

CLIMATE CHANGE	GRI	SASB	SDGs	Others		
	302 Energy 305 Emissions	- Energy Management - Fuel Economy & Emissions in Use-Phase	9-12-13-17	TCFD Vigilance plan		
Highest governance body(ies) involved	Board of Directors / ECSC Executive Committee / Environment Executive Steering Committee					
Related corporate policies	Environmental Policy, Code of Conduct					
Management system certifications / labels	EMS – Environmental Management System, ISO 14001 – 88% of workforce covered <b>SBTi-validated emission targets</b>					
KPIs	Target	2015 baseline	2021	2022	2022 vs. 2021	2022 vs. baseline
CO <sub>2</sub> e <sup>(1)</sup> Scope 1 & 2 (ktons)	<b>2030: -63% in line with 1.5°C pathway, and neutralising residual emissions</b>	1,126	809	762	-5.8%	-32%
Energy from stationary sources <sup>(2)</sup> (GWh)	<b>2030: -20%</b>	3,108	2,717	2,594	-4.5%	-16.5%
CO <sub>2</sub> e Scope 3 intensity Delivered aircraft efficiency intensity (gCO <sub>2</sub> /km.pax)	<b>2035: -46%</b>	88,8	66,3	64,4	-2.9%	-27%
Supply chain CDP engagement	"Maintain at least 75% of sourcing volume of suppliers invited to CDP who have responded"		68%	78%	+10p.p.	
<b>Other key metrics</b> (More metrics available in the ESG Data Board)			2021	2022	2022 vs. 2021	
Scope 3 – Cat 11 – commercial aircraft – SAF as per IEA-SDS scenario (CO <sub>2</sub> e ktons)			400,611	425,454	+6.2%	
Scope 3 – Cat 11 – commercial aircraft – "no SAF" scenario (CO <sub>2</sub> e ktons)			458,738	494,893	+7.9%	
Scope 3 – Cat 11 – other products (incl. military aircraft and helicopters, CO <sub>2</sub> e ktons)			9,343	10,703	+14.5%	
Scope 3 – Cat. 1 – Purchased goods and services (CO <sub>2</sub> e ktons)			8,439	N/A	N/A	
CDP Rating			A-	A-	Stable	
Percentage of responding suppliers to the CDP scoring A or B			53%	66%	+13p.p.	
Remuneration	CO <sub>2</sub> performance included in CEO, Executives and "Level IV" managers variable remuneration. Targets (on TCO scope): -5% in 2022, 687ktons CO <sub>2</sub> e or -0.9% in 2023. 2022 performance: -8.5%.					
KPI assumptions	Metrics: see "– 1.2.17 ESG data board"; targets: see "– IV. Transition plan". <sup>(1)</sup> CO <sub>2</sub> equivalent ("CO <sub>2</sub> e"). <sup>(2)</sup> Energy consumption from stationary sources and electricity.					
Additional resources	Environmental Policy Statement <a href="#">↗</a> , Sustainability on Airbus.com <a href="#">↗</a> , Environment on Airbus.com <a href="#">↗</a> , CDP Climate Change Questionnaire on Airbus.com <a href="#">↗</a> and on CDP website <a href="#">↗</a> , ATAG Waypoint 2050 <a href="#">↗</a> , IEAG – GHG Reporting Guidance <a href="#">↗</a> , IEA – Aviation report <a href="#">↗</a> , IPCC AR6 report <a href="#">↗</a> , Clean Sky initiative <a href="#">↗</a> , SESAR initiative <a href="#">↗</a> , CEDAR Chair "Chair for Eco-Design of Aircraft" together with ISAE-SUPAERO <a href="#">↗</a> , ATM decarbonisation potential by Eurocontrol <a href="#">↗</a>					

Climate change is considered by the Company as a financially material topic and is one of the top Company risks (see "– Risk Factors - Environment, Human Rights, Health & Safety Risks"). Impact materiality was also confirmed through

the comprehensive Scope 1, 2 and 3 screening completed in 2022 in the framework of the Company submitting targets for validation of the Science-Based Target initiative ("SBTi"), using the recommended Greenhouse Gas Protocol methodology.