

C0. Introduction

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C0.1

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**(C0.1) Give a general description and introduction to your 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, urban mobility and other solutions for customers on a global scale. Airbus has built on its strong European heritage to become a truly international company, operating across more than 180 locations.

Airbus' global presence includes France, Germany, Spain and the UK, fully-owned subsidiaries in the US, China, Japan, India and in the Middle East, and spare parts centres in Hamburg, Frankfurt, Washington, Beijing, Dubai and Singapore. The Company also has engineering and training centres in Toulouse, Miami, Mexico, Wichita, Hamburg, Bangalore, Beijing and Singapore. There are also hubs and field service stations around the world. The Company has invested in and grown aircraft and helicopter final assembly lines across Asia, Europe and the Americas.

As of 31 December 2021, the Company's workforce amounted to 126,495 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 climate neutrality, 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"), Airbus does not only rigorously track and measure its own impact in its sites, products and services, but also works in cooperation with its worldwide supply chain to drive more effective environmental management.

C0.2

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**(C0.2) State the start and end date of the year for which you are reporting data.**

	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
Reporting year	January 1 2021	December 31 2021	Yes	2 years

C0.3

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**(C0.3) Select the countries/areas in which you operate.**

- Australia
- Brazil
- Canada
- China
- Denmark
- France
- Germany
- Mexico
- Morocco
- Netherlands
- Poland
- Romania
- Singapore
- South Africa
- Spain
- Tunisia
- United Kingdom of Great Britain and Northern Ireland
- United States of America

C0.4

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**(C0.4) Select the currency used for all financial information disclosed throughout your response.**

EUR

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C-T00.7/C-TS0.7

(C-T00.7/C-TS0.7) For which transport modes will you be providing data?

Aviation

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	NL0000235190

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual(s)	Please explain
Board-level committee	<p>In 2020 the former Ethics &amp; Compliance Committee of the Board of Directors was expanded to include sustainability as a whole, with the first meeting of the Ethics, Compliance and Sustainability Committee ("ECSC") taking place in October 2020.</p> <p>The ECSC is responsible for assisting the Board of Directors to oversee the Company's:</p> <ul style="list-style-type: none"> <li>- Culture and commitment to ethical business, integrity and sustainability;</li> <li>- Ethics &amp; Compliance programme, organisation and framework for the effective governance of ethics and compliance, including all associated internal policies, procedures and controls; and</li> <li>- 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.</li> </ul> <p>To support the Executive Committee in environmental matters, especially climate-related, an Environment Executive Steering Committee ("EnC") was established. The EnC gathers some members of the Executive Committee Top Management and senior managers responsible for environmental topics. It meets monthly to review the progress and take decisions on all matters related to the environmental strategy. The EnC reviews climate-related topics, including the progress on greenhouse gas ("GHG") emissions reduction objectives, the decarbonisation strategy and climate related risks.</p> <p>Examples of decisions taken by the Board on climate related issues:</p> <ul style="list-style-type: none"> <li>- In February 2021, the board validated the disclosure of scope 3 - use of sold products data as part of the 2020 annual report, making Airbus the first major aircraft manufacturer to do so.</li> <li>- In 2021, the board validated the introduction in the Top Company Objectives of a CO2 reduction target of -3% compared to 2020.</li> </ul>

C1.1b

**(C1.1b) Provide further details on the board’s oversight of climate-related issues.**

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – all meetings	<ul style="list-style-type: none"> <li>Reviewing and guiding strategy</li> <li>Reviewing and guiding major plans of action</li> <li>Reviewing and guiding risk management policies</li> <li>Setting performance objectives</li> <li>Monitoring implementation and performance of objectives</li> <li>Monitoring and overseeing progress against goals and targets for addressing climate-related issues</li> </ul>	<Not Applicable>	<p>The main mission of the EC&amp;S Committee is to assist the Board of Directors in overseeing the Company’s culture and commitment to ethical business, integrity and sustainability.</p> <p>The EC&amp;S Committee is empowered to monitor 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 EC&amp;S Committee makes recommendations to the Board of Directors and its Committees on all Ethics, Compliance or Sustainability-related matters, and is responsible for providing to the Audit Committee any necessary disclosures on issues or alleged ethical and compliance breaches that are financial and accounting-related. Unless otherwise decided by the EC&amp;S Committee, the CEO and the Chairman of the Board of Directors are invited to attend the meetings. From time to time, independent external experts are also invited to attend EC&amp;S Committee meetings.</p> <p>The EC&amp;S Committee is required to meet at least four times a year. In 2021, the EC&amp;S Committee met in total six times with an average attendance rate of 89%. All of the above described items were discussed during the meetings and the EC&amp;S Committee fully performed all the above described duties. Regarding Sustainability, the EC&amp;S Committee discussed the Scope 3 disclosure included for the first time in the 2020 Non-Financial Statement and reviewed the 2021 key priorities, Sustainability roadmaps, dashboard and KPIs. In addition, the EC&amp;S Committee reviewed stakeholders’ expectations on Sustainability issues including climate and reporting standards.</p>

