstove credit shows how the checks in Table B appear beside a listing on Canopy, each finding recorded with its source so that the same record serves the purchase decision, the verifier and the airport's disclosure.

ILLUSTRATIVE DUE-DILIGENCE CARD · NOT A REAL PROJECT		
Improved cookstoves, West Africa · Verified Carbon Standard · AMS-II.G · vintage 2019		
CHECK	**FINDING**	**STATUS**
Crediting programme	Verra is an ICROA-endorsed programme	**Pass**
Project type	Cookstoves are not an excluded type under Issue 2	**Pass**
Methodology status	AMS-II.G was rejected by the ICVCM in March 2025, so the credit is excluded under Issue 2	**Fail**
Vintage window	A 2019 vintage is more than five years before a 2026 application	**Fail**
Over-crediting risk	The fNRB value used is well above the MoFuSS-based estimates that the ICVCM conditions now require	**High**
Claim fit	Not countable for Level 3+, 4+ or 5; a replacement from an approved methodology is needed	**Replace**

Figure 1. Illustrative due-diligence card for a hypothetical project, built from the ICVCM decision of March 2025 and Issue 2; it does not describe any real project or airport.

The free check on the back page applies these tests to the airport's own credits and claim wording within five working days, and a 20-minute walkthrough of Canopy for Airports on its own level and base year can follow at **climate-decode.com/demo**.

ANNEX

Peers by level and region

The 590 airports accredited in Year 16, from May 2024 to May 2025, handled 53.6% of the world's air passengers, with 139 at Level 1, 156 at Level 2, 144 at Level 3, 32 at Level 3+, 45 at Level 4, 53 at Level 4+ and 21 at Level 5; 122 airports moved up a level during the year, Level 4 and 4+ together rising from 77 to 98 airports and Level 5 from 15 to 21.[1]

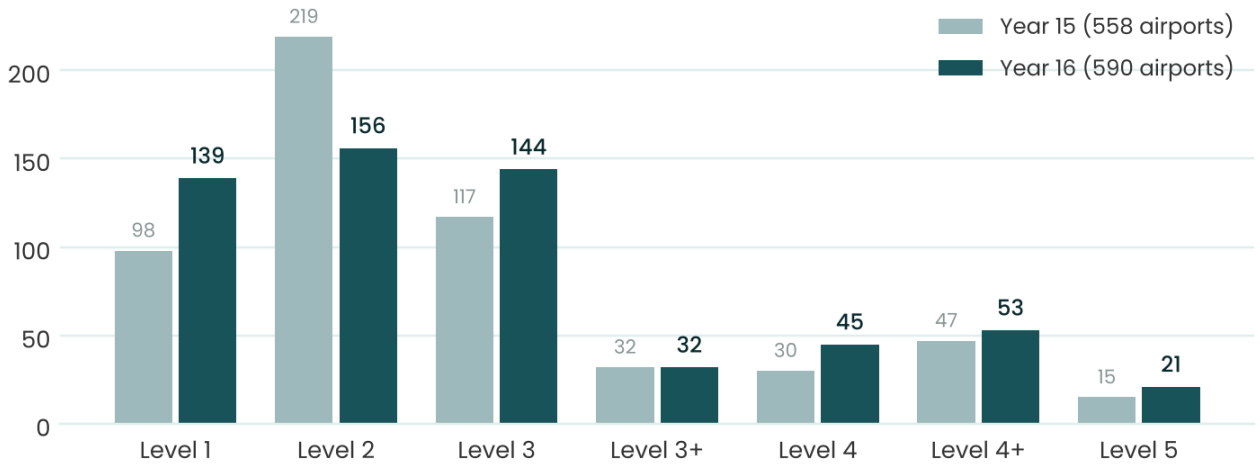


Figure 2. Accredited airports by level, Year 15 and Year 16. Source: Airport Carbon Accreditation Annual Report 2024-2025.

