



Airbus SE

CDP Corporate Questionnaire 2026

Word version

Important: this export excludes unanswered questions

This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.

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C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☒ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☒ EUR

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☒ Publicly traded organization

(1.3.3) Description of organization

Airbus is an international reference in the aerospace sector. Airbus designs, manufactures and delivers industry-leading commercial and military aircraft, helicopters, satellites and launch vehicles, as well as providing data services, navigation, secure communications, and other solutions for customers on a global scale. Building on its strong European heritage, Airbus has evolved into a truly international entity, operating across more than 180 locations worldwide. Its global footprint includes core operations in France, Germany, Spain, and the UK, alongside subsidiaries in the US, China, Canada, India, and the Middle East. To support global operations, Airbus maintains spare parts centers in Hamburg, Frankfurt, Washington, Beijing, Dubai, and Singapore, as well as engineering and training hubs in Toulouse, Miami, Mexico, Wichita, Bangalore, and beyond. The Company has invested in and grown aircraft and helicopter final assembly lines across Asia, Europe and the Americas. As of 31 December 2025, the Company's workforce amounted to 165,294 employees. In line with the Company's purpose "pioneering sustainable aerospace for a safe and united world" and to play a leading role in the transition of the air transport system towards a low carbon economy, Airbus is investing major resources into examining and reducing the impact of its industrial operations and products together with all actors within the aviation sector. As a supporter of the Task Force on Climate-related Financial Disclosures ("TCFD") as well as being reporting under the EU CSRD framework that incorporates TCFD principles, Airbus rigorously tracks and measures its own impact in its sites, products and services, as well as works in cooperation with its worldwide supply chain to drive more effective environmental management

[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

(1.4.1) End date of reporting year

12/31/2025

(1.4.2) Alignment of this reporting period with your financial reporting period

Select from:

☒ Yes

(1.4.3) Indicate if you are providing emissions data for past reporting years

Select from:

☒ Yes

(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for

Select from:

☒ 2 years

(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for

Select from:

☒ 2 years

(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for

Select from:

☒ 2 years

[Fixed row]

(1.4.1) What is your organization’s annual revenue for the reporting period?

73420000000

(1.5) Provide details on your reporting boundary.

Reporting Boundary Question	Response
Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?	☒ Yes

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

NL0000235190

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

AIR

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

403284867

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☒ Chile ☒ Spain

☒ China ☒ Brazil

☒ India ☒ Canada

☒ Italy ☒ France

☒ Japan ☒ Mexico

☒ Norway ☒ Denmark

☒ Poland ☒ Finland

☒ Sweden ☒ Germany

☒ Algeria ☒ Hungary

☒ Belgium ☒ Ireland

☒ Morocco ☒ Portugal

☒ Romania ☒ Thailand

☒ Tunisia ☒ Australia

☒ Uruguay ☒ Singapore

☒ Malaysia ☒ Kazakhstan

☒ Netherlands ☒ United Kingdom

☒ New Zealand ☒ United Arab Emirates

☒ Saudi Arabia ☒ Korea (The Republic of)

- ☒ South Africa ☒ United States of America
- ☒ Taiwan, China ☒ Republic of North Macedonia
- ☒ China, Hong Kong Special Administrative Region

(1.21) For which transport modes will you be providing data?

Select all that apply

- ☒ Aviation

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

- ☒ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

- ☒ Upstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

- ☒ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

- ☒ Tier 2 suppliers

(1.24.7) Description of mapping process and coverage

The Procurement team conducts annual proactive sustainability inherent risk mapping. Risk mapping methodology builds on risk indexes considering the location and the type of activity performed by its suppliers (excluding suppliers of its affiliates and subsidiaries). When relevant, the supplier risk mapping is enhanced by the outcomes of the alerts and grievance mechanisms. This leads to a risk ranking of its suppliers (ie, Tier 1) regarding human rights, environment and health and safety.

From this, and in line with the programme developed with the IAEG (International Aerospace Environment Group) the identified most risky suppliers are invited to undertake an evidence-based desktop sustainability assessment. As a result of the assessment, suppliers not meeting the Company's sustainability expectations with lower scores (classified as a red flag) are requested to develop and put in place a corrective action plan in a determined time frame
[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

3

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Early identification of risks and opportunities is part of the risk management strategy therefore identified risks and opportunities are considered within a timeframe from 0 to 3 years

Medium-term

(2.1.1) From (years)

4

(2.1.3) To (years)

10

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Most environmental risks are considered with a range of 4 to 10 years

Long-term

(2.1.1) From (years)

11

(2.1.2) Is your long-term time horizon open ended?

Select from:

☒ No

(2.1.3) To (years)

25

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Other environmental risks, regarding climate change and regulation, have a time horizon beyond 10 years, and for future programs, a specific risk assessment has been undertaken for 2050 (25 years in the future)

[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

Process in place	Dependencies and/or impacts evaluated in this process
Select from: ☒ Yes	Select from: ☒ Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
<i>Select from:</i> ☒ Yes	<i>Select from:</i> ☒ Both risks and opportunities	<i>Select from:</i> ☒ Yes

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☒ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☒ Dependencies

☒ Impacts

☒ Risks

☒ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☒ Direct operations

☒ Upstream value chain

☒ Downstream value chain

☒ End of life management

(2.2.2.4) Coverage

Select from:

☒ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☒ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☒ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☒ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☒ Short-term

☒ Medium-term

☒ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☒ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☒ Site-specific

(2.2.2.12) Tools and methods used

Enterprise Risk Management

International methodologies and standards

Other

(2.2.2.15) Risk types and criteria considered

Acute physical

Chronic physical

Policy

Market

Reputation

Technology

Liability

(2.2.2.16) Partners and stakeholders considered

Select all that apply

☒ Customers

☒ Employees

☒ Investors

☒ Suppliers

(2.2.2.17) Has this process changed since the previous reporting year?

Select from:

☒ No

(2.2.2.18) Further details of process

DESCRIPTION OF RISK MANAGEMENT SYSTEM: A dedicated team within the CFO's responsibility, Enterprise Risk Management Centre of Competence (ERM CoC) supervises the implementation and effectiveness of the Risk and Opportunity Management process, which applies to all companies activities worldwide. The overall ERM process is based on the ISO31000 standard and described in the "ERM Policy". Sustainability specific aspects (such as roles and responsibilities and assessment criteria), including climate related aspects, are elaborated upon in the "Sustainability Risk and Opportunities Management Plan". The ERM system aims for early identification of short-term (0-3 years), medium-term (4- 10 years) and long-term (11-30 years) risks and opportunities covering different time horizons and complement the time horizons under the TCFD. IDENTIFICATION: Risks and Opportunities are identified through regular "identification sessions" at local (team) level, before being consolidated at function, division and group level. In order to ensure the robustness of climate-related risk and opportunities identification, additional climate-related risks and opportunities identifications sessions are held at divisional level using climate scenarios to provide context on a number of key driving forces (environment, technology, social, political, economic), and covering Airbus' direct operations as well as Upstream and Downstream value chain. Identified risks and opportunities are categorised according to the TCFD nomenclature (physical, transitional, etc.). ASSESSMENT: Each environmental risk and opportunity is assessed for probability of occurrence and severity of impact (or size of benefit for opportunities), resulting in a criticality level. Criticality levels are "low", "medium", "high", "very high". The probability takes into account the likelihood for the risk to occur but also considers the time needed to act versus the estimated time of the risk occurrence as well as the confidence level on action plan success. Severity of impact for climate related risks (and the reverse for opportunities) is assessed through specific multi-disciplinary criteria including financial, environmental, social, legal, reputation or supply chain impact. These criteria are described in the company-wide "Sustainability Risk and Opportunities Management Plan" RESPONSE: Once the risk criticality is assessed, a specific and detailed mitigation plan is developed, comprising clearly defined actions with timeline and owner. Mitigation plans are followed up and updated as required during regular (quarterly) risk reviews at the appropriate level of the company depending on the criticality level. FREQUENCY: The risks are assessed on a day-to-day basis and then compiled to be presented to the Executive Committee (quarterly). Top company risks are allocated to an Executive Committee level sponsor and corresponding action plans are reviewed during Executive Committee meetings and are reported quarterly to the Board of Directors through a reporting synthesis. The Board of Directors Audit Committee is in charge of reviewing the top risks and opportunities and provides recommendations to the Board of Directors on necessary decisions to be taken.

[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☒ Yes

(2.2.7.2) Description of how interconnections are assessed

The Company updated its materiality assessment in 2024 in line with EU CSRD requirements and used - amongst other sources of information - stakeholders' inputs to support the ranking of which ESG issues are deemed material (and would consequently be addressed in the sustainability strategy and reported in its Sustainability Statement). The 2025 review process built on the 2024 materiality assessment and included a benchmark analysis derived from first CSRD reports from other European companies. The range of ESG topics assessed was defined based on relevant industry and regulatory references (EU CSRD). The results of this update are captured in a double materiality table, which confirmed the relevance of the Company sustainability journey. Double materiality covers, across the value chain: - negative and positive existing or potential impact on nature and/or people ("impact materiality"); - risk and opportunities to the business ("financial materiality"). Impact materiality was scored by assessing scale, scope, remediability and likelihood. Assessment was supported by insights from dialogue with stakeholders (including employees, customers, suppliers, investors, social partners), interviews with internal experts in each domain, as well as available quantified information / latest scientific knowledge / recognised external frameworks related to the topic (eg. LCA, GHG protocol, environmental reporting...). Financial materiality considers the level of impacts and likelihood, is derived from the Company's enterprise risk management ("ERM") system and complemented by interviews with representatives from the Company's top management. Detailed methodology is disclosed in the Company Sustainability Statement.

[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

- ☒ Qualitative
- ☒ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

- ☒ EBITDA

(2.4.3) Change to indicator

Select from:

- ☒ Absolute decrease

(2.4.5) Absolute increase/ decrease figure

500

(2.4.6) Metrics considered in definition

Select all that apply

- ☒ Time horizon over which the effect occurs
- ☒ Likelihood of effect occurring

(2.4.7) Application of definition

Airbus defines substantive financial or strategic impact risks as risks that either are rated with a criticality level of "Very High" according to the Airbus Enterprise Risk Management system (ERM) or with a financial impact over 500M€ This definition of Substantive impact and threshold apply to any impact (risk/opportunities) within the Company, including climate-related impacts. The following are (some of) the criteria used for risk assessment: - Costs / Financial impact: an internal scale helps to determine the impact criticality, which can go from low (less than 125M€ impact on EBIT) to very high (over 500M€ impact on EBIT) - Performance: this criteria can be linked to either Airbus premises or product environmental performance including the increase of environmental aspects (CO2, energy consumption, water, waste, etc.) - Conformity or compliance with applicable regulations and requirements - Litigation/Legal, for any non-compliance with laws and need for reparation - Reputation: helps to assess the damage to the company's brand image from local to serious global damage, this criteria is accompanied by other criterion that could be: performance (increase of environmental aspect or impact), compliance, litigation, etc.

Opportunities

(2.4.1) Type of definition

Select all that apply

- ☒ Qualitative
- ☒ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

- ☒ Direct operating costs

(2.4.3) Change to indicator

Select from:

☒ Absolute decrease

(2.4.5) Absolute increase/ decrease figure

500

(2.4.6) Metrics considered in definition

Select all that apply

☒ Time horizon over which the effect occurs

☒ Likelihood of effect occurring

(2.4.7) Application of definition

The following are (some of) the criteria used for opportunities assessment: - Reduction of non-Recurring Cost (NRC), from a financial perspective some environmental related projects/initiatives can bring savings to the Company. - Reduction of Recurring Costs (RC), the implementation of environmental improvements can help to accelerate the “return on investment” due to reduction of recurring bills, e.g. energy reduction. - Environmental Improvement, this criterion aims at Company’s opportunities for all those initiatives leading to reduce Airbus’ environmental footprint in order to align with the Company’s purpose and strategy (CO2 reduction, energy consumption reduction, waste reduction, VOC emissions reduction and water consumption reduction).- Company reputation.

[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Environmental Risk Topic	Environmental risks identified
Climate change	Select from: ☒ Yes, both in direct operations and upstream/downstream value chain

[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:
☒ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

(3.1.1.4) Value chain stage where the risk occurs

Select from:
☒ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

- ☒ France
- ☒ United States of America

(3.1.1.9) Organization-specific description of risk

The effects of climate change on weather conditions may impact operating conditions of Airbus industrial activities (including its supply chain) with higher occurrence and severity of, for instance, hurricanes, hail storms or floods. As a consequence, Airbus has identified a risk that industrial activities may be disrupted or interrupted if a part of the Airbus industrial system or its supply chain is put out of order by such events. Some Airbus sites have been identified as being particularly vulnerable to these events (e.g. Airbus Mobile FAL for hurricanes) or have been affected in the past (e.g. hail storm in Toulouse damaging buildings and parked aircraft).

(3.1.1.11) Primary financial effect of the risk

Select from:

- ☒ Decreased revenues due to reduced production capacity

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

- ☒ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

- ☒ Very unlikely

(3.1.1.14) Magnitude

Select from:

- ☒ High

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

SITUATION: The effects of climate change on weather conditions may impact operating conditions of Airbus industrial activities (including its supply chain) with higher occurrence and severity of, for instance, hurricanes, hail storms or floods. As a consequence, Airbus has identified a risk that industrial activities may be disrupted or interrupted if a part of the Airbus industrial system or its supply chain is put out of order by such events. Some Airbus sites have been identified as being particularly vulnerable to these events (e.g. Airbus Mobile FAL for hurricanes) or have been affected in the past (e.g. hail storm in Toulouse damaging buildings and parked aircraft). TARGET: Airbus is managing this risk by working closely with insurance companies to monitor risks related to weather events and adapt its insurance policies accordingly. Managing this risk also involves preparing emergency production redistribution scenarios. Around 10 people are dedicated to the management of insurance related topics for commercial aircraft activities, including the management of climate related risks on all sites where they analyse the level of risk (based on geographical location, construction of the site, type of activity performed) and interact with insurance companies to define the most appropriate coverage. As a result, contingency plans have been developed to transfer production to other sites in case of a destructive weather event. A scenario like this would require significant changes in physical climate conditions to materialise, which means it is considered as a long-term risk. ACTION: In this scenario where the site would need to be rebuilt, and the production moved to other sites, the estimation of the impact would be a reduction in revenue of 50% over one year, which would be around 26.2885Bn€ based on 2025 revenues. RESULT: The cost to mitigate the risk is linked to the computation of the personnel cost of the people working on management of insurance, which is around 1.1122M€ based on 2025 figures

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☒ Yes

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

0

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

26288500000

(3.1.1.25) Explanation of financial effect figure

*The financial impact calculation scenario considers as the most dimensional scenario a major weather event affecting all Final Assembly Lines at the Toulouse site requiring reconstruction or recommissioning of the entire facility, which would result in reduced production output of approximately 50% of commercial aircraft at company level. In this scenario, commercial aircraft revenues are reduced by 50% for 1 year while the site is being rebuilt and production is partly shifted to other sites. Taking into account Airbus 2025 commercial aircraft revenue of 52.577Bn€, the maximum cost of risk is $50\% * 52.577\text{Bn€} = 26.2885\text{Bn€}$. However this scenario doesn't model a potential shift of revenues to future years as a result of negotiations with customers to reschedule deliveries nor the cost to rebuild the production facilities.*

(3.1.1.26) Primary response to risk

(3.1.1.27) Cost of response to risk

1138598

(3.1.1.28) Explanation of cost calculation

*The cost is calculated by the total personnel cost for 2025 (18,384 million euro) divided by the number of employees in 2025 (165,294) and multiplied by 10 employees. $(18,384/165,294)*10 = 1.1122M€$. In addition, specific costs may arise from extended insurance premiums. These costs are confidential and cannot be disclosed here.*

(3.1.1.29) Description of response

Based on the very unlikely nature of the scenario resulting in a significant impact, Airbus is managing this risk by working closely with insurance companies to monitor risks related to weather events and adapt coverage if required. Managing this risk also involves preparing emergency scenarios and production redistribution if parts of the company are affected. Around 10 people are dedicated to the management of insurance related topics for commercial aircraft activities, including the management of climate related risks on all sites where they analyse the level of risk (based on geographical location, construction of the site, type of activity performed) and interact with insurance companies to define the most appropriate coverage. As a result, contingency plans have been developed to transfer production to other sites in case of a destructive weather event (such as for example in the Airbus FAL in Mobile in the event of a hurricane).