**C1.1d**

**(C1.1d) Does your organization have at least one board member with competence on climate-related issues?**

Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1 Yes	<p>Board members have relevant competence on climate-related issues when they have specific academic qualification on climate or environmental-related topics, and/or when their professional background includes expertise in areas which are important for the decarbonisation of the Airbus value chain. Examples of such areas include production, deployment or integration of renewable energy or other low emission technologies, implementation and management of class leading environmental management and transparency systems, or successful implementation of decarbonisation strategies.</p> <p>Among the Airbus SE board, 5 board members are deemed to have relevant competence on climate-related issues:</p> <ul style="list-style-type: none"> <li>Jean-Pierre Clamadieu (chairman of the Ethics, Compliance and Sustainability committee) has overseen the development and implementation of Solvay’s sustainability Strategy during his mandate as CEO of Solvay</li> <li>Catherine Guilloard, as a past administrator of Engie, is experienced in the field of energy and the transition to renewable energy.</li> <li>Amparo Moraleda is a member of the academy of ‘Ciencias Sociales y del Medio Ambiente’ (Social and Environmental Sciences) of Andalucía (Spain)</li> <li>Irene Rummelhoff is a member of the Executive Committee of Equinor (Norwegian Energy producer) and is specifically in charge of the development of the company’s hydrogen and carbon capture and storage (CCS) value chains, which are particularly relevant to the decarbonisation strategy of Airbus.</li> <li>The Chief Executive Officer of Airbus is in charge of the operational management of the company and directly oversees the decarbonisation strategy.</li> </ul>	<Not Applicable>	<Not Applicable>

**C1.2**

**(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.**

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Chief Risks Officer (CRO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly
Other, please specify (Head of Sustainability and Environment)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly
Other C-Suite Officer, please specify (Executive Vice President Communication and Corporate affairs)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly

**C1.2a**

**(C1.2a) Describe where in the organizational structure this/these position(s) and/or committees lie, what their associated responsibilities are, and how climate-related issues are monitored (do not include the names of individuals).**

The Sustainability and Environment network in Airbus spans across the Group, Corporate Divisions and National site-levels to allow for a bottom-up and top-down approach to managing environmental issues, interfacing a network of experts in the different countries and sites that identify, assess and monitor environmental issues, including climate-related issues.

**Group Level**

The Environment Executive Steering Committee (“EnC”) was established in September 2019. The EnC is composed of members of the Executive Committee top management and senior executives Company-wide, responsible for environmental topics. It meets monthly to review the progress and take decisions on all matters related to the environmental strategy. The EnC reviews climate change related topics, including the progress on greenhouse gas (“GHG”) emissions reduction objectives, the decarbonisation strategy and climate related risks.

**Corporate level**

Environmental operations are led by the Sustainability & Environment department, whose role is to guide the business in environmental matters and to set the policy and deploy, drive and improve the Environmental Management System (“EMS”) throughout the Company. The Company’s EMS is based on ISO 14001:2015. Airbus was the first aircraft manufacturer to be ISO 14001 certified, and continues to show its commitment by having been recertified to ISO 14001: 2015 in November 2019, and confirmed by a certification surveillance audit in 2020 and 2021. Airbus also monitors environmental regulatory developments to understand, evaluate and prepare for legal and regulatory evolutions applicable to its activities and products.

**National level**

At the national level, a National Entity Environmental Representative is responsible to set up an organization with the sites within his/her national scope, at site level to monitor and manage environmental issues, including climate-related issues.