REGION	L1	L2	L3	L3+	L4	L4+	L5	TOTAL	TRAFFIC SHARE
Europe	30	92	51	21	14	40	17	265	79.2%
Asia-Pacific and Middle East	32	11	14	3	19	6	4	89	30.6%
Latin America and Caribbean	31	19	42	5	4	2	0	103	57.9%
North America	24	25	27	1	7	3	0	87	64.5%
Africa	22	9	10	2	1	2	0	46	42.7%
All regions	139	156	144	32	45	53	21	590	53.6%

Table 5. Accredited airports by region and level, Year 16, with the share of the region's passenger traffic handled by accredited airports. Source: Airport Carbon Accreditation Annual Report 2024-2025.

Offsetting is concentrated at Level 4+, where 53 airports retired 391,989 tCO2e in Year 16 against 103,676 tCO2e from the 32 airports at Level 3+, the combined 495,665 tCO2e being 26% below the 667,016 tCO2e retired in 2023-2024, while Level 5 removals rose to 20,754 tCO2e from 17,465 tCO2e.[1]

Sources

1 Airport Carbon Accreditation, Annual Report 2024-2025 (Year 16, May 2024 to May 2025), ACI EUROPE, March 2026.

2 Airport Carbon Accreditation, Carbon Offset Requirements, Issue 2, June 2025, sections 1 to 4.

3 Airport Carbon Accreditation, Requirements for Levels 1 to 5, Edition 1.0, January 2026, including the Levels 3 and 3+ Requirements.

4 Airport Carbon Accreditation, level pages for Levels 1 to 5, airportcarbonaccreditation.org.

5 ICVCM decisions on renewable energy methodologies (6 August 2024), REDD+ methodologies (15 November 2024) and cookstove methodologies (7 March 2025), icvcm.org.

6 Directive (EU) 2024/825 on empowering consumers for the green transition, applicable from 27 September 2026, eur-lex.europa.eu.

7 UK Digital Markets, Competition and Consumers Act 2024, consumer enforcement regime in force from 6 April 2025.

8 Australian Competition and Consumer Commission, environmental and sustainability claims guidance, December 2023.

9 District Court of Amsterdam, Fossielvrij v KLM, judgment of 20 March 2024.

10 RNZ, report of 13 February 2024 on an airport ending its climate positive claim after an Advertising Standards Authority complaint.

11 Published offset records of eight airports and airport groups (retirement certificates, offsetting reports and disclosure pages), read November 2026; airport names withheld.

12 University of Oxford, Oxford Offsetting Principles, revised February 2024.

13 Public procurement award record for Level 4+ offset certificates, Switzerland.

14 Verra, cancellation of 5,004,915 over-issued credits from cookstove projects, 17 October 2024.

15 Climate Home News, report of 30 September 2025 on the Kariba REDD+ project review.

16 MSCI, carbon credit market review, January 2026; CDR.fyi, 2025 CDR market survey, March 2025; Fastmarkets, carbon credit demand review, February 2026.

17 Airport Carbon Accreditation, Verifier Requirements, Edition 1.0, May 2026, Table 2.

18 Climate Decode registry data, Verra VCU retirements to 2 June 2026: retirements whose beneficiary names an airport operator in India, with the accreditation level taken from the retirement details recorded on the registry; airport names withheld.

This synthesis summarises public documents and published airport records for information and is not legal advice. The Airport Carbon Accreditation documents and the programme Administrator remain the authority on accreditation requirements, and Climate Decode is not affiliated with ACI EUROPE or Airport Carbon Accreditation. Climate Decode, November 2026.

FREE CREDIT AND CLAIMS CHECK

Know where the airport's credits and claims stand

1 **Send**

The last retirement certificate and the claim wording in use, to info@climate-decode.com

2 **Check**

A one-page review against Issue 2, the ICVCM decisions and the consumer rules in the airport's markets

3 **Receive**

Returned within five working days, free of charge, with an optional 20-minute walkthrough of Canopy for Airports

info@climate-decode.com · climate-decode.com/demo

climate decode