Climate change

(3.1.1.1) Risk identifier

Select from:

☒ Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Technology

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Downstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ China ☒ United States of America

☒ Spain

☒ France

☒ Germany

☒ United Kingdom

(3.1.1.9) Organization-specific description of risk

Meeting the air transport sectoral decarbonisation objectives will require the whole ecosystem to evolve to accommodate new types of aircraft (such as electric propulsion, hydrogen storage), new energy pathways (such as hydrogen, synthetic fuel, biofuels). Airbus has identified the risk that the air transport ecosystem may not be ready to accommodate its future products. Airbus customers may be unable or unwilling to purchase products which cannot be widely operated within the available infrastructure and procedures. For instance, operating later than 2035 a future aircraft powered with hydrogen would not be possible without a robust hydrogen supply infrastructure in place and adapted procedures to ensure efficiency and safety of operations. Airbus would have incurred significant development costs in order to bring a new product to market and would risk losing this investment as well as market share if the surrounding air transport system is not able to accommodate it. This risk applies to the operation of commercial aircraft product and is therefore considered to have a global geographical impact.

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Decreased asset value or asset useful life leading to write-offs, asset impairment or early retirement of existing assets

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☒ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☒ Unlikely

(3.1.1.14) Magnitude

Select from:

☒ High

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

S: Meeting the air transport sectoral decarbonisation objectives will require the whole ecosystem to evolve to accommodate new types of aircraft (such as electric propulsion, hydrogen storage), new energy pathways (such as hydrogen, synthetic fuel, biofuels). Airbus has identified the risk that the air transport ecosystem may not be ready to accommodate its future products. Airbus customers may be unable or unwilling to purchase products which cannot be widely operated within the available infrastructure and procedures. For instance, operating later than 2035 a future aircraft powered with hydrogen would not be possible without a robust hydrogen supply infrastructure in place and adapted procedures to ensure efficiency and safety of operations. Airbus would have incurred significant development costs in order to bring a new product to market and would risk losing this investment as well as market share if the surrounding air transport system is not able to accommodate it. This risk applies to the operation of commercial aircraft products and is therefore considered to have a global geographical impact. T: Airbus will work with air transport stakeholders (fuel producers, airports, airlines) to anticipate the adaptations required to accommodate the new aircraft. For example, a hydrogen aircraft would require hydrogen production, distribution and storage infrastructure to be developed and deployed in order to be operative. A: In order to influence the development of such infrastructures, Airbus joined the Hydrogen Council, a global initiative that brings together leading companies with a united vision and long-term ambition to foster the clean energy transition. It developed the "Airbus hydrogen network", comprising over 220 airports in 2025, and involving energy providers and airlines. Also a dedicated team of around 17 people to foster the development of the ecosystem and infrastructure, focusing on building industrial partnerships to develop the infrastructures, interact with authorities to secure public support to these evolutions and work with the aerospace institution to harmonise the approaches and standards. R: In this scenario the loss due to non-recoverable investments would be around 10Bn€. The cost to mitigate the risk is linked to the computation of the personnel cost of the people focusing on building industrial partnerships to develop the relevant infrastructure and hydrogen related ecosystem, which is around 1.89074M€ (rounded) based on 2025 figures

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☒ Yes

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

0

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

10000000000

(3.1.1.25) Explanation of financial effect figure

This risk results from Airbus placing a hydrogen powered aircraft on the market that customers are unwilling or unable to operate because either the air transport ecosystem has not developed sufficiently or renewable hydrogen is not widely available. In this scenario, Airbus would not be able to recuperate its investment in the new aircraft programme, estimated at 10Bn€ (the development of large aircraft programmes are long-term projects whose costs vary greatly, moreover historical costs may be less relevant now that digital optimisation projects are in place aimed at decreasing this cost).

(3.1.1.26) Primary response to risk

Policies and plans

(3.1.1.27) Cost of response to risk

1890740

(3.1.1.28) Explanation of cost calculation

*The management cost is estimated to be 1.89074M€ (rounded), calculated by the total personnel cost for 2025 (18,384 million euro) divided by the number of employees in 2025 (165,294) and multiplied by 17 employees. $(18,384/165294)*17 = 1.89074M€$ (rounded)*

(3.1.1.29) Description of response

In order to mitigate this risk, Airbus will work with air transport stakeholders (fuel producers, airports, airlines) to anticipate the adaptations required to accommodate the new aircraft. For example, a hydrogen aircraft would require hydrogen production, distribution and storage infrastructure to be developed and deployed in order to be operative. In order to influence the development of such infrastructures, in 2018 Airbus joined the Hydrogen Council, a global initiative that brings together leading companies with a united vision and long-term ambition for hydrogen to foster the clean energy transition. It also developed the "Airbus hydrogen network", comprising >220 airports at the end of 2025, and involving energy providers and airlines. Following its 2025 Airbus Summit announcement to focus on fully electric fuel-cell propulsion, Airbus has partnered with MTU Aero Engines to co-develop a hydrogen-powered engine roadmap for future commercial aircraft. In order to mitigate the risk, Airbus has created a Vice President "hydrogen aircraft ecosystem" position supported by a dedicated team of around 15 people to foster the development of hydrogen related ecosystem and infrastructure, focusing on building industrial partnerships to develop the relevant infrastructure, interact with authorities to secure public support to these evolutions and work with the aerospace institution to harmonise the approaches and standards. Airbus does not anticipate having to fund these evolutions directly but estimates that the 15 people from this team and 2 full time equivalent people from the public affairs and corporate affairs departments are dedicated to this activity.

[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:

☒ Revenue

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

52577000000

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☒ 71-80%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

52577000000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☒ 71-80%

(3.1.2.7) Explanation of financial figures

The figure represents the revenues for Airbus Commercial activity
[Add row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☒ Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

☒ EU ETS

☒ UK ETS

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

EU ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS
40.3

(3.5.2.2) Scope 2 emissions approach

Select from:

☒ No compliance obligation for scope 2 emissions

(3.5.2.3) % of Scope 2 emissions covered by the ETS
0

(3.5.2.4) Period start date
01/01/2025

(3.5.2.5) Period end date
12/31/2025

(3.5.2.6) Allowances allocated

93491

(3.5.2.7) Allowances purchased

50951

(3.5.2.8) Verified Scope 1 emissions in metric tons CO₂e

479943.36

(3.5.2.9) Verified Scope 2 emissions in metric tons CO₂e

135391.91

(3.5.2.10) Details of ownership

Select from:

☒ Facilities we own and operate

(3.5.2.11) Comment

Allowances allocated: Yearly Emissions - Free allocation Allowances purchased: Quotas purchased

UK ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

4.69

(3.5.2.2) Scope 2 emissions approach

Select from:

☒ No compliance obligation for scope 2 emissions

(3.5.2.3) % of Scope 2 emissions covered by the ETS

0

(3.5.2.4) Period start date

01/01/2025

(3.5.2.5) Period end date

12/31/2025

(3.5.2.6) Allowances allocated

8089

(3.5.2.7) Allowances purchased

15500

(3.5.2.8) Verified Scope 1 emissions in metric tons CO2e

479943.36

(3.5.2.9) Verified Scope 2 emissions in metric tons CO2e

135391.91

(3.5.2.10) Details of ownership

Select from:

☒ Facilities we own and operate

(3.5.2.11) Comment

Allowances allocated: Yearly Emissions - Free allocation Allowances purchased: Quotas purchased

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

SITUATION: Airbus has in place a regulatory survey process for monitoring, anticipating and identifying legal and regulatory texts possibly applicable to or that may impact Airbus' activities. This activity is performed on a regular basis by a dedicated team of experts. Under the regulatory surveillance process, Airbus monitors the legal and regulatory discussions and processes in the relevant countries for the companies' activities in order to anticipate systems that may be applicable in the future or that are innovative in terms of trend (this includes international, regional and national systems, as for example, UNFCCC discussions, existing cap-and-trade systems worldwide, the ICAO CORSIA scheme, initiatives linked to environmental taxation or charges, among others). In addition, special monitoring is performed for the carbon pricing systems that are currently regulating Airbus activities, e.g. EU ETS. When a potentially applicable system or modification is identified, the regulatory team assesses it and informs the corresponding environmental roadmap and, when appropriate, the relevant functions and/or multi-functional team. Later, a strategy is defined depending on the system. The process of yearly compliance for the EU ETS is nationally implemented whilst overviewed and coordinated by a multifunctional team. TASK: As a result of this monitoring process and exchanges with the various functions and divisions, the high5+ emission reduction plan was built in order to avoid and reduce emissions first and compensate for remaining yearly emissions. The high5+ programme targets a significant reduction of Airbus environmental footprint in manufacturing activities. It covers the five most material environmental aspects for Airbus.: - CO2: Airbus is committed to contributing to the Paris Agreement objectives and to the decarbonisation of the aviation sector in full collaboration with all stakeholders. Its decarbonisation plan includes a target to reduce its industrial emissions by up to 63% by 2030 compared to 2015 baseline, validated by SBTi as 1.5°C aligned. The use of sustainable aviation fuel (SAF) combined with improved efficiency in operations will support this ambition, in addition to: - Energy: A significant portion of its manufacturing footprint originates from its energy consumption. Today, the Company is working to increase the share of renewable and low-carbon energy on sites. Improved monitoring, increased efficiency for lighting, heat and steam, and new constructions in line with certified building standards are additional initiatives currently underway. Note, SAF refers to renewable or waste-derived aviation fuels that meet sustainability criteria such as those in ICAO's CORSIA or EU's Renewable Energy Directive and that are certified under a recognised sustainability certification scheme (covering the full chain of custody). ACTIONS: The high5+ emission reduction plan is supported by the on-going introduction of a shadow carbon price of 150€ per tonne, along with other energy efficiency related activities. A concrete example: Airbus Atlantic Nantes site has installed the new heating system using a wood boiler in 2025, which is saving 5,500 tons of CO2e per annum. The high5+ emission reduction plan has been established in 2020 and with a Target date of 2030 in line with SBTi. Also the Company has started to use an internal shadow carbon price to support decision making of the Company's CapEx investment taking into account CO2 reduction impacts on operations for all Divisions. The price has been set at 150 €/tCO2, signalling to project leaders the importance of CO2 footprint reduction and to support consistency of investment decision making with the Company's decarbonisation targets. RESULTS: The installation of the new heating system using a wood boiler in 2025 at Airbus Atlantic Nantes site is saving 5,500 tons of CO2 per annum.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Environmental Opportunity Topic	Environmental opportunities identified
Climate change	Select from:

Environmental Opportunity Topic	Environmental opportunities identified
	☒ Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☒ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☒ France

☒ Germany

(3.6.1.8) Organization specific description

SITUATION: Within the satellite activity, Airbus products provide the scientific community and authorities with valuable data to understand the evolution of the global climate and assist decision makers in devising measures to mitigate the effects of climate change. TASK: Airbus has identified the opportunity to further develop its activities linked to the sale and operation of satellite products monitoring climate parameters as part of the European Space Agency's Copernicus programme. ACTION: For example, ESA and industrial partners are currently developing the Sentinel-1 Next Generation (NG) constellation to track the physical changes of the Earth. Sentinel-1 NG will carry advanced C-band Synthetic Aperture Radar (SAR) instruments manufactured by Airbus to observe Earth day and night in various weather conditions, providing ultra-high-resolution data on ice-sheet melts, global deforestation, and natural disasters to help improve global climate monitoring. RESULT: In this scenario, the estimation of the financial impact would be an increase in revenue of 345M€. The cost to realize this opportunity is based on a computation of the Revenues and EBIT against programme revenues, in this case 150.475M€ (rounded) based on 2025 figures.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

- ☒ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

- ☒ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

- ☒ Virtually certain (99–100%)

(3.6.1.12) Magnitude

Select from:

- ☒ High

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The financial impact is a revenue equal to 345M€ for the development of Copernicus Sentinel-1 NG radar instruments. The “long-term” stated in the question “Time horizon over which the opportunity is anticipated to have a substantive effect on the organization” refers to the first launch of Copernicus Sentinel-1 expected in 2034.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ Yes

(3.6.1.21) Anticipated financial effect figure in the long-term - minimum (currency)

0

(3.6.1.22) Anticipated financial effect figure in the long-term – maximum (currency)

345000000

(3.6.1.23) Explanation of financial effect figures

Airbus has identified the opportunity to be selected by the ESA as the main contractor on the Copernicus Programme for production of two advanced C-band radar instruments for the upcoming Sentinel-1 NG constellation, a cornerstone of the EU's Copernicus programme.

(3.6.1.24) Cost to realize opportunity

324462140

(3.6.1.25) Explanation of cost calculation

*The cost to realise this opportunity is equal to the development costs for the Copernicus programme work packages detailed above, which is calculated by applying the ratio of [(revenue - EBIT) / revenue] for the Airbus Defence and Space division for 2025, applied to the revenue generated by the programmes. Airbus Defence and Space 2025 revenue: 13,405 M€. Airbus Defence and Space 2025 EBIT (adjusted): 798M€. Revenue from opportunity: 345M€. $((13,405-798)/13,405)*345 = 324.462\text{M€}$ (rounded).*

(3.6.1.26) Strategy to realize opportunity

In order to be seen as a credible partner for these critical missions, Airbus has active research partnerships with the European Space Agency, French development agency, as well as exchanges on potential developments with international agencies and institutions such as the UNFCCC. This opportunity involves operating missions on behalf of ESA for which Airbus already has relevant experience and infrastructures, with no specific costs attached to the realisation of this opportunity.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☒ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☒ France

☒ Germany

☒ Spain

(3.6.1.8) Organization specific description

SITUATION: Airbus has identified the opportunity to replace older generation aircraft with its efficient latest generation products (A320neo, A330neo, A350XWB) as the first level of its decarbonisation strategy. TASK: If such replacement of older aircraft was to take place with newest more efficient products, this would allow the aviation sector's and Airbus' scope 3 GHG emissions to significantly reduce, as well as generating additional revenue for the Company. The latest generation products offer improved fuel economy and lower CO2 emissions by, on average, 20% compared to older generation products they replace. ACTION: Today, these products make up only 39% of the global commercial aircraft fleet, meaning that replacing older generation aircraft (61% of the fleet) with the newer, more efficient generation is an important and effective lever for decarbonising air transport. This opportunity applies to the operation of commercial aircraft products and is therefore considered to have a global geographical impact. RESULT: In this scenario the opportunity would be estimated at 66.314M€ per aircraft sold based on 2025 figures. The cost to realize this opportunity, 59.42M (rounded), is based on a computation of the Revenues and EBIT against programme revenues of 66.31M€ (rounded) per aircraft based on 2025 figures.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☒ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☒ Short-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☒ Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

☒ High

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

In 2025, Airbus delivered 793 aircraft for a related revenue of 52.577Bn€, equivalent to 66.314M€ per aircraft. This opportunity would therefore generate an average revenue of 66.314M€ per additional aircraft sold, based on 2025 figures.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ Yes

(3.6.1.17) Anticipated financial effect figure in the short-term - minimum (currency)

0

(3.6.1.18) Anticipated financial effect figure in the short-term – maximum (currency)

66301387

(3.6.1.23) Explanation of financial effect figures

As airlines are looking for effective ways to reduce their emissions, replacing their older products with Airbus' latest generation of commercial aircraft is the main lever currently available. This could bring some existing backlog orders forward in time as well as creating new ones. In 2025, Airbus delivered 793 aircraft for a related revenue of 52.577Bn€, equivalent to 66.314M€ per aircraft. This opportunity would therefore generate an average revenue of 66.314M€ per additional aircraft sold, based on 2025 figures.

(3.6.1.24) Cost to realize opportunity

59414832

(3.6.1.25) Explanation of cost calculation

The cost to realise this opportunity is equal to the manufacturing cost of each additional aircraft sold, which is calculated by applying the ratio of [(revenue - EBIT)/revenue] for the Airbus Commercial Aircraft activities for 2025, applied to the revenue generated by each additional aircraft sold. 2025 revenue from commercial aircraft activities: 52,577M€. 2025 EBIT (adjusted) from commercial aircraft activities: 5,470M€. Revenue from opportunity: 66.314M€. Cost to realise opportunity: $((52,577 - 5,470) / 52,577) * 66.314 = 59.415\text{M€}$ (rounded).

(3.6.1.26) Strategy to realize opportunity

The strategy to realise the opportunity is for Airbus to advocate that public support is needed to accelerate the replacement of the fleet with latest generation aircraft as a way to reduce emissions. For example, A320neo family brings a 20% reduction in fuel burn, and nearly half the noise footprint compared to previous generations of aircraft.