**Monitoring of climate-related issues**

Monitoring of environmental issues (including climate) is done at three levels on a monthly basis: the Environment Executive Steering Committee directs the environmental strategy while the Corporate Sustainability and Environment department (group level) ensures a harmonized approach of mitigation actions and risk management and the corporate business division level (through Roadmaps) ensures the implementation of these mitigation actions and risk management processes. Monitoring mechanisms include referencing waterfall charts to ensure that risk mitigation actions are working to reduce risk exposure. Climate R&Os are monitored through the Enterprise Risk Management process under the leadership of the CRO, through quarterly review of the risks and opportunities and associated actions.

**C1.3**

**(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?**

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	n.a

**C1.3a**

**(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).**

Entitled to incentive	Type of incentive	Activity incentivized	Comment
Corporate executive team	Monetary reward	Emissions reduction target	The annual CO2e reduction objective (-3% in 2021) forms part of the CEO’s and all other Senior Managers’ and Executives’ remuneration. It is also part of the success sharing of all eligible employees.
Environment/Sustainability manager	Monetary reward	Emissions reduction target Energy reduction project	The annual CO2e reduction objective (-3% in 2021) forms part of all Senior Managers’ and Executives’ remuneration (10% of variable pay, with FR1 EHS metric forming an additional 10%). Managers involved in environmental management, energy savings, and CO2e emissions management, have sustainability targets related to CO2e emissions reductions. These objectives are reviewed every year and individual bonuses notably depend on this performance review.
All employees	Non-monetary reward	Efficiency project	Various events are organized during the year, such as specific days dedicated to the employees’ awareness of Environment and Energy issues (Energy Days, Environmental Month, Carbon Footprint Awareness Day), as well as AirbusTV programmes on CO2e related corporate projects, and our annual forums dedicated to Environment and Energy. These events highlight CO2e initiatives to which employees contribute, and all our employees benefit from these important corporate recognitions.
All employees	Monetary reward	Emissions reduction target	The annual CO2e reduction objective (-3% in 2021) forms part of the monetary success sharing of all eligible employees.

C2. Risks and opportunities

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C2.1

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(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

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(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	5	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 5 years
Medium-term	6	10	Most environmental risks are considered with a range of 6 to 10 years
Long-term	11	30	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 (30 years in the future)

C2.1b

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## (C2.1b) How does your organization define substantive financial or strategic impact on your business?

Definition of Substantive impact:

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€

Description of assessment process:

Identified risks and opportunities are assessed for probability and severity, resulting in a criticality rating which is the combination of both. Criticality levels are: low, medium, high and very high. The probability assessment takes into account the likelihood for risk materialization but also considers the time needed to act versus predicted time of the impact occurrence and the confidence level on action plan success. Severity is assessed using a set of dedicated environment criteria covering all relevant aspects .

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, due to the noncompliance with the laws and the 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.

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 all those initiatives leading to reduce Airbus environmental footprint in order to align with company's purpose and strategy (CO2 reduction, energy consumption reduction, waste reduction, VOC emissions reduction and water consumption reduction)
- Company reputation

All roadmap / Multi-Functional Teams (MFT) leaders review, at least quarterly, their new and current risks and opportunities and update the rating accordingly. The updated risks and opportunities are then presented to the respective Steering Committees/Decision Boards in order to align objectives and priorities defined at company and organizational levels. A quarterly Risk Review Board (RRB) is chaired by Head of Corporate Sustainability & Environment, during which the Roadmaps/MFT present their respective R&O Pictures for consolidation.

## C2.2

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**(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.**

**Value chain stage(s) covered**

Direct operations  
Upstream  
Downstream

**Risk management process**

Integrated into multi-disciplinary company-wide risk management process

**Frequency of assessment**

More than once a year

**Time horizon(s) covered**

Short-term  
Medium-term  
Long-term

**Description 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 (0-5 years), medium-term (6-10 years) and long-term (11-30 years) risks and opportunities.

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). 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 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.

Risk response strategies include:

Accepting the risk if the criticality level is low (either probability or impact or both) or if mitigation costs are higher than the impact.

Transferring the risk to a third party (insurance, external contractor, supplier etc) if criticality includes high severity and low probability, and if the third party can more effectively mitigate the risk than Airbus could.

Reducing the risk criticality by specific mitigation actions in order to lower probability, severity, or both.

Avoiding the risk by reorienting the business strategy to areas where the risk is reduced or altogether eliminated.

Top company risks are allocated 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.

CASE STUDIES of climate-related risks identified by Airbus:

PHYSICAL RISK - CHRONIC: Risk of production stoppage due to sea level rise. During a risk identification session, Airbus identified the risk of production being affected or stopped at some of its sites or at suppliers' sites due to sea level rise. The impact of this risk would be disruption of production at the affected sites leading to relocation of the activity to a new site or a different supply strategy. In order to further assess the risk, Airbus undertook a study jointly with its insurance company to assess the exposure of Airbus sites and selected suppliers to sea level rise and the likelihood of the occurrence. This study took in consideration geographical location, up to date climate evolution projections and the impact on sea level rise as well as the nature of the activities performed in the affected sites and specific constraints linked to their relocation (i.e. proximity to airport, just in time delivery from suppliers). The study concluded that some significant impact could occur on some sites by 2050. The risk has been formally entered in the risk management tool (ARM) and its criticality assessed as "High". The response strategy is currently to transfer the risk through existing insurance policies.

TRANSITION RISK - MARKET: Risk of market disruption due to climate change mitigation measures. During a risk identification session, Airbus identified the risk of its main market - commercial aviation products and services - being disrupted by future regulatory measures designed to mitigate the consequences of climate change. These regulatory measures may lead to explicit limitations on air transport or a reduction of demand for air transport through environmental charges or taxes. The impact of this risk for Airbus is a reduced demand for its commercial aviation products and services, leading to decreased revenue and reduced ability to invest in future products. In order to assess this risk, Airbus considered the market evolutions forecast from the Strategy Department and simulated the effects of known and potential measures in order to understand the impact on the business. The risk has been formally entered in the risk management tool (ARM) and its criticality assessed as "Very High". The response strategy is to reduce the severity and probability through mitigation actions.

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**C2.2a**

**(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?**

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	<p>Current climate regulation can have a significant impact on Airbus, potentially affecting direct operations as well as the wider air transport ecosystem and the upstream industrial value chain. Therefore, Airbus constantly monitors its activities and coordinates with stakeholders to ensure it is compliant with climate regulations. Current climate regulations (e.g. EU ETS, BEGES, Non-Financial Reporting Directive (NFRD)) are systematically considered in the company's risk identification sessions and integrated in its Enterprise Risk Management system (ERM). The resulting analysis shows that the impact can be substantial, and could include for instance the levying of fines or additional costs, which is why this risk type is relevant for Airbus.</p> <p>Company specific example: Airbus has identified a risk of increased cost linked to the European Union Emissions Trading System (EU ETS) regulation. Airbus is subject to the EU ETS for its industrial and internal logistical activities operating a fleet of cargo aircraft to transport aircraft components between production and assembly sites. If the free EU ETS allowances were to be significantly reduced or cancelled, or if the price of carbon goes up significantly, this would result in increased costs for Airbus. For example in 2020, Airbus received 31799 free allocations for its Beluga operations (ATI). With the current price of carbon of around 80€ per tonne, the cost for Airbus if the free allocations were removed would be an additional expenditure of around 2.5 million euro.</p>
Emerging regulation	Relevant, always included	<p>Emerging climate regulation can have a significant impact on Airbus, potentially affecting direct operations as well as the wider air transport ecosystem and the upstream industrial value chain. Therefore, Airbus constantly monitors regulatory developments and societal trends in order to steer its business in a direction that will ensure its future compliance. Emerging climate regulations (e.g. CSRD, Taxonomy, Fit for 55) are systematically considered in the company's risk identification sessions and integrated in its ERM system. The resulting analysis shows that the impact can be substantial, and could include for instance the levying of fines, additional costs, or increased difficulties in securing necessary funding, which is why this risk type is relevant for Airbus.</p> <p>Company specific example: As part of the European climate regulations, the Taxonomy regulation is being defined in order to identify economic activities which are in line with the European Green Deal commitments, with the ambition to orientate investment flows towards such activities. It is still unclear which Airbus products / activities will be taxonomy-eligible and how financial partners will integrate this information in their own assessment and offerings while we can expect that Green Bonds and Sustainability-linked Bonds