[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:

☒ CAPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☒ 81-90%

(3.6.2.4) Explanation of financial figures

The CapEx identified as eligible were added to property, plant and equipment in 2025. Due to the Company's activity, the major proportion of reported eligible CapEx is related to "Manufacturing of aircraft" EU Taxonomy transitional activity. Total CapEx meeting EU Taxonomy technical screening criteria for substantial contribution to climate change mitigation objective amounted to 1,695m€ (also referred to as "Alignment assessment - conditional use of substances" in section 6.2.7.3 of the Company's board report) of which, 0m€ is reported as aligned (CapEx) in the EU Taxonomy report
[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☒ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☒ Quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☒ Executive directors or equivalent

☒ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☒ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The BOD has one Executive Director and 11 non-Executive Directors, strives to seek greater diversity with respect to gender, age, geography, education, profession and background, and makes sure it has the required mix of experience, qualifications, skills and industrial knowledge necessary to assist the Company.

(4.1.6) Attach the policy (optional)

Airbus_se_report_of_the_board_of_directors_fy_2025.pdf

[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

Environmental Issue	Board-level oversight of this environmental issue
Climate change	Select from: ☒ Yes

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☒ Board chair

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☒ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☒ Board mandate

☒ Individual role descriptions

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

- ☒ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- ☒ Monitoring progress towards corporate targets ☒ Overseeing and guiding the development of a climate transition plan
- ☒ Overseeing and guiding public policy engagement
- ☒ Approving and/or overseeing employee incentives
- ☒ Monitoring the implementation of the business strategy
- ☒ Overseeing and guiding the development of a business strategy

(4.1.2.7) Please explain

Pursuant to the Board Rules, the Ethics, Compliance and Sustainability Committee (ECSC) which is required to meet at least four times a year, assists the Board of Directors in overseeing the Company's culture and commitment to ethical business, integrity and sustainability. The ECSC is empowered to monitor the Company's Ethics & Compliance programme, organisation and framework to make sure that the Company's Ethics & Compliance governance is effective (including all associated internal policies, procedures and controls). This includes the areas of money laundering and terrorist financing, fraud, bribery and corruption, trade sanctions and export control, data privacy, procurement and supply chain compliance and anti-competitive practices. The ECSC is also empowered to oversee the Company's sustainability strategy and effective governance and ensure that sustainability related topics are taken into account in the Company's objectives and strategy. The ECSC makes recommendations to the Board of Directors and its Committees on all ethics, compliance or sustainability-related matters, including on climate-related disclosures, and is responsible for providing the Audit Committee with any necessary disclosures on issues or alleged ethical and compliance breaches that are financial and accounting-related. The ECSC maintains a reporting line with the Chief Ethics & Compliance Officer, who attends every ECSC meeting and is requested to provide quarterly reports on its activities, and with the Chief Sustainability Officer and Communications and member of the EC, who attends each ECSC meeting. The Chairman of the Audit Committee and the Chairman of the RNGC are members of the ECSC. Unless otherwise decided by the ECSC, the CEO and the Chairman of the Board of Directors attend all of the meetings. From time to time, independent external experts are also invited to attend ECSC meetings.

[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

- ☒ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

- ☒ Consulting regularly with an internal, permanent, subject-expert working group
- ☒ Engaging regularly with external stakeholders and experts on environmental issues
- ☒ Integrating knowledge of environmental issues into board nominating process
- ☒ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)
- ☒ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

Environmental Issue	Management-level responsibility for this environmental issue
Climate change	Select from: ☒ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

Engagement

Policies, commitments, and targets

Strategy and financial planning

Other

(4.3.1.4) Reporting line

Select from:

☒ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☒ Quarterly

(4.3.1.6) Please explain

The Chief Sustainability Officer oversees the Company's sustainability roadmap, driving Airbus' contribution to current environmental, societal, regulatory and technological challenges. Alignment on sustainability between the Board of Directors and the Company leadership team is also supported by the regular attendance of the Chief Sustainability Officer and Communications, an Executive Committee member, to the ECSC (Ethics, Compliance and Sustainability Committee)
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☒ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

12.5

(4.5.3) Please explain

The CEO variable remuneration is composed of a Short Term Component and a Long Term Component in similar proportions. The Short Term Variable Remuneration of the CEO is split between Collective and Individual components (50-50). Within the Collective component, 20% is linked to company sustainability related performance equally split between water consumption (STIP) and FR1 accident frequency rate targets. Long-term component (LTIP) includes 20% linked to CO2-related performance targets (equally split between company management of Scopes 1&2; and Scope 3)

[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

(4.5.1.2) Incentives

Select all that apply

☒ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

Strategy and financial planning

Emission reduction

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☒ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

Short-Term: The annual water consumption objective forms part of the CEO's and all other Senior Managers' and Executives' remuneration. Long-Term: rewards multi-year performance via Performance Shares that vest over a 3-year cycle.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Remuneration-linked objectives are set as waypoints on the trajectories towards Airbus' 2030 / 2030 / 2035 targets for Water consumption / CO2 Scopes 1&2 / CO2 Scope 3 respectively and are therefore aligned with environmental commitments. Water targets also contribute to addressing future water scarcity risks and can therefore also be linked to Airbus Climate transition plan.

[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

Policy Question	Does your organization have any environmental policies?
Environmental Policy Status	Select from: ☒ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

☒ Climate change

(4.6.1.2) Level of coverage

Select from:

☒ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☒ Direct operations

☒ Upstream value chain

☒ Downstream value chain

(4.6.1.4) Explain the coverage

Airbus recognises its role in managing its environmental challenges and contributing to the targets set by the Paris Agreement on Climate Change. Airbus is committed to protecting the environment and human health, reducing the impact of its activities, products and services by continually improving its environmental management and by accounting for its compliance obligations. Its integrated site and product environmental management system, certified to ISO14001, provides the framework for driving the company environmental objectives. This also includes managing Airbus' use of regulated substances. The Company engages with its suppliers in order to achieve the objectives set for products and sites. Their contribution, commitment and innovation is also required for sustainable environmental and business management.

(4.6.1.5) Environmental policy content

Environmental commitments

Social commitments

Additional references/Descriptions

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☒ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☒ Publicly available

(4.6.1.8) Attach the policy

Environmental-Policy-Statement-Guillaume Faury_0.pdf

[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☒ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☒ Climate Action 100+

☒ Science-Based Targets Initiative (SBTi)

☒ Task Force on Climate-related Financial Disclosures (TCFD)

☒ UN Global Compact

(4.10.3) Describe your organization's role within each framework or initiative

Airbus updates its Communication On Progress every year for the UN Global Compact. Airbus engages twice a year with Climate Action 100+ to share its latest updates. Airbus is a supporter of the TCFD. Airbus has its targets validated by SBTi.

[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Yes

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☒ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☒ Paris Agreement

(4.11.4) Attach commitment or position statement

Environmental-Policy-Statement-Guillaume Faury_0.pdf

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☒ Yes, my organization is registered

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☒ Mandatory government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

EU Transparency Register: 2732167674-76

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

Airbus has processes in place, under the supervision of the Chief Compliance Officer, to monitor the consistency of engagement activities with the company's strategy. The Ethics and Compliance programme ensures that relevant policies and guidelines are implemented and up-to-date, starting with the Airbus Code of Conduct. It also ensures that these policies and guidelines are communicated and that employees are trained, aim at raising awareness in order to promote compliance as a corporate culture. These processes are applied to our climate change strategy. For example, Airbus now has a Climate Change Academy to provide training and raise awareness to Airbus employees, to accelerate the action towards the achievement of our targets validated by the SBTi in line and in order to contribute to the Paris Agreement goals.

[Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

At European level, the Company has engaged with the EU Commission on climate change policies discussions such as the 'Refuel EU' initiative as part of the 'Fit for 55' regulatory package, and the EU Aviation and Aeronautics Strategy.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ Global

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with no exceptions

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Ad-hoc meetings

☒ Participation in working groups organized by policy makers

☒ Responding to consultations

☒ Submitting written proposals/inquiries

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

A greater use of renewable and low-carbon fuels will reduce the carbon footprint of the aviation sector and create a level playing field for a sustainable air transport in the EU. The main objective of the ReFuelEU aviation initiative, as a key part of the EU's Fit for 55 package, is to increase both demand for and supply of sustainable aviation fuels (SAF), which have lower CO2 emissions than fossil fuel kerosene, while ensuring a level playing field across the EU air transport market. The new legislation aims to put air transport on the trajectory of the EU's climate targets for 2030 and 2050, as SAF are one of the key short- and medium-term tools for decarbonising aviation. It should address the current situation which is hindering their development: low supply and prices much higher than prices of fossil fuels. The Company recognises SAF as a major pillar of the aviation decarbonisation roadmap for the short, medium and long-term. SAF is a fuel derived from a range of feedstocks" (origin of carbon molecules used) made from sustainable resources; the reduction of CO2 emissions throughout its life cycle can exceed 80% when

compared with conventional kerosene. Acknowledging that SAF scale up success will depend on consistent actions by all actors including engine makers, producers, airlines, airports, logistics providers, and policy makers amongst others, the Company is seeking to act both as technical solution developer and catalyst for the ecosystem, both at global and regional levels. The Company supports the ambitious rollout of SAF using all production pathways meeting the sustainability criteria described above, and developing visibility to foster demand meeting supply will be essential. The success is measured through the adoption of the regulation in October 2023, with entry into force in January 2024, and yearly progress reported by EASA. Please note that the funding figure is not communicated. Additionally, the Company engaged with the European Commission on developing the EU Aviation and Aeronautics Strategy, highlighting the sector's specificities to contribute to the strategy's broader ambitions.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:
☒ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply
☒ Paris Agreement
[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:
☒ Indirect engagement via a trade association

(4.11.2.4) Trade association

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☒ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☒ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☒ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

The Aerospace, Security and Defence Industries Association of Europe (ASD) supports the aviation sector decarbonisation roadmaps by publishing the Destination 2050 report. Airbus is an active member of ASD and helped shape this position. Furthermore the CEO of Airbus has been nominated as President and Chairman of the Board of the ASD in June 2023. Please note that the funding figure is not communicated.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☒ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☒ Paris Agreement

[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☒ Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☒ In mainstream reports

(4.12.1.2) Is your publication in line with a standard or framework?

Select from:

☒ Yes

(4.12.1.3) Standard or framework the publication is in line with

Select all that apply

☒ ESRS

- ☒ IFRS
- ☒ TCFD

(4.12.1.4) Environmental issues covered in publication

Select all that apply

- ☒ Climate change
- ☒ Biodiversity

(4.12.1.5) Status of the publication

Select from:

- ☒ Complete

(4.12.1.6) Content elements

Select all that apply

- ☒ Strategy ☒ Public policy engagement
- ☒ Governance ☒ Climate-related targets
- ☒ Risks & Opportunities ☒ Greenhouse gas emissions figures
- ☒ Value chain engagement ☒ Content of environmental policies
- ☒ Dependencies & Impacts

(4.12.1.7) Page/section reference

Environment Section + Metrics/KPIs: Page 131-249

(4.12.1.8) Attach the relevant publication

Airbus_se_report_of_the_board_of_directors_fy_2025.pdf

(4.12.1.9) Comment

n/a

[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

☒ Yes

(5.1.2) Frequency of analysis

Select from:

☒ Annually

[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

(5.1.1.2) SSPs used in conjunction with scenario

Select from:

☒ SSP5

(5.1.1.3) Approach to scenario

Select from:

☒ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☒ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☒ Policy ☒ Chronic physical

☒ Market

☒ Reputation

☒ Technology

☒ Acute physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☒ 4.0°C and above

(5.1.1.7) Reference year

2019

(5.1.1.8) Timeframes covered

Select all that apply

☒ 2025

☒ 2050

☒ Other, please specify :2035

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

Regulators, legal and policy regimes

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

This scenario is called "Disorderly mitigation – Warming exceeding 3°C", based on IPCC Scenarios AR6 SSP3-7.0 / SSP5-8.5 to align physical climate risk analysis results with the latest state of climate science. This scenario represents the highest emissions among all SSPs and, according to the IPCC, leads to global warming of 4.4°C by the end of the century. It assumes current levels of CO2 emissions and greenhouse gases will almost double by 2050; and that the world economy grows rapidly, but this growth is driven by fossil fuel exploitation and very energy-intensive lifestyles. The SSP5-8.5 scenario describes: a future characterised by continued industrialisation and economic growth, with global markets becoming increasingly integrated and global mobility increasing; the total final energy demand rises steeply, and no additional climate policy measures are assumed. The scenario particularly explores the limits to adaptation and the climate physical risks that may impact the Company's operations and its value chain.

(5.1.1.11) Rationale for choice of scenario

The physical risks in this scenario are the most pronounced, making it a "worst-case" scenario for physical hazards.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

(5.1.1.3) Approach to scenario

Select from:

☒ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☒ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- ☒ Policy ☒ Chronic physical
- ☒ Market
- ☒ Reputation
- ☒ Technology
- ☒ Acute physical

(5.1.1.6) Temperature alignment of scenario

Select from:

- ☒ 1.5°C or lower

(5.1.1.7) Reference year

2019

(5.1.1.8) Timeframes covered

Select all that apply

- ☒ 2025
- ☒ 2050
- ☒ Other, please specify :2035

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

Regulators, legal and policy regimes

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The scenario is called “Aggressive mitigation - Limiting warming to 1.5°C”, based on the IPCC Assessment Report 6 (AR6) Scenario Shared Socioeconomic Pathway (“SSP”) 1-1.9 and the “Net Zero Emissions by 2050 Scenario” (“NZE”) by the IEA. In this scenario the global energy sector achieves net-zero CO2 emissions by 2050 and the world reaches the objective of the Paris Agreement; developed countries (e.g. including those within the European Union) accelerate in decarbonisation; societies adopt practises to enable the required levels of reduction of emissions, including increasing investment in and development of technologies that could reduce emissions of the transport sector in developed countries and limit emissions growth in developing countries; policies to decarbonise are introduced

immediately (2020s), with these policies diverging across sectors and regions and differing in both the timing of their deployment and their reach; and mitigation strategies implemented worldwide and across sectors include: • improvements in energy efficiency are implemented (however additional mitigation technologies for aviation are required); • transitioning from fossil-based energy to very low or “zero-carbon” sources including hydrogen and high density biofuels for aviation; • carbon capture utilisation and storage is used in remaining fossil-fuels facilities; • both nature- and technology-based Carbon Dioxide Removals (“CDR”) are deployed to the levels required to neutralise global remaining GHG emissions; and • countries implement measures towards restricting demand for transport services while supporting the shift to more energy efficient and low carbon intensive products and transport modes. Severe weather events are more frequent, but the world has avoided the worst consequences of climate change.

(5.1.1.11) Rationale for choice of scenario

This scenario reflects the ambition of the Paris Agreement to the United Nations Framework Convention on Climate Change (Paris Agreement) and is a very ambitious scenario aiming to limit global warming to 1.5 °C by the end of the century. It is therefore the best suited for the identification of transition related risks on the Company's business.

[Add row]

(5.1.2) Provide details of the outcomes of your organization's scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

- ☒ Risk and opportunities identification, assessment and management
- ☒ Strategy and financial planning
- ☒ Resilience of business model and strategy
- ☒ Capacity building
- ☒ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

- ☒ Organization-wide

(5.1.2.3) Summarize the influence of the scenario analysis on the selected business processes

The results of the Company's climate scenario analysis has led to the identification of the following risks and opportunities: Climate-related risks:- Transition - Technology: Emergence of disruptive technologies from competition- Transition - Market: Low availability of renewable and low-carbon energy - Transition - Market: Impact of market measures and their development on demand for the Company's products- Transition - Policy and legal: Climate-related regulations and restrictions - divergence in regulatory framework- Transition - Reputation: Change in behaviours, perceptions and societal expectations- Physical - Acute: Extreme weather events may impact the Company's products and operations- Physical - Chronic: Consequences of long-term changing weather patterns may cause increase of infrastructure and operations costs, reduced labour productivity, loss of assets value and negatively impact employee's health -Climate-related opportunities: opportunities were identified under the materiality threshold- Market opportunities such as the one for Space described in question 3.6.1
[Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

☒ Yes, but we have a climate transition plan with a different temperature alignment

(5.2.2) Temperature alignment of transition plan

Select from:

☒ Well-below 2°C aligned

(5.2.3) Publicly available climate transition plan

Select from:

☒ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:

☒ No, and we do not plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

Airbus' aircraft portfolio is already capable of flying with a fuel blend of up to 50% SAF. While Airbus decarbonisation roadmap considers the progressive substitution of conventional kerosene by SAF and the Company plays an active role to speed up the development of this alternative, the actual availability and use of SAF also depends on a number of parameters beyond Airbus control.

(5.2.10) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☒ We have a different feedback mechanism in place

(5.2.11) Description of feedback mechanism

The Airbus Executive Environment Committee (EnC) reviews climate-related topics, including the progress on greenhouse gas ("GHG") emissions reduction objectives, the decarbonisation strategy and climate related risks. Progress reports and strategic decisions are escalated to the Airbus Board's Ethics, Compliance and Sustainability Committee (ECSC), which is responsible for assisting the Board of Directors to oversee the Company's Sustainability strategy and effective governance to ensure that sustainability-related topics, including climate-related topics, are taken into account in the Company's strategy and objectives. Board decisions are then fed back to the Executive Committee to integrate in the Sustainability Strategy. As an example of the company's feedback mechanism on its transition plan, in 2021, the EnC proposed to develop Science Based Targets and to seek validation by the SBTi. The ECSC reviewed this proposal and recommended that the Board validate the plan to develop the targets, which the Board did. The EnC then oversaw the development of the targets and submitted them to the ECSC for validation in 2022. The ECSC recommended to the Board to validate the targets and their submission to SBTi, which the Board did. In addition, feedback from shareholders is also collected through continuous dialogue and special events, such as the investor day. Feedback from various authorities is also gathered through continuous dialogue via the Airbus public affairs organisation.

(5.2.12) Frequency of feedback collection

Select from:

☒ More frequently than annually

(5.2.13) Description of key assumptions and dependencies on which the transition plan relies

Regarding the Scope 1 and 2: SAF levels of production are currently low compared to volumes that will be necessary in the coming years. According to IATA, in 2025, SAF volumes are estimated to have reached over 1.9 million tonnes, double the 1 Mt produced in 2024. SAF production in 2025 represents only 0.6% of total jet fuel consumption. Acceleration will be required to reach the first milestone in 2030 set by the sector during the ICAO Conference on Aviation Alternative Fuels in 2023 to reach 23 billion litres (5.2% of total fuel consumption) SAF produced, or through the 6% EU SAF mandate. Implementation for stationary and mobile sources on Energy efficiency measures such as Substituting energy-intensive assets and Switching to lower emission vehicles where possible. The Company also works on the

transition to renewable or low carbon energy sources with an ambition to secure at least 90% renewable or low-carbon electricity direct supply to all sites before 2030 and by using lower carbon fuels (e.g. SAF). Regarding the Scope 3, as part of the Strategic pathway 2 the Company works on developing and deploying SAF, all aircraft types compatible with up to 100% SAF. The Company recognises SAF as a major pillar of the aviation decarbonisation roadmap for the short, medium and long-term.

(5.2.14) Description of progress against transition plan disclosed in current or previous reporting period

For Scope 1 and 2: A number of actions were implemented in 2025, including for instance Airbus Atlantic Nantes site has installed the new heating system using a wood boiler, which is saving 5,500 tons of CO₂e per annum. Before 2025, a CHP dispatch optimisation project in Hamburg, leading to estimated annual savings of 6,500 MWh / 3,600 tCO₂e emissions, or the deployment of several LED lighting projects in offices and industrial perimeter, like Broughton leading to estimated annual savings of 6,300 MWh / 1,780 tCO₂e emissions. Since 2022, new Beluga jigs and tools have enabled logistic flights to transport 2 A350 wings instead of one previously. By using SAF in 2025, an estimated 44369.56 tons CO₂e (corresponding to 14041 tons SAF) were saved when compared to conventional kerosene.

(5.2.15) Attach any relevant documents which detail your climate transition plan (optional)

[*Airbus_se_report_of_the_board_of_directors_fy_2025.pdf*](#)

(5.2.16) Other environmental issues that your climate transition plan considers

Select all that apply

☒ Water

(5.2.17) Explain how the other environmental issues are considered in your climate transition plan

The Company's water usage is mostly linked to non-industrial uses, including sanitary, heating, ventilation and air conditioning, canteens and fire extinguishing. Procuring the required water does not currently represent a material cost for the Company as overall withdrawn volumes are relatively limited, especially for its industrial operations. However, securing water availability to operate the industrial processes that require water is critical for the Company and its supply chain to ensure business continuity. As such, water aspects are included in the Company's LCA approach. The links between water use, climate and biodiversity are significant, with climate change and ecosystem degradation having the potential to exacerbate water stress and consequently affect water availability.

(5.2.18) Adaptation-specific objectives included within your climate transition plan

Select from:

☒ No

(5.2.20) Primary reason for not having a climate transition plan that aligns with a 1.5°C world

Select from:

☒ Other, please specify :For Scope 3, compatibility of the target with 1.5°C will be assessed when relevant guidance from the EU Commission becomes available.

(5.2.21) Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world

The Scopes 1 and 2 targets are validated by SBTi as being science-based and aligned with a 1.5°C scenario. The target is validated by SBTi as being science-based and aligned with a "well below 2°C" scenario, which is in line with the required level of ambition for a Scope 3 target according to SBTi's "Corporate near-term criteria version 5.2". Compatibility of the target with 1.5°C will be assessed when relevant guidance from the EU Commission becomes available.

[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☒ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☒ Products and services

☒ Upstream/downstream value chain

☒ Investment in R&D

☒ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

- ☒ Transition risks
- ☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

- ☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

The R&O analysis pushed Airbus to realise the short term opportunity of reducing emissions of its existing products and services, through a services offer addressing fuel efficiency and emissions reductions. Airbus took the decision to develop this new service, which includes for instance upgrades packages, including Descent Profile Optimization Services (updating the Flight Management System to optimize programmed descent profiles on A320 CEO and A330 CEO aircraft and reduce fuel burn) or sharklets wingtip retrofit for the A320 family that aim at reducing fuel consumption up to 4%. NAVBLUE, a fully owned Airbus subsidiary, proposes solutions and software that improve Flight Operations fluidity and efficiency highly contribute to reducing fuel consumption and noise: this includes for instance fuel monitoring solutions based on data analytics, but also pilot applications allowing them to leverage their contribution to airline's fuel saving programs. In addition, Airbus offers dedicated fuel efficiency training courses and fuel consulting missions (e.g. Navblue Fuel and Flight Efficiency Consulting Service). The service is already operational and fulfils expectations. In 2019, Airbus launched the Digital Design, Manufacturing & Services (DDMS) programme. The aim of this program is to rethink the way we design, manufacture and operate our products, keeping in mind the industrial system and services ambitions from the start. Five key value delivery streams were selected to pull them all. One of these values is sustainability. The purpose of this program applied to sustainability is to provide integrated processes, methods, tools and transformation levers to enable us to predict and analyse the environmental impact for new products, services and industrial systems by around 2030. In 2025, this programme is still ongoing and is progressing according to plan.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

- ☒ Transition risks
- ☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

- ☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

The way of purchasing energy has changed in order to integrate and escalate the use of renewable energy sources. Due to regulatory changes, and anticipated evolutions the goods and services purchased by Airbus are undergoing assessment.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

- ☒ Transition risks
- ☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

- ☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

The R&O analysis shows that Airbus should focus on developing technologies to reduce emissions of its products. New technologies and design including operational breakthrough solutions for existing and future products among which hydrogen-based solutions, blended wing-body, open rotor, sustainable aviation fuels are being developed. As an example, the Company revealed three concepts for the world's first hydrogen powered commercial aircraft in September 2020. These concepts explore various technology pathways and aerodynamic configurations in order to support the Company's ambition of leading the way in bringing the lowest possible climate impact solutions to the aviation industry.

Operations

(5.3.1.1) Effect type

Select all that apply

- ☒ Transition risks
- ☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

- ☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

As part of its “high5+” plan to reduce its CO2 emissions from industrial operations by 63% by 2030 compared to 2015, an opportunity has been identified to reduce emissions through the use of Sustainable Aviation Fuels (SAF) in the fleet of “Beluga” transport aircraft. The Beluga ST aircraft has used SAF since December 2019 followed progressively by Beluga XL. In 2025, in total, an estimated 44369.56 tons CO2e (corresponding to 14041 tons SAF) were saved when compared to conventional kerosene.

[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

- ☒ Assets ☒ Capital allocation
- ☒ Revenues ☒ Capital expenditures
- ☒ Liabilities ☒ Acquisitions and divestments
- ☒ Direct costs
- ☒ Access to capital

(5.3.2.2) Effect type

Select all that apply

- ☒ Physical risks
- ☒ Transition risks
- ☒ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

- ☒ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

Climate risks and opportunities result in business decisions to address risks or capture opportunities as described in previous questions. Relevant related financial impacts are fully integrated into our corporate financial planning and budgeting. For instance, the revenue line can integrate market opportunity capture while associated production costs or CapEx are budgeted accordingly. Similarly, insurance costs are budgeted and R&D expenses are anticipated over a longer time horizon. M&A strategy linked to climate risk and opportunity management also influences financial planning with the integration of funding needs to group needs both in terms of liquidity and capital requirements. This was the case for instance in 2020 with the launch of a joint-venture with ElringKlinger to support our Hydrogen ambitions. A long term plan incorporating business decisions and strategy (3-5 year horizon) is updated on a yearly basis and provides visibility for defining the relevant capital allocation and access-to-capital strategy while short term budgeting enables a closer steering of financials. In addition, CapEx assessments include a CO2-incentive component through a CO2 shadow pricing mechanism and therefore impacting actual expenses and related financial planning. Case study: In Saint Nazaire, a paint shop project has been influenced by the review of its CO2 emissions. The originally planned boiler was therefore replaced by a heat pump with higher cost but lower CO2 emissions. This more expensive option was timely budgeted so that appropriate financial resources could be secured.

[Add row]

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

Identification of spending/revenue aligned with transition	Methodology or framework used	Taxonomy alignment level
Select from: ☒ Yes	Select all that apply ☒ A sustainable finance taxonomy	Select from: ☒ At the organization level only

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition.

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☒ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

☒ EU Taxonomy for Sustainable Activities

(5.4.1.3) Objective under which alignment is being reported

Select from:

☒ Total across climate change mitigation and climate change adaptation

(5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

☒ Yes

(5.4.1.5) Financial metric

Select from:

☒ Revenue/Turnover

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

0

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

0

(5.4.1.8) Percentage share of selected financial metric planned to align in 2030 (%)

0

(5.4.1.9) Percentage share of selected financial metric planned to align in 2035 (%)

0

(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)

92

(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)

8

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

The EU Taxonomy is a classification system establishing a list of environmentally sustainable economic activities defined by the EU Taxonomy Regulation. The EU Taxonomy Regulation focuses on six environmental objectives: (1) "climate change mitigation", (2) "climate change adaptation", (3) "sustainable use and protection of water and marine resources", (4) "transition to a circular economy", (5) "pollution prevention and control", and (6) "protection and restoration of biodiversity and ecosystems". An economic activity is considered a Taxonomy-eligible economic activity if it is described in one of the delegated acts supplementing the EU Taxonomy Regulation. An economic activity is considered Taxonomy-aligned and thus considered environmentally sustainable under the EU Taxonomy, if it fulfils the technical screening criteria ("TSC") and thereby substantially contributes to one or more of the environmental objectives while doing no significant harm ("DNSH") to any of the other environmental objectives and complying with the minimum safeguards. The EU Taxonomy aims to direct investments towards sustainable projects and activities in order to meet the EU's climate and energy targets and reach the objectives of the European Green Deal.

[Add row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

(5.5.1) Investment in low-carbon R&D

Select from:

☒ Yes

(5.5.2) Comment

As a core axis of its strategy, the Company aims to accelerate the development of lower emission technologies in order to market lower carbon aircraft including hydrogen-powered aircraft. Fostering ecosystem readiness including associated infrastructure and the dynamic deployment of SAF will be another priority, in order to achieve this ambition while minimising the recourse to offsetting.

[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☒ Aviation

(5.5.8.2) Technology area

Select from:

☒ Other, please specify :R&D for the following technologies: airframe, aerodynamics, alternative fuels, propulsion, ground handling operations, and electric aircraft in Airbus Commercial Aircraft

(5.5.8.3) Stage of development in the reporting year

Select from:

☒ Basic academic/theoretical research

(5.5.8.4) Average % of total R&D investment over the last 3 years

0

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

0

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Please note that the "0" figures reported in "Average % of Total R&D investment over the last 3 years"/"Average % of Total R&D investment planned over the next 5 years" are not the actual figures, as financial data is commercially sensitive, Airbus does not report on actual investment figures at this level of granularity. The aim of the Airline Sciences team is to provide an operational digital representation of an airline in all its complexities and reflecting various business models. This modelling allows the Company to take a bottom-up approach and to test out different aircraft technologies and concepts, validate product strategy, assist in sales campaigns, develop new services and, more importantly, understand the customers' perspective across all layers of the Company. Airbus has set sustainability at the heart of the Company's purpose and has the ambition to lead the decarbonisation of the aviation industry. Accurate monitoring and modelling of aircraft operational data is a core element of its decarbonisation strategy. As such, the Airline Digital Twin capability is being used heavily in order to assess CO2 and non CO2 effects, including comprehensive emissions calculations, effect on airline profitability as well as operational sensitivities. Airbus has been actively involved in an array of public funded projects related to the impact and mitigation of Scope 3 emissions on the climate. Thanks to this funding, the Company has developed a substantial simulation and data analytics capability enabling detailed flight by flight analysis on a massive scale. This new capability will be key in advocating Airbus' position on any future legislation, can serve to test new Airbus technologies on an airline level to mitigate aviation induced climate impact, and can help to drive new services to the wider aviation community. Finally, in the context of aircraft sales campaigns, the Airline Digital Twin was used in supporting several key aircraft sales campaigns, for instance for assessing the effect of the Russia-Ukraine airspace blockage on a detailed and realistic level.

Row 2

(5.5.8.1) Activity

Select all that apply

☒ Aviation

(5.5.8.2) Technology area

Select from:

☒ Other, please specify :R&D for the following technologies: Airframe, Aerodynamics, Alternative Fuels, Propulsion, Ground handling operations, and Electric aircraft on Commercial Aircraft

(5.5.8.3) Stage of development in the reporting year

Select from:

☒ Pilot demonstration

(5.5.8.4) Average % of total R&D investment over the last 3 years

0

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

0

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

0

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Please note that the "0" figures reported in "Average % of Total R&D investment over the last 3 years"/"Average % of Total R&D investment planned over the next 5 years" are not the actual figures, as financial data is commercially sensitive, Airbus does not report on actual investment figures at this level of granularity. Airbus is also engaged at both the international and European level with research institutes at the forefront of scientific knowledge on the non-CO2 effects of aviation to better understand and respond to these challenges. In 2025, the Company continued to invest in researching the climate effect of contrails with two new projects: • The Process for the Abatement of Contrails from Innovative Fuels and Climate ("PACIFIC") project. This European collaborative effort will focus on advancing research into contrail mitigation, including the impact of 100% SAF combustion on ice crystal formation. • The Contrail Research Yielding STimulating Advanced RQL Learning ("CRYSTAL") project, launched in partnership with Canadian aerospace academic and research organisations, includes a ground and flight test campaign at the Company's Mirabel site (Canada). The CRYSTAL project aims at measuring emissions on-wing (ground testing) and in-flight emissions and contrails at various altitudes (flight testing) using the A220 flight test aircraft.

[Add row]

(5.10) Does your organization use an internal price on environmental externalities?

Externality Type	Use of internal pricing for this environmental externality
Carbon	Select from: ☒ Yes

[Fixed row]

(5.10.1) Provide details of your organization's internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:

- ☒ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

- ☒ Drive low-carbon investment
- ☒ Identify and seize low-carbon opportunities
- ☒ Navigate regulations
- ☒ Stress test investments

(5.10.1.3) Factors considered when determining the price

Select all that apply

- ☒ Alignment with the price of allowances under an Emissions Trading Scheme
- ☒ Price with substantive impact on business decisions
- ☒ Scenario analysis

(5.10.1.4) Calculation methodology and assumptions made in determining the price

The calculation and assumption are taken from the EU Commission impact assessments for the Fit for 55 regulatory package, including but not limited to the EU ETS impact assessment.

(5.10.1.5) Scopes covered

Select all that apply

- ☒ Scope 1
- ☒ Scope 2

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☒ Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☒ Static

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

150

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

150

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

☒ Operations

☒ Product and R&D

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

☒ Yes, for some decision-making processes, please specify :The deployment of a shadow carbon price set at 150€/tCO2 has started, giving a clear signal to project leaders on the importance of CO2 footprint reduction and enabling an acceleration of project portfolio implementation.

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

100

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☒ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

Transition plan CapEx and OpEx. The Company has established CO2 reduction targets for Scopes 1, 2, and Scope 3 Use of Sold Products emissions. Over the years, progress made towards achieving these targets is largely attributable to the Company's strategic focus on investments (e.g. industrial assets), as well as operational measures (e.g. procurement of renewable energy or SAF for internal operations), which are centrally managed and prioritised by the Company. CO2 savings are inherently the primary decision criterion for this category of investments, and the use of a shadow carbon price - as described in the following paragraphs - had therefore a limited influence on these CapEx investment decisions. CapEx investments (Scopes 1 & 2). The Company has started to apply a shadow carbon price in its investment decision-making process throughout its three divisions. This fixed price was established considering benchmarks, carbon price projections from various relevant sources such as those of the IPCC 2018, IEA and IRENA 2017 and French authorities. The integrated internal pricing mechanism aims to factor the internal carbon price into business case evaluations. By doing so, the Company seeks a more holistic financial analysis of its CapEx projects and to favor those investment decisions with a better CO2 footprint. As part of its continuous improvement process and having assessed the effectiveness of the current scheme in influencing overall decision making, the Company is considering modifications to ensure relevance for the business. Note: in question 5.10.1.14, Airbus understands the question as referring to the share of emissions that the carbon price mechanism is aimed at, as opposed to the share of emissions corresponding to projects where the carbon price mechanism had been effectively applied.

[Add row]

(5.11) Do you engage with your value chain on environmental issues?

Suppliers

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☒ Yes

(5.11.2) Environmental issues covered

Select all that apply

☒ Climate change

Customers

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☒ Yes

(5.11.2) Environmental issues covered

Select all that apply

☒ Climate change

Investors and shareholders

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☒ Yes

(5.11.2) Environmental issues covered

Select all that apply

☒ Climate change

Other value chain stakeholders

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☒ No, and we do not plan to within the next two years

(5.11.3) Primary reason for not engaging with this stakeholder on environmental issues

Select from:

☒ Other, please specify :no additional value chain stakeholder than the ones listed

(5.11.4) Explain why you do not engage with this stakeholder on environmental issues

The majority of the value chain is engaged as described with the stakeholders above.

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

- ☒ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

- ☒ Contribution to supplier-related Scope 3 emissions
☒ Other, please specify :Impact on pollution levels

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

- ☒ 76-99%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

The Company considers a CDP score as a relevant indicator for assessing the maturity of its suppliers to address climate change, and requests its main suppliers to respond to the CDP Supply Chain program on an annual basis. The threshold is set at companies scoring below B.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

- ☒ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

31

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☒ No, we do not prioritize which suppliers to engage with on this environmental issue

(5.11.2.3) Primary reason for no supplier prioritization on this environmental issue

Select from:

☒ We engage with all suppliers

(5.11.2.4) Please explain

N/A

[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☒ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☒ No, we do not have a policy in place for addressing non-compliance

(5.11.5.3) Comment

While the Company lacks a formal supplier non-compliance policy, it enforces human rights, environmental, and ethical standards across all stages of procurement. Before onboarding, suppliers undergo third-party risk screening, where red flags trigger internal review and potential escalation. For high-value tenders, suppliers must complete a sustainability assessment to evaluate their operational maturity. Contractually, standard agreements mandate adherence to ESG laws and the Supplier Code of Conduct, requiring primary suppliers to cascade these standards down their own supply chains. Contracts also obligate suppliers to cooperate with desktop Supplier Maturity Assessments (SMA) and third-party on-site audits. Post-contract, the Company continuously maps risk based on geographic location and industry type. High-risk suppliers must complete an evidence-based SMA. If an assessment reveals severe risks or unmet expectations, the supplier must implement a formal corrective action plan or undergo an on-site audit; failure to demonstrate progress may lead to contract termination. Ongoing oversight is further supported by site visits, external media reports, and the OpenLine grievance mechanism. When substantiated violations occur, the Company investigates without delay. Depending on severity, the Company works with the supplier to establish mitigation measures, conduct further audits, or require action for sub-tier supply chain alerts.
[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☒ Reporting against a sustainability index (e.g., DJSI, CDP etc.)

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☒ Second-party verification

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☒ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☒ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☒ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☒ 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☒ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☒ 1-25%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

- ☒ Assessing the efficacy and efforts of non-compliant supplier actions through consistent and quantified metrics
- ☒ Providing information on appropriate actions that can be taken to address non-compliance
- ☒ Re-integrating suppliers back into upstream value chain based on the successful and verifiable completion of activities

(5.11.6.12) Comment

N/A

[Add row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

- ☒ Adaptation to climate change

(5.11.7.3) Type and details of engagement

Financial incentives

Information collection

Innovation and collaboration

(5.11.7.4) Upstream value chain coverage

Select all that apply

- ☒ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☒ 76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☒ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Describe the engagement and explain the effect of your engagement on the selected environmental action Airbus has built a dedicated climate engagement programme for suppliers by becoming a member of the CDP Supply Chain initiative. The programme engages suppliers representing 82% of total spend in 2025. The initiative forms a key part of our annual Supplier Council event, where case studies based on anonymized results are shared with the wider supplier population as a way to engage and boost participation. During supplier performance reviews, the supplier response to the CDP questionnaire is reviewed, improvement areas highlighted and corrective action plans required when the score is below Management Level. Some suppliers also seek Airbus' feedback on their CDP response and associated action plans to ensure it meets expectations. The CDP Supply Chain initiative sits on top of an existing global approach: - The standard Airbus supplier contracts include requirements to comply with all applicable laws and regulations, including climate-related ones. - For new contracts, suppliers are requested to implement an Environmental Management System including continuous improvement through the mitigation of significant environmental aspects and impacts, including greenhouse gases and air emissions. A programme is ongoing to also include these requirements in existing contracts. The Airbus CDP Supply Chain programme is the main discussion channel on climate and enables wide engagement of the supplier base. In 2025, 80.3% of targeted suppliers responded (against a 2025 objective of 75%). The response rate being over 75% is an indication that the engagement is generating incentives and inclination for the suppliers to consider the climate topic as one they should engage on. In 2025, 87.8% of respondents by spend received a score of A or B. The high level of A and B scores is an indication that suppliers who are part of this engagement are actually implementing comprehensive climate strategies.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☒ Yes, please specify the environmental requirement :Yes, it supports as, in attention to the maturity of its supplier on sustainability, this engagement raises awareness and spans all the way to implement comprehensive climate strategies

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☒ Yes

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☒ Customers

(5.11.9.2) Type and details of engagement

Innovation and collaboration

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ 100%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Over 95% of our value chain emissions stem from the operation of our commercial aircraft. Engaging directly with airlines is therefore crucial to sharing strategies and best practices that reduce in-service operational emissions. Airbus actively addresses this decarbonisation challenge by delivering best-in-class innovative products and services while promoting environmental best practice across the aviation industry. To drive this effort, Airbus leads the Sustainable Aviation Engagement Programme (SAEP). The initiative establishes long-term partnerships with airlines committed to eco-responsible development, targeting a reduced environmental footprint for operating Airbus aircraft. Where shared environmental strategies and objectives align, Airbus collaborates with customers to define and execute targeted, long-term projects. The SAEP consolidates expertise from specialists across Airbus and key external stakeholders to provide a comprehensive suite of sustainable aviation solutions. Built on four core pillars—aircraft technology, aircraft operations, Air Traffic Management (ATM), and sustainable aviation fuels (SAF)—the programme empowers airlines to minimise fuel burn and noise by harnessing the full potential of latest-generation, fuel-efficient aircraft. Airbus maintains long-term project partnerships with major carriers, including Cathay Pacific, IAG (British Airways, Iberia), Air France-KLM, Thai Airways, Thai AirAsia, and Garuda. Additionally, the Company enters strategic partnerships with airlines and producers to accelerate the production and adoption of SAF. Key investments in 2025 included: A joint

investment with Qantas into Climate Tech Partners (CTP), a climate-focused venture capital fund designed to accelerate SAF development and decarbonisation technologies. This strategic commitment aims to bridge the gap between early-stage innovations and commercial, at-scale SAF production, particularly within Australia. A joint investment with Cathay Group focused on scaling SAF production across Asia and globally. This partnership identifies and funds commercially viable projects to strengthen the regional SAF supply chain and advocate for supportive policy frameworks.

(5.11.9.6) Effect of engagement and measures of success

Engagement with customers on climate change related topics resulted in some partnerships / cooperation enabling flights with sustainable fuels or supporting the implementation of a monitoring, reporting and verification system (MRV) in the context of ICAO carbon offsetting programme, CORSIA. Examples of cooperation through the "Sustainable Aviation Engagement Programme" CO2 emissions reduction through the use of Sustainable Aviation Fuels: - Installation in Toulouse of a facility to allow Airlines to fly with Sustainable Fuels for their delivery flights. - Cooperation with Cathay Pacific to deliver 48 A350 from Toulouse to Hong-Kong with Sustainable Fuels. - Cooperation with China Airlines and IBERIA on A350 deliveries with Sustainable Fuels, with Delta Airlines on A330neo deliveries with sustainable fuels - JetBlue delivery flight from US Mobile Alabama Reducing use-phase GHG emissions through carbon offsetting - Support to with DGCA Indonesia and Garuda Indonesia to define and test the plan to Monitor, Report and Verify (MRV) the carbon emissions for Garuda (CORSIA MRV implementation plan). - Support to Thailand aviation (CAAT, Thai Airways and Thai AirAsia) on CORSIA MRV. As it is difficult to assess or set a threshold to measure the innovation effort, one of the measures of success is the constant participation from customers to this initiative, meaning that they see value in the collaboration.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☒ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ 76-99%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

The Company is committed to engage in constant meaningful dialogue with its stakeholders, striving for openness, transparency and inclusiveness. Key stakeholder groups, in line with the International Aerospace Environmental Group proposal for the sector include, amongst others, employees, customers, suppliers, industrial partners (including energy providers), social partners, investors, Non Governmental Organisations, authorities / governments / policy makers, industry associations, MRO (maintenance, repair and overhaul) providers, air navigation service providers (ANSPs), airports, and the community at large. The Company endeavours to take the interests of relevant stakeholders - including in connection with the sustainability aspects of the Company's strategy - into account, whereby the Company aspires to treat its stakeholders with respect and dignity and welcomes their perspectives.

(5.11.9.6) Effect of engagement and measures of success

In its communications, the Company seeks to use clear and concise language and works to provide stakeholders with sufficient information regarding relevant topics, in a timely manner. The Company attempts to improve its stakeholder engagement processes continuously, including by regularly reviewing and, if necessary, updating the various principles it observes, to ensure that the dialogue remains relevant and effective. If a relevant stakeholder requests dialogue, the Company tries to facilitate this request, unless it does not believe that this would be in the best interest of the Company and its business, in which case the Company may reject such request. In case stakeholder dialogue is already taking place, the Company may terminate such stakeholder dialogue if the Company believes that continuing such dialogue would not be in the best interest of the Company and its business. The Company's dialogue with its stakeholders, in line with the above-mentioned principles, helps the Company to progress its sustainability ambition. In addition, it has formalised a number of opportunities to exchange more widely with its stakeholders. For instance, beyond materiality assessment, the Company meets at least twice a year with social partners to review sustainability topics. It has also established the Airbus Supplier Sustainability Council in 2022. It organises other events where sustainability topics are addressed, such as the Capital Market Day and the Airbus Summit.

[Add row]

C6. Environmental performance - Consolidation approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☒ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

The Company actively monitors its environmental data throughout the organisation in order to measure the environmental impact of its operations, track its performance and communicate information on environmental matters to internal and external stakeholders. Since 2010, environmental data published by the Company has been verified by external auditors. In addition, in order to better meet stakeholders' expectations and develop its own climate strategy, the Company adheres to the CDP, SBTi and Task Force on Climate-Related Financial Disclosures ("TCFD") initiatives and as of 2025 CSRD.

[Fixed row]

C7. Environmental performance - Climate change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:

☒ No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

Structural Change Item	Has there been a structural change?
Reporting Year Change	Select all that apply ☒ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

Methodology Item	Change(s) in methodology, boundary, and/or reporting year definition?
Reporting Definition	Select all that apply ☒ No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

- ☒ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
- ☒ The Greenhouse Gas Protocol: Scope 2 Guidance

(7.3) Describe your organization’s approach to reporting Scope 2 emissions.

Scope 2, location-based	Scope 2, market-based	Comment
Select from: ☒ We are reporting a Scope 2, location-based figure	Select from: ☒ We are reporting a Scope 2, market-based figure	No change since last year

[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are excluded from your disclosure of climate-related data?

Select from:
☒ No

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2015

(7.5.2) Base year emissions (metric tons CO2e)

670211.332

(7.5.3) Methodological details

Scope 3 oversize logistics has been moved into Scope 1 as Airbus either owns the boats /trucks or has 100% operational control over the boats/trucks. It has been restated since 2015 > Change in Boundary: 3 new minor entities included in reporting (Singapore Training Center, Stair Herndon, Satair Hamburg). We have also included closed entities in the 2015 baseline, as per Baseline management rules according to GHG Protocol.

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2015

(7.5.2) Base year emissions (metric tons CO2e)

477555.702

(7.5.3) Methodological details

Change in Boundary: 3 new minor entities included in reporting (Singapore Training Center, Stair Herndon, Satair Hamburg). We have also included closed entities in 2015 baseline, as per baseline management rules according to GHG Protocol

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2015

(7.5.2) Base year emissions (metric tons CO2e)

606842.222

(7.5.3) Methodological details

Change in Boundary: 3 new minor entities included in reporting (Singapore Training Center, Stair Herndon, Satair Hamburg). We have also included closed entities in 2015 baseline, as per baseline management rules according to GHG Protocol

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2015

(7.5.2) Base year emissions (metric tons CO2e)

14307241

(7.5.3) Methodological details

Scope 3 USP data available in 2015 for commercial aircraft product only

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2015

(7.5.2) Base year emissions (metric tons CO2e)

122445

(7.5.3) Methodological details

Worldwide air travels of Europe-based employees.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2015

(7.5.2) Base year emissions (metric tons CO2e)

609438000

(7.5.3) Methodological details

Scope 3 USP data available in 2015 for commercial aircraft product only

[Fixed row]

(7.6) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Year	Gross global Scope 1 (tCO2e)	End date	Methodological details
Reporting year	479943.36		<i>includes CO2 avoided emissions from use of SAF</i>
Past year 1	462249.37	12/31/2024	<i>includes CO2 avoided emissions from use of SAF</i>
Past year 2	480497.48	12/31/2023	<i>includes CO2 avoided emissions from use of SAF</i>

[Fixed row]

(7.7) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

341598.479

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

135391.909

(7.7.4) Methodological details

Total Scope 2 GHG emissions - "market-based" (location based net of REC)

Past year 1

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

323196.491

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

160049.177

(7.7.3) End date

12/31/2024

(7.7.4) Methodological details

Total Scope 2 GHG emissions - "market-based" (location based net of REC)

Past year 2

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

313355.832

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

209411.05

(7.7.3) End date

12/31/2023

(7.7.4) Methodological details

Total Scope 2 GHG emissions - "market-based" (location based net of REC)

[Fixed row]

(7.8) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO₂e)

11942368

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.6) Please explain

Category: Purchase Goods and Services (PGS) have been identified as relevant through sectoral materiality assessment. Calculation is spent based method using IEAG Methodology and spend based approach and Airbus Group Spent.

Capital goods

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Emission from Category 2: Capital goods are included in Category 1 figure.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Category 3: Fuel-and-energy-related activities: Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi target submission dossier showed that this category represents less than 0.1% (222661 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Category 4: Upstream transportation and distribution: Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi target submission dossier showed that this category represents less than 0.1% (363393 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Category 5: Waste generated in operations: Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi target submission dossier showed that this category represents less than 0.1% (15535 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Business travel

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

75621

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Other, please specify :Other, please specify:Airbus' travel agency provides the information on the business travel in planes using the ICAO methodology and emission factors to calculate this figure

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.6) Please explain

The scope of this category includes business travel flights.

Employee commuting

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Category 7: Employee commuting: Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi target submission dossiers showed that this category represents less than 0.1% (107266 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Airbus does not have leased assets

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Category 9: Downstream transportation and distribution: In most cases the products are directly collected by customers at the delivery centers. Only in rare cases (such as Satellites and Third Party helicopters) Airbus would proceed with the distribution however there is no way to split whether the emissions are Category 4 or Category 9. Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi target submission dossier showed that this category represents less than 0.1% (107266 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

Airbus only delivers products finished to customer specifications; and therefore this category is considered as non relevant

Use of sold products

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

492687476

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Other, please specify :Hybrid method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.6) Please explain

In order to provide the level of transparency expected by stakeholders and following recommendations from the TCFD, Airbus reports in-use emissions of the products it delivers (Scope 3 – Use of sold products). This started in 2020 with the disclosure of emissions from commercial aircraft products, and was extended to civil helicopters in 2021. In 2024, the Company delivered 766 commercial aircraft. Based on an average life-time in service of around 22 years (average life-times specific to each aircraft type were used in the calculation), the total CO2 emissions for these products over their anticipated life- time is estimated at around 483MtCO2e, which translates to an average efficiency of 63.1gCO2e per passenger-kilometre. Airbus' emission calculation methodology was developed by a joint team comprising key personnel from the Engineering and Environment departments and is aligned with the guidance provided by the Greenhouse Gas Protocol. External auditors performed a review of the calculation methodology applied by Airbus and assessed the reasonableness of the supporting assumptions. Airbus has used a number of assumptions based on internal and external information including assumptions based on publicly-available data. These assumptions include the aircraft load factor, the current penetration rate of sustainable aviation fuels, their CO2 reduction potential and the indirect emissions index from jet fuel production, emission factors, as well as aircraft operational usage and average in-service lifetime. Primary data collected within the Company was also used, such as the type of sustainable aviation fuel considered or aircraft performance and configuration parameters.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Category 12: End of life treatment of sold products: Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi targets submission dossier showed that this category represents less than 0.1% (650502 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Category 13: Downstream leased assets: Leasing activities are covered within the boundaries of the aircraft deliveries and fully accounted for in Category 11.

Franchises

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

Category 14: Franchises: Airbus does not have any Franchises

Investments

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

Category 15: Investments: Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi target submission dossier showed that this category represents less than 0.1% (115000 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

Airbus does not have other upstream scope 3 emission

Other (downstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

Airbus does not have other downstream scope 3 emission

[Fixed row]

(7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

(7.8.1.1) End date

12/31/2024

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

10605072

(7.8.1.3) Scope 3: Capital goods (metric tons CO2e)

508715

(7.8.1.4) Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

0

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

0

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

0

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

65421

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

0

(7.8.1.9) Scope 3: Upstream leased assets (metric tons CO2e)

0

(7.8.1.10) Scope 3: Downstream transportation and distribution (metric tons CO2e)

0

(7.8.1.11) Scope 3: Processing of sold products (metric tons CO2e)

0

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

474691440

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

0

(7.8.1.14) Scope 3: Downstream leased assets (metric tons CO2e)

0

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

0

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

0

(7.8.1.17) Scope 3: Other (upstream) (metric tons CO2e)

0

(7.8.1.18) Scope 3: Other (downstream) (metric tons CO2e)

0

(7.8.1.19) Comment

0 means data not available.

Past year 2

(7.8.1.1) End date

12/31/2023

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

9098343

(7.8.1.3) Scope 3: Capital goods (metric tons CO2e)

417071

(7.8.1.4) Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

0

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

0

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

0

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

76664

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

0

(7.8.1.9) Scope 3: Upstream leased assets (metric tons CO2e)

0

(7.8.1.10) Scope 3: Downstream transportation and distribution (metric tons CO2e)

0

(7.8.1.11) Scope 3: Processing of sold products (metric tons CO2e)

0

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

473154435

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

0

(7.8.1.14) Scope 3: Downstream leased assets (metric tons CO2e)

0

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

0

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

0

(7.8.1.17) Scope 3: Other (upstream) (metric tons CO2e)

0

(7.8.1.18) Scope 3: Other (downstream) (metric tons CO2e)

0

(7.8.1.19) Comment

0 means data not available.

[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

Scope	Verification/assurance status
Scope 1	<i>Select from:</i> ☒ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	<i>Select from:</i> ☒ Third-party verification or assurance process in place
Scope 3	<i>Select from:</i>

Scope	Verification/assurance status
	☒ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☒ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☒ Limited assurance

(7.9.1.4) Attach the statement

Airbus_se_report_of_the_board_of_directors_fy_2025.pdf

(7.9.1.5) Page/section reference

Page 250: Limited assurance report of the independent auditor on the Sustainability Statement

(7.9.1.6) Relevant standard

Select all that apply

☒ European Sustainability Reporting Standards (ESRS)

☒ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

100

[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☒ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☒ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☒ Limited assurance

(7.9.2.5) Attach the statement

(7.9.2.6) Page/ section reference

Page 250: Limited assurance report of the independent auditor on the Sustainability Statement

(7.9.2.7) Relevant standard

Select all that apply

☒ European Sustainability Reporting Standards (ESRS)

☒ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:

☒ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☒ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☒ Limited assurance

(7.9.2.5) Attach the statement

Airbus_se_report_of_the_board_of_directors_fy_2025.pdf

(7.9.2.6) Page/ section reference

Page 250: Limited assurance report of the independent auditor on the Sustainability Statement

(7.9.2.7) Relevant standard

Select all that apply

☒ European Sustainability Reporting Standards (ESRS)

☒ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100

[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

☒ Scope 3: Use of sold products

(7.9.3.2) Verification or assurance cycle in place

Select from:

☒ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☒ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☒ Limited assurance

(7.9.3.5) Attach the statement

Airbus_se_report_of_the_board_of_directors_fy_2025.pdf

(7.9.3.6) Page/section reference

Page 250: Limited assurance report of the independent auditor on the Sustainability Statement

(7.9.3.7) Relevant standard

Select all that apply

☒ European Sustainability Reporting Standards (ESRS)

☒ ISAE3000

(7.9.3.8) Proportion of selected emissions categories verified (%)

100

(7.9.3.9) Proportion of total reported scope 3 emissions verified (%)

98

[Add row]

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

Select from:

☒ Decreased

(7.10.1) 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.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO₂e)

23123.299

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

3.72

(7.10.1.4) Please explain calculation

Increased renewable energy use: renewable electricity certificate, biomethane, electricity generated on Airbus sites from renewable sources, biomass use and SAF use

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO₂e)

2103.292

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

0.34

(7.10.1.4) Please explain calculation

Increased on-site electric car

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

18263.313

(7.10.1.2) Direction of change in emissions

Select from:

☒ Increased

(7.10.1.3) Emissions value (percentage)

2.93

(7.10.1.4) Please explain calculation

In 2025, Airbus increased its total commercial deliveries to 793 aircraft versus 766 in 2024. Scaling up aircraft production leads directly to higher energy consumption across manufacturing facilities.
[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:

☒ Market-based

(7.12) Does your organization have significant land sector activities in its operations or value chain?

Sector	Agriculture, forestry or other land sector activities	Specify the reason for no significant activities
Land Sector	Select from: ☒ No, explanation provided	Select from: ☒ No relevant activities identified

[Fixed row]

(7.13) Does your organization choose to account for and report technological CO2 removals or captured CO2 with geologic storage, or have you done so in previous years?

Activity	Technological CO2 removals in reporting year	Specify reason for no removals	Reported in previous years
CO2 Removal	Select from: ☒ No, explanation provided	Select from: ☒ No relevant activities identified	Select from: ☒ No

[Fixed row]

(7.15) Does your organization break down its Scope 1 and/or Scope 2 emissions by greenhouse gas type?

(7.15.1) Emissions breakdown by greenhouse gas type

Select from:

☒ Yes, Scope 1 emissions only

[Fixed row]

(7.15.1) Break down your total gross global Scope 1 and Scope 2 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:

☒ CO2

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

466378.992

(7.15.1.3) Scope 1 emissions (metric tons of CO2e)

466378.992

(7.15.1.8) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

☒ HFCs

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

7.09

(7.15.1.3) Scope 1 emissions (metric tons of CO2e)

13564.37

(7.15.1.8) GWP Reference

Select from:
☒ IPCC Sixth Assessment Report (AR6 - 100 year)
[\[Add row\]](#)

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

Algeria

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

248.702

(7.16.3) Scope 2, market-based (metric tons CO2e)

248.702

Australia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

266.605

(7.16.3) Scope 2, market-based (metric tons CO2e)

325.555

Belgium

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

74.865

(7.16.3) Scope 2, market-based (metric tons CO2e)

84.439

Brazil

(7.16.1) Scope 1 emissions (metric tons CO2e)

736.818

(7.16.2) Scope 2, location-based (metric tons CO2e)

224.572

(7.16.3) Scope 2, market-based (metric tons CO2e)

16.109

Canada

(7.16.1) Scope 1 emissions (metric tons CO2e)

14999.579

(7.16.2) Scope 2, location-based (metric tons CO2e)

1139.405

(7.16.3) Scope 2, market-based (metric tons CO2e)

3134.108

Chile

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

192.015

(7.16.3) Scope 2, market-based (metric tons CO2e)

192.015

China

(7.16.1) Scope 1 emissions (metric tons CO2e)

5312.67

(7.16.2) Scope 2, location-based (metric tons CO2e)

50249.989

(7.16.3) Scope 2, market-based (metric tons CO2e)

26219.247

China, Hong Kong Special Administrative Region

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

495.788

(7.16.3) Scope 2, market-based (metric tons CO2e)

495.788

Denmark

(7.16.1) Scope 1 emissions (metric tons CO2e)

119.364

(7.16.2) Scope 2, location-based (metric tons CO2e)

37.738

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Finland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

247.083

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

France

(7.16.1) Scope 1 emissions (metric tons CO2e)

234936.008

(7.16.2) Scope 2, location-based (metric tons CO2e)

38552.146

(7.16.3) Scope 2, market-based (metric tons CO2e)

15277.771

Germany

(7.16.1) Scope 1 emissions (metric tons CO2e)

149550.101

(7.16.2) Scope 2, location-based (metric tons CO2e)

133141.52

(7.16.3) Scope 2, market-based (metric tons CO2e)

32003.182

Hungary

(7.16.1) Scope 1 emissions (metric tons CO2e)

271.835

(7.16.2) Scope 2, location-based (metric tons CO2e)

889.057

(7.16.3) Scope 2, market-based (metric tons CO2e)

1542.149

India

(7.16.1) Scope 1 emissions (metric tons CO2e)

3.907

(7.16.2) Scope 2, location-based (metric tons CO2e)

4427.187

(7.16.3) Scope 2, market-based (metric tons CO2e)

4427.187

Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

228.425

(7.16.3) Scope 2, market-based (metric tons CO2e)

350.784

Italy

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

46.589

(7.16.3) Scope 2, market-based (metric tons CO2e)

74.555

Japan

(7.16.1) Scope 1 emissions (metric tons CO2e)

645.181

(7.16.2) Scope 2, location-based (metric tons CO2e)

733.444

(7.16.3) Scope 2, market-based (metric tons CO2e)

64.889

Kazakhstan

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

265.208

(7.16.3) Scope 2, market-based (metric tons CO2e)

265.208

Korea (The Republic of)

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

57.734

(7.16.3) Scope 2, market-based (metric tons CO2e)

57.734

Malaysia

(7.16.1) Scope 1 emissions (metric tons CO2e)

28.24

(7.16.2) Scope 2, location-based (metric tons CO2e)

4868.556

(7.16.3) Scope 2, market-based (metric tons CO2e)

4868.556

Mexico

(7.16.1) Scope 1 emissions (metric tons CO2e)

275.402

(7.16.2) Scope 2, location-based (metric tons CO2e)

2669.93

(7.16.3) Scope 2, market-based (metric tons CO2e)

2669.93

Morocco

(7.16.1) Scope 1 emissions (metric tons CO2e)

2100.45

(7.16.2) Scope 2, location-based (metric tons CO2e)

6588.892

(7.16.3) Scope 2, market-based (metric tons CO2e)

6370.522

Netherlands

(7.16.1) Scope 1 emissions (metric tons CO2e)

22.199

(7.16.2) Scope 2, location-based (metric tons CO2e)

877.273

(7.16.3) Scope 2, market-based (metric tons CO2e)

314.561

New Zealand

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

69.021

(7.16.3) Scope 2, market-based (metric tons CO2e)

69.021

Norway

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

3.536

(7.16.3) Scope 2, market-based (metric tons CO2e)

302.354

Poland

(7.16.1) Scope 1 emissions (metric tons CO2e)

146.961

(7.16.2) Scope 2, location-based (metric tons CO2e)

6499.924

(7.16.3) Scope 2, market-based (metric tons CO2e)

4494.187

Portugal

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

37.858

(7.16.3) Scope 2, market-based (metric tons CO2e)

129.563

Republic of North Macedonia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

353.085

(7.16.3) Scope 2, market-based (metric tons CO2e)

353.085

Romania

(7.16.1) Scope 1 emissions (metric tons CO2e)

998.503

(7.16.2) Scope 2, location-based (metric tons CO2e)

2757.848

(7.16.3) Scope 2, market-based (metric tons CO2e)

2116.042

Saudi Arabia

(7.16.1) Scope 1 emissions (metric tons CO2e)

142.389

(7.16.2) Scope 2, location-based (metric tons CO2e)

389.055

(7.16.3) Scope 2, market-based (metric tons CO2e)

389.055

Singapore

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

2469.806

(7.16.3) Scope 2, market-based (metric tons CO2e)

651.869

South Africa

(7.16.1) Scope 1 emissions (metric tons CO2e)

28.931

(7.16.2) Scope 2, location-based (metric tons CO2e)

171.805

(7.16.3) Scope 2, market-based (metric tons CO2e)

171.805

Spain

(7.16.1) Scope 1 emissions (metric tons CO2e)

29594.986

(7.16.2) Scope 2, location-based (metric tons CO2e)

31971.687

(7.16.3) Scope 2, market-based (metric tons CO2e)

1893.821

Sweden

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

12.601

(7.16.3) Scope 2, market-based (metric tons CO2e)

76.093

Taiwan, China

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

348.739

(7.16.3) Scope 2, market-based (metric tons CO2e)

348.739

Thailand

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

83.846

(7.16.3) Scope 2, market-based (metric tons CO2e)

83.846

Tunisia

(7.16.1) Scope 1 emissions (metric tons CO2e)

372.777

(7.16.2) Scope 2, location-based (metric tons CO2e)

3411.938

(7.16.3) Scope 2, market-based (metric tons CO2e)

3606.833

United Arab Emirates

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

206.137

(7.16.3) Scope 2, market-based (metric tons CO2e)

206.137

United Kingdom

(7.16.1) Scope 1 emissions (metric tons CO2e)

23236.248

(7.16.2) Scope 2, location-based (metric tons CO2e)

21573.965

(7.16.3) Scope 2, market-based (metric tons CO2e)

4585.565

United States of America

(7.16.1) Scope 1 emissions (metric tons CO2e)

16420.51

(7.16.2) Scope 2, location-based (metric tons CO2e)

24707.702

(7.16.3) Scope 2, market-based (metric tons CO2e)

16903.698

Uruguay

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

7.205

(7.16.3) Scope 2, market-based (metric tons CO2e)

7.205

[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

☒ By business division

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

Row	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	Airbus Commercial Aircraft	385488
Row 2	Airbus Helicopters	35762
Row 3	Airbus Defence & Space	58693

[Add row]

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

Sector activity	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport OEM activities	479943.362	N/A

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☒ By business division

(7.20.1) Break down your total gross global Scope 2 emissions by business division.

Row	Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	Airbus Commercial Aircraft	239318.14	87389.97
Row 2	Airbus Helicopters	26469.99	14616.23
Row 3	Airbus Defence & Space	75810.35	33385.7

[Add row]

(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

Sector activity	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport OEM activities	341598.479	135391.909	N/A

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

479943.362

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

341598.479

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

135391.909

(7.22.4) Please explain

Airbus does not provide the split between consolidated accounting group and other entities

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

N/A

[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:

☒ Yes

(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Row 1

(7.23.1.1) Subsidiary name

SATAIR

(7.23.1.2) Primary activity

Select from:

☒ Aerospace

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ LEI number

(7.23.1.9) LEI number

529900232CL0UH672W09

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

889.92

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

2883.9

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

971

(7.23.1.15) Comment

N/A

Row 2

(7.23.1.1) Subsidiary name

ASA

(7.23.1.2) Primary activity

Select from:

☒ Aerospace

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

53.275

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

68.799

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

12.398

(7.23.1.15) Comment

N/A

Row 3

(7.23.1.1) Subsidiary name

Airbus Atlantic

(7.23.1.2) Primary activity

Select from:

☒ Aerospace

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ LEI number

(7.23.1.9) LEI number

529900XWTEW9D2CPS624

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

305.874

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

144.92

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

55.642

(7.23.1.15) Comment

N/A

Row 5

(7.23.1.1) Subsidiary name

Airbus Bank

(7.23.1.2) Primary activity

Select from:

☒ Aerospace

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ LEI number

(7.23.1.9) LEI number

529900E1WHT64CB20277

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

44

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

86

(7.23.1.15) Comment

N/A

Row 6

(7.23.1.1) Subsidiary name

Airbus Protect

(7.23.1.2) Primary activity

Select from:

☒ Aerospace

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ LEI number

(7.23.1.9) LEI number

529900OZEF75WZ5MGK24

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

42

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

12

(7.23.1.15) Comment

N/A

Row 7

(7.23.1.1) Subsidiary name
Navblue
(7.23.1.2) Primary activity
Select from: ☒ Aerospace
(7.23.1.12) Scope 1 emissions (metric tons CO2e)
0
(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)
77
(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)
77
(7.23.1.15) Comment
N/A

Row 8

(7.23.1.1) Subsidiary name
Testia
(7.23.1.2) Primary activity
Select from: ☒ Aerospace

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

45

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

10

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

6

(7.23.1.15) Comment

N/A
[Add row]

(7.26) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Row	Requesting member
Row 1	Select from: ☒ ATR (Avions de Transport Régional)

[Add row]

(7.30) Select which energy-related activities your organization has undertaken.

Energy Activity	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Select from: ☒ Yes
Consumption of purchased or acquired electricity	Select from: ☒ Yes
Consumption of purchased or acquired heat	Select from: ☒ Yes
Consumption of purchased or acquired steam	Select from: ☒ No
Consumption of purchased or acquired cooling	Select from: ☒ No
Generation of electricity, heat, steam, or cooling	Select from: ☒ Yes

[Fixed row]

(7.30.1) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☒ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

274931.47

(7.30.1.3) MWh from non-renewable sources

2013375.51

(7.30.1.5) Total (renewable + non-renewable) MWh

2288306.98

Consumption of purchased or acquired electricity

(7.30.1.2) MWh from renewable sources

911457.41

(7.30.1.3) MWh from non-renewable sources

550161.73

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

0

(7.30.1.5) Total (renewable + non-renewable) MWh

1461619.14

Consumption of purchased or acquired heat

(7.30.1.2) MWh from renewable sources

69357.39

(7.30.1.3) MWh from non-renewable sources

64973.99

(7.30.1.5) Total (renewable + non-renewable) MWh

134331.38

Consumption of self-generated non-fuel renewable energy

(7.30.1.2) MWh from renewable sources

5731.68

(7.30.1.5) Total (renewable + non-renewable) MWh

5731.68

Total energy consumption

(7.30.1.2) MWh from renewable sources

1261477.94

(7.30.1.3) MWh from non-renewable sources

2628511.23

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

0

(7.30.1.5) Total (renewable + non-renewable) MWh

3889989.17

[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

Fuel Application	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	Select from: ☒ Yes
Consumption of fuel for the generation of heat	Select from: ☒ Yes
Consumption of fuel for the generation of steam	Select from: ☒ No
Consumption of fuel for the generation of cooling	Select from: ☒ No
Consumption of fuel for co-generation or tri-generation	Select from: ☒ Yes

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Total fuel MWh consumed by the organization

34612

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

(7.30.7.3) MWh fuel consumed for self-generation of heat

34612

(7.30.7.6) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.7) Comment

NA

Other biomass

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

(7.30.7.3) MWh fuel consumed for self-generation of heat

0

(7.30.7.6) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.7) Comment

NA

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Total fuel MWh consumed by the organization

240319

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

(7.30.7.3) MWh fuel consumed for self-generation of heat

28248

(7.30.7.6) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.7) Comment

N/A

Coal

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

(7.30.7.3) MWh fuel consumed for self-generation of heat

0

(7.30.7.6) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.7) Comment

N/A

Oil

(7.30.7.1) Total fuel MWh consumed by the organization

953736

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

(7.30.7.3) MWh fuel consumed for self-generation of heat

21925

(7.30.7.6) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.7) Comment

N/A

Gas

(7.30.7.1) Total fuel MWh consumed by the organization

1058972

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

(7.30.7.3) MWh fuel consumed for self-generation of heat

1058729

(7.30.7.6) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.7) Comment

N/A

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Total fuel MWh consumed by the organization

667

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

(7.30.7.3) MWh fuel consumed for self-generation of heat

667

(7.30.7.6) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.7) Comment

N/A

Total fuel

(7.30.7.1) Total fuel MWh consumed by the organization

2288307

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

(7.30.7.3) MWh fuel consumed for self-generation of heat

1144158

(7.30.7.6) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.7) Comment

N/A

[Fixed row]

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

95776.03

(7.30.9.2) Generation that is consumed by the organization (MWh)

92392.82

(7.30.9.3) Gross generation from renewable sources (MWh)

9114.89

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

5731.68

Heat

(7.30.9.1) Total Gross generation (MWh)

144867.89

(7.30.9.2) Generation that is consumed by the organization (MWh)

126535.99

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

[Fixed row]

(7.30.14) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Algeria

(7.30.14.1) Consumption of purchased electricity (MWh)

488.22

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

488.22

Australia

(7.30.14.1) Consumption of purchased electricity (MWh)

436.91

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

436.91

Belgium

(7.30.14.1) Consumption of purchased electricity (MWh)

504.14

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

504.14

Brazil

(7.30.14.1) Consumption of purchased electricity (MWh)

3014.39

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

381.64

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3396.03

Canada

(7.30.14.1) Consumption of purchased electricity (MWh)

50508.7

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

52093.52

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

102602.22

Chile

(7.30.14.1) Consumption of purchased electricity (MWh)

593.37

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

593.37

China

(7.30.14.1) Consumption of purchased electricity (MWh)

41373.97

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

28554.48

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

69928.45

China, Hong Kong Special Administrative Region

(7.30.14.1) Consumption of purchased electricity (MWh)

767.95

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

767.95

Denmark

(7.30.14.1) Consumption of purchased electricity (MWh)

379.66

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

534.18

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

913.84

Finland

(7.30.14.1) Consumption of purchased electricity (MWh)

3534.8

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3534.80

France

(7.30.14.1) Consumption of purchased electricity (MWh)

564283.98

(7.30.14.2) Consumption of self-generated electricity (MWh)

1803.24

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

76459.42

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

642546.64

Germany

(7.30.14.1) Consumption of purchased electricity (MWh)

351979.72

(7.30.14.2) Consumption of self-generated electricity (MWh)

87043.13

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

22259.5

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

126535.99

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

587818.34

Hungary

(7.30.14.1) Consumption of purchased electricity (MWh)

4779.88

(7.30.14.2) Consumption of self-generated electricity (MWh)

143.67

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

1203.02

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

6126.57

India

(7.30.14.1) Consumption of purchased electricity (MWh)

6022.56

(7.30.14.2) Consumption of self-generated electricity (MWh)

2.72

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

14.6

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

6039.88

Ireland

(7.30.14.1) Consumption of purchased electricity (MWh)

787.4

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

787.40

Italy

(7.30.14.1) Consumption of purchased electricity (MWh)

148.94

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

148.94

Japan

(7.30.14.1) Consumption of purchased electricity (MWh)

1575.27

(7.30.14.2) Consumption of self-generated electricity (MWh)

267.3

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

29.27

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1871.84

Kazakhstan

(7.30.14.1) Consumption of purchased electricity (MWh)

492.86

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

492.86

Korea (The Republic of)

(7.30.14.1) Consumption of purchased electricity (MWh)

133.58

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

133.58

Malaysia

(7.30.14.1) Consumption of purchased electricity (MWh)

7714.4

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

7714.40

Mexico

(7.30.14.1) Consumption of purchased electricity (MWh)

7249.33

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

1211.77

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

8461.10

Morocco

(7.30.14.1) Consumption of purchased electricity (MWh)

8693.62

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

6457.38

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

15151.00

Netherlands

(7.30.14.1) Consumption of purchased electricity (MWh)

2814.31

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

935.91

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3750.22

New Zealand

(7.30.14.1) Consumption of purchased electricity (MWh)

726.54

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

726.54

Norway

(7.30.14.1) Consumption of purchased electricity (MWh)

505.09

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

505.09

Poland

(7.30.14.1) Consumption of purchased electricity (MWh)

3166.51

(7.30.14.2) Consumption of self-generated electricity (MWh)

138

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

6609.67

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

9914.18

Portugal

(7.30.14.1) Consumption of purchased electricity (MWh)

240.37

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

240.37

Republic of North Macedonia

(7.30.14.1) Consumption of purchased electricity (MWh)

495.35

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

495.35

Romania

(7.30.14.1) Consumption of purchased electricity (MWh)

9956.13

(7.30.14.2) Consumption of self-generated electricity (MWh)

610.43

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

4031.72

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

14598.28

Saudi Arabia

(7.30.14.1) Consumption of purchased electricity (MWh)

625.39

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

625.39

Singapore

(7.30.14.1) Consumption of purchased electricity (MWh)

6494.36

(7.30.14.2) Consumption of self-generated electricity (MWh)

627.31

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

7121.67

South Africa

(7.30.14.1) Consumption of purchased electricity (MWh)

173.24

(7.30.14.2) Consumption of self-generated electricity (MWh)

81.26

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

254.50

Spain

(7.30.14.1) Consumption of purchased electricity (MWh)

186750.51

(7.30.14.2) Consumption of self-generated electricity (MWh)

195.53

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

79651.05

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

266597.09

Sweden

(7.30.14.1) Consumption of purchased electricity (MWh)

1115.17

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1115.17

Taiwan, China

(7.30.14.1) Consumption of purchased electricity (MWh)

629.04

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

629.04

Thailand

(7.30.14.1) Consumption of purchased electricity (MWh)

172.31

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

172.31

Tunisia

(7.30.14.1) Consumption of purchased electricity (MWh)

8510.7

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

1838.65

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

10349.35

United Arab Emirates

(7.30.14.1) Consumption of purchased electricity (MWh)

491.62

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

491.62

United Kingdom

(7.30.14.1) Consumption of purchased electricity (MWh)

109679.54

(7.30.14.2) Consumption of self-generated electricity (MWh)

1480.22

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

103005.2

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

214164.96

United States of America

(7.30.14.1) Consumption of purchased electricity (MWh)

69501.27

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

49962.87

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

119464.14

Uruguay

(7.30.14.1) Consumption of purchased electricity (MWh)

132.19

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

132.19

[Fixed row]

(7.30.15) Provide details on the electricity purchases that were accounted for at a zero or near-zero emission factor in the reporting year.

Row 1

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ France

(7.30.15.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☒ Renewable electricity mix, please specify :0 rated renewable energy

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

173914.68

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ France

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ No

(7.30.15.14) Comment

NA

Row 2

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ France

(7.30.15.2) Sourcing method

Select from:

☒ Unbundled procurement of energy attribute certificates (EACs)

(7.30.15.3) Low-carbon technology type

Select from:

☒ Renewable electricity mix, please specify :0 rated renewable energy

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

48471.64

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ France

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ No

(7.30.15.14) Comment

NA

Row 3

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ Germany

(7.30.15.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☒ Renewable electricity mix, please specify :0 rated renewable energy

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

825.18

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ Germany

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ No

(7.30.15.14) Comment

NA

Row 4

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ Germany

(7.30.15.2) Sourcing method

Select from:

☒ Unbundled procurement of energy attribute certificates (EACs)

(7.30.15.3) Low-carbon technology type

Select from:

☒ Renewable electricity mix, please specify :0 rated renewable energy

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

287130.6

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ Germany

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ No

(7.30.15.14) Comment

NA

Row 5

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ Germany

(7.30.15.2) Sourcing method

Select from:

☒ Physical power purchase agreement (physical PPA) with a grid-connected generator

(7.30.15.3) Low-carbon technology type

Select from:

☒ Solar

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

3604

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ Germany

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ Yes

(7.30.15.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.15.14) Comment

NA

Row 6

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ Spain

(7.30.15.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☒ Renewable electricity mix, please specify :0 rated renewable energy

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

91409.5

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ Spain

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ No

(7.30.15.14) Comment

NA

Row 7

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ Spain

(7.30.15.2) Sourcing method

Select from:

☒ Unbundled procurement of energy attribute certificates (EACs)

(7.30.15.3) Low-carbon technology type

Select from:

☒ Renewable electricity mix, please specify :0 rated renewable energy

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

11408.99

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ Spain

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ No

(7.30.15.14) Comment

NA

Row 8

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ Spain

(7.30.15.2) Sourcing method

Select from:

☒ Physical power purchase agreement (physical PPA) with a grid-connected generator

(7.30.15.3) Low-carbon technology type

Select from:

☒ Solar

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

76651.57

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ Spain

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ Yes

(7.30.15.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.15.14) Comment

NA

Row 9

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ United Kingdom

(7.30.15.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☒ Renewable electricity mix, please specify :0 rated renewable energy

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

3983.96

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ Spain

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ No

(7.30.15.14) Comment

NA

Row 10

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ United Kingdom

(7.30.15.2) Sourcing method

Select from:

☒ Unbundled procurement of energy attribute certificates (EACs)

(7.30.15.3) Low-carbon technology type

Select from:

☒ Renewable electricity mix, please specify :0 rated renewable energy

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

89341

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ GO [Europe]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☒ Spain

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☒ No

(7.30.15.14) Comment

NA

[Add row]

(7.30.17) Provide details of your organization's low-carbon heat, steam, and cooling purchases in the reporting year by country/area.

Row 1

(7.30.17.1) Sourcing method

Select from:

☒ Heat/steam/cooling supply agreement

(7.30.17.2) Country/area of consumption of low-carbon heat, steam or cooling

Select from:

☒ France

(7.30.17.3) Energy carrier

Select from:

☒ Heat

(7.30.17.4) Low-carbon technology type

Select from:

☒ Sustainable biomass

(7.30.17.5) Low-carbon heat, steam, or cooling consumed (MWh)

66651

(7.30.17.6) Comment

NA

Row 2

(7.30.17.1) Sourcing method

Select from:

☒ Heat/steam/cooling supply agreement

(7.30.17.2) Country/area of consumption of low-carbon heat, steam or cooling

Select from:

☒ Germany

(7.30.17.3) Energy carrier

Select from:

☒ Heat

(7.30.17.4) Low-carbon technology type

Select from:

☒ Other, please specify :Biogas

(7.30.17.5) Low-carbon heat, steam, or cooling consumed (MWh)

2706.39

(7.30.17.6) Comment

NA

[Add row]

(7.35) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Row 1

(7.35.1) Activity

Select from:

☒ Aviation

(7.35.2) Metric figure

610893

(7.35.3) Metric numerator

Select from:

☒ tCO2

(7.35.4) Metric denominator

Select from:

☒ Use phase, please specify :Commercial aircraft

(7.35.5) Metric numerator: Unit total

483216

(7.35.6) Metric denominator: Unit total

791

(7.35.7) % change from previous year

0.08

(7.35.8) Please explain

Efficiency metric relevant for Airbus (commercial aircraft) products only. Airbus delivered 793 aircraft in total in 2025, of which 791 aircraft are counted in Scope 3 commercial aircraft use of sold product. The other 2 are military aircraft, therefore excluded from intensity metrics calculation. All numbers are for Airbus (commercial aircraft) products only. Emissions considered for this calculation are total emissions arising from products delivered in 2025 over their entire lifetime as per the scope 3 “use of sold product” calculation. 2024 data (for evolution calculation): total emissions 466354000 tCO2e, total deliveries 764 aircraft, metric = 610411 tons of CO2e per aircraft. The 2025 value remains stable compared to 2024.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

8.4

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

615.34

(7.45.3) Metric denominator

Select from:

☒ unit total revenue

(7.45.4) Metric denominator: Unit total

73.42

(7.45.5) Scope 2 figure used

Select from:

☒ Market-based

(7.45.6) % change from previous year

6.8

(7.45.7) Direction of change

Select from:

☒ Decreased

(7.45.8) Reasons for change

Select all that apply

☒ Change in renewable energy consumption

☒ Other emissions reduction activities

☒ Change in revenue

(7.45.9) Please explain

In absolute value, CO2 emissions slightly decreased in a production ramp-up context thanks to energy efficiency projects, improvement of emissions factor, increased use of renewable energies (electricity, biomethane and SAF). At the same time revenues also increased, further improving the efficiency metric

Row 2

(7.45.1) Intensity figure

777.92

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

615.34

(7.45.3) Metric denominator

Select from:

☒ vehicle produced

(7.45.4) Metric denominator: Unit total

(7.45.5) Scope 2 figure used

Select from:

☒ Market-based**(7.45.6) % change from previous year**

4.5

(7.45.7) Direction of change

Select from:

☒ Decreased**(7.45.8) Reasons for change**

Select all that apply

☒ Change in renewable energy consumption☒ Other emissions reduction activities☒ Other, please specify :Increased deliveries compared to previous year**(7.45.9) Please explain**

The ratio is calculated by taking emissions Scope 1 and Scope 2 (location based) of Airbus (commercial aircraft) and dividing the amount by the number of Airbus commercial aircraft deliveries. CO2 emissions slightly decreased in a production ramp-up context, thanks to energy efficiency projects, improvement of emissions factor, increased use of renewable energies (electricity, biomethane and SAF). The number of commercial aircraft produced by Airbus has increased.

[Add row]

(7.50) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.**Row 1**

(7.50.1) Activity

Select from:

☒ Aviation

(7.50.2) Emissions intensity figure

0.0000606

(7.50.3) Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e

483216000

(7.50.4) Metric denominator

Select from:

☒ p.km

(7.50.5) Metric denominator: Unit total

7974061736366

(7.50.6) % change from previous year

-0.78

(7.50.7) Vehicle unit sales in reporting year

791

(7.50.8) Vehicle lifetime in years

22

(7.50.9) Annual distance in km or miles (unit specified by column 4)

(7.50.10) Load factor

82.5% (Reference IATA Average for 2019)

(7.50.11) Please explain the changes, and relevant standards/methodologies used

Efficiency metric relevant for Airbus (commercial aircraft) products only. All numbers are for Airbus (commercial aircraft) products only. Emissions considered for this calculation are total direct emissions arising from products delivered in 2025 over their entire lifetime as per the scope 3 'use of sold product' calculation. Please note that the absolute scope 3 figure reported includes indirect emissions linked to fuel production, whereas this efficiency metric only includes direct emissions. 2025 data: efficiency metric 60.6gCO₂/pax.km, total direct emissions 483,216,000 tCO₂e, total pax.km 7974061736366. The decrease of the value compared to the previous year (2024) can be attributed to a higher proportion of latest generation products (A320neo, A350 XWB, A330neo, A220) versus the outgoing generation (A320ceo, A330ceo, A380), improving the value for overall efficiency of the delivered fleet."

[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☒ Absolute target☒ Intensity target**(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.****Row 1****(7.53.1.1) Target reference number**

Select from:

☒ Abs 1**(7.53.1.2) Is this a science-based target?**

Select from:

☒ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.1.3) Science Based Targets initiative official validation letter

Airbus SBTi Certificate Final.pdf

(7.53.1.4) Target ambition

Select from:

☒ 1.5°C aligned

(7.53.1.5) Date target was set

12/31/2018

(7.53.1.6) Target coverage

Select from:

☒ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☒ Carbon dioxide (CO2)

(7.53.1.8) Scopes

Select all that apply

☒ Scope 1

☒ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

☒ Market-based

(7.53.1.11) End date of base year

12/31/2015

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

670211.332

(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

606842.222

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

0.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

1277053.554

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

100

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

(7.53.1.54) End date of target

12/31/2030

(7.53.1.55) Targeted reduction from base year (%)

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

472509.815

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

479943

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

135392

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

615335.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☒ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

82.25

(7.53.1.80) Target status in reporting year

Select from:

☒ Underway

(7.53.1.82) Explain target coverage and identify any exclusions

The targets for Scopes 1 and 2 are part of Airbus' high5+ plan in line with the "1.5°C" scenario. Airbus SBTi-validated commitment is the following: Airbus commits to reduce absolute scope 1 and 2 GHG emissions 63% by 2030 from a 2015 base year **. *Non-CO2e effects which may also contribute to aviation induced warming*

are not included in this target. Airbus SE commits to report publicly on its collaboration with stakeholders to improve understanding of opportunities to mitigate the non-CO2e impacts of aviation annually over its target timeframe. **The target boundary includes biogenic emissions and removals from bioenergy feedstocks.

(7.53.1.83) Target objective

Target -63% (SBTi-validated) vs. 2015 neutralisation of residual emissions aligned with 1.5°C pathway

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

Airbus put in place main decarbonisation levers in order to secure the target Energy efficiency (Scopes 1&2). This decarbonisation lever focuses on increasing building (stationary) energy efficiency and mobile energy (Internal logistics) efficiency. Renewable energy (Scopes 1&2). This decarbonisation lever focuses on switching to renewable energy through Power Purchase Agreements (stationary), developing local site renewable energy generation (stationary), and increasing use of SAF in its internal operations - logistics and flight tests - (mobile).

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☒ Yes

Row 2

(7.53.1.1) Target reference number

Select from:

☒ Abs 2

(7.53.1.2) Is this a science-based target?

Select from:

☒ No, but we are reporting another target that is science-based

(7.53.1.5) Date target was set

12/31/2024

(7.53.1.6) Target coverage

Select from:

☒ Business division

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☒ Carbon dioxide (CO2)

(7.53.1.8) Scopes

Select all that apply

☒ Scope 1

☒ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

☒ Market-based

(7.53.1.11) End date of base year

12/30/2024

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

420966

(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

98963

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

0.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

519929.000

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

88

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

73

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

84

(7.53.1.54) End date of target

12/31/2025

(7.53.1.55) Targeted reduction from base year (%)

3

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

504331.130

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

429375

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

79625

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

509000.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☒ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

70.07

(7.53.1.80) Target status in reporting year

Select from:

☒ Expired

(7.53.1.82) Explain target coverage and identify any exclusions

This is the annual CO2 target in complement to the 2030 target (Abs1). Geographical scope in 2024 and 2025: 53 sites. Scope of metrics: Scope 1 & 2 and notably excluding GHG emissions from refrigerant leakage, electricity generated on site from CHP, GHG emissions from processes. Scope 2 is market based.

(7.53.1.83) Target objective

Target (TCO scope): 509 ktonsCO2e (-3% vs. 2024)

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☒ Yes

[Add row]

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☒ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

☒ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

Airbus SBTi Certificate Final.pdf

(7.53.2.4) Target ambition

Select from:

☒ Well-below 2°C aligned

(7.53.2.5) Date target was set

12/31/2022

(7.53.2.6) Target coverage

Select from:

☒ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☒ Carbon dioxide (CO2)

(7.53.2.8) Scopes

Select all that apply

☒ Scope 3

(7.53.2.10) Scope 3 categories

Select all that apply

☒ Category 11: Use of sold products

(7.53.2.11) Intensity metric

Select from:

☒ Grams CO2e per revenue passenger kilometer

(7.53.2.12) End date of base year

12/31/2015

(7.53.2.25) Intensity figure in base year for Scope 3, Category 11: Use of sold products

88.8

(7.53.2.32) Intensity figure in base year for total Scope 3

88.8000000000

(7.53.2.33) Intensity figure in base year for all selected Scopes

88.8000000000

(7.53.2.46) % of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure

96

(7.53.2.53) % of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

96

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

96

(7.53.2.55) End date of target

12/30/2035

(7.53.2.56) Targeted reduction from base year (%)

46

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

47.9520000000

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

0

(7.53.2.72) Intensity figure in reporting year for Scope 3, Category 11: Use of sold products

60.6

(7.53.2.79) Intensity figure in reporting year for total Scope 3

60.6000000000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

60.6000000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☒ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

69.04

(7.53.2.83) Target status in reporting year

Select from:

☒ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

The target covers the efficiency of delivered Airbus (commercial aircraft) products (in gCO₂ per revenue passenger kilometer). In 2025, scope 3 "use of sold product" for Airbus (commercial aircraft) products represents more than 95% of Company's total (scope 1, 2 and 3) reported emissions. Scope 3 "use of sold product" emissions from other families of products (less than 2% of reported scope 3 "use of sold product" emissions) were excluded from the target as the intensity metric (grams of CO₂ per revenue passenger kilometer) is specific to commercial aircraft and does not apply to other families of product.

(7.53.2.86) Target objective

The Company has committed to a mid-term reduction target for its Scope 3 category 11 (use of sold products) for commercial aircraft products, covering over 90% of its total emissions. CO₂e: reduce scope 3 (category 11 - use of sold product) for commercial aircraft by 46% in terms of CO₂ per passenger-kilometre. This target, alongside the Company's scope 1 & 2 target, was validated by SBTi in January 2023.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

Since 2015, the improvement of Airbus (commercial aircraft) Scope 3 efficiency - measured through this metric - was largely supported by significant investments in new aircraft technology and designs, as well as by projected SAF uptake impact but to a lesser extent. The Company benchmarks global SAF penetration against target assumptions via IATA's consolidation of direct SAF consumption reported by airlines. While 2025 volumes are below projections, the sector's consumption nearly doubled annually from 2020 to 2024. Consequently, the Company's sensitivity analysis conducted in 2025 determined that the current variance should not have a material effect on meeting the target.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☒ Yes

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☒ No other climate-related targets

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

Emissions reduction initiatives that were active within the reporting year	Response
Select from:	☒ Yes

[Fixed row]

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

Stage of development	Number of initiatives	Total estimated annual CO2e savings (metric tonnes CO2e)
Under investigation	0	
To be implemented	0	0
Implementation commenced	0	0
Implemented	1	5500
Not to be implemented	0	

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

(7.55.2.2) Estimated annual CO₂e savings (metric tonnes CO₂e)

5500

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

0

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

10000000

(7.55.2.7) Payback period

Select from:

☒ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ Ongoing

(7.55.2.9) Comment

Airbus Atlantic Nantes site has installed the new heating system using a wood boiler in 2025

[Add row]

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

Row 1

(7.55.3.1) Method

Select from:

☒ Dedicated budget for energy efficiency

(7.55.3.2) Comment

Led by the Sustainability organisation, Airbus launched a program to achieve its high5+ plan objectives, deploying a global and coordinated footprint reduction plan with consolidated roadmaps by different aspects, e.g. CO2, energy, water, waste and VOCs. Consistent yearly objectives have been set covering all activities globally ranging from buildings and manufacturing processes to ICT equipment. It supports and enables deployment of smaller and larger projects, including energy efficiency projects, with short and long-term time horizons. The high5+ program has a dedicated budget for improvements that may not be invested in under normal business circumstances, allowing longer return on investment criteria to be applied to energy efficiency projects.

Row 2

(7.55.3.1) Method

Select from:

☒ Financial optimization calculations

(7.55.3.2) Comment

Financial optimization calculations is a driver for all of Airbus investments, which includes energy efficiency and CO2.

Row 3

(7.55.3.1) Method

Select from:

☒ Other :CO2 Evaluation

(7.55.3.2) Comment

CO2 impact evaluation is now mandatory for each new CapEx investment. Airbus has set processes to review the CO2 impact of each new investment and flags up investments with missing CO2 evaluation.

[Add row]

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

☒ Yes

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:

☒ Group of products or services

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

☒ The EU Taxonomy for environmentally sustainable economic activities

(7.74.1.3) Type of product(s) or service(s)

(7.74.1.4) Description of product(s) or service(s)

The Report of the Platform on Sustainable Finance has proposed a criteria to align the manufacturing of aircraft with the EU Taxonomy. The proposed approach defines "Best In Class" aircraft based on the ICAO CO2 standard with additional margins to the "New Type" threshold. Based on this criteria, Airbus currently manufactures and delivers several "best in class" aircraft families. These "best in class" products offer improved fuel economy and lower CO2 emissions by, on average, 20% compared to the products they replace. Today, these "best in class" products make up only 34% of the global commercial aircraft fleet, meaning that replacing older aircraft (66% of the fleet) with the newer, more efficient generation is an important lever for decarbonizing air transport. The "best in class" products are: the A220, the A320neo family, the A330neo and the A350XWB.

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☒ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☒ Other, please specify : "Best in class" aircraft offer on average a 20% CO2 saving compared with the products they replace. Airbus assumes that the avoided emissions equal to an avoided 20% on top of the scope 3 impact associated with those products

(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

☒ Use stage

(7.74.1.8) Functional unit used

CO2 emitted by "best in class" Airbus products over their entire lifetime, in line with the scope 3 calculation methodology for "used of sold product".

(7.74.1.9) Reference product/service or baseline scenario used

Previous generation commercial aircraft: A320ceo, A330, A340

(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

☒ Use stage

(7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

120.804

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

In 2025, the Scope 3 impact for Airbus "best in class" products is around 483.216MtCO2e (including direct emissions and indirect emissions arising from fuel production). Considering these products emit 20% less CO2 than the older generation products they replace, the avoided emissions correspond to the additional emissions that would have occurred had the previous generation products been delivered instead. $(483.216 / 0.8) - 483.216 = 120.804$ MT of CO2e. Please note that this calculation is based on Airbus' scope 3 methodology for its commercial aircraft and not actual operational performance. It also does not differentiate between aircraft performance and other factors such as cabin layout or load factor.

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

70

[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

☒ Aviation

(7.75.2) Metric

Select from:

☒ Production

(7.75.3) Technology

Select from:

☒ Other, please specify :Vehicle with improved performance

(7.75.4) Metric figure

607

(7.75.5) Metric unit

Select from:

☒ Other, please specify :aircrafts sold

(7.75.6) Explanation

Airbus delivered 607 A320neo family aircraft in 2025, with -20% fuel burn compared to A320ceo. In 2025 76.5% of aircraft delivered (607/793) were from the A320neo family.

[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

☒ Yes

(7.79.1) Provide details of the project-based carbon credits retired by your organization in the reporting year.

Row 1

(7.79.1.1) Project type

Select from:

☒ Forest ecosystem restoration

(7.79.1.2) Type of mitigation activity

Select from:

☒ Carbon removal

(7.79.1.3) Project description

Below is an example of project-based carbon credits retired by Airbus in 2025: “The Delta Blue Carbon Project – Phase 1 (DBC-1) in Pakistan illustrates the seamless integration of climate change mitigation and adaptation, community welfare, and biodiversity preservation. As such, the project is registered in Verra’s Verified Carbon Standard (VCS) Program as well as its Climate, Community & Biodiversity Standards (CCBS) Program. the project is registered under the Verified Carbon Standard (VCS) and the Climate, Community & Biodiversity Standards (CCBS) for its strict target of removing 142,050,139 tonnes of CO2e” (source: VERRA Delta Blue Carbon - 1 website and Verra Project Registry, Project ID: VCS2250) The project figure provided below is a part of the removal total figure reported in the CSRD report.

(7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)

360000

(7.79.1.5) Purpose of retirement

Select from:

☒ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at retirement?

Select from:

☒ Yes

(7.79.1.7) Vintage of credits at retirement

2023

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☒ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☒ VCS/Verra (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☒ Standardized Approaches

☒ Other, please specify :Internal methodology

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☒ Other, please specify :We take buffer

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☒ Ecological leakage

(7.79.1.13) Provide details of other issues the selected program requires projects to address

None

(7.79.1.14) Please explain

N/A

[Add row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

Other environmental information included in your CDP response is verified and/or assured by a third party	Response
Third-party verification or assurance status	☒ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☒ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

(13.1.1.3) Verification/assurance standard

General standards

(13.1.1.4) Further details of the third-party verification/assurance process

The limited assurance engagement has been performed on the Sustainability Statement in accordance with Dutch law, including Dutch Standard 3810N, “Assurance-opdrachten inzake duurzaamheidsverslaggeving” (Assurance engagements relating to sustainability reporting), which is a specified Dutch standard that is based on the International Standard on Assurance Engagements (ISAE) 3000 (Revised) and CSRD ESRS standards, “Assurance engagements other than audits or reviews of historical financial information”.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

2025 Limited assurance report of the independent auditor on the Sustainability Statement.pdf

[Add row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Chief Executive Officer (CEO)

(13.3.2) Corresponding job category

Select from:

☒ Chief Executive Officer (CEO)

[Fixed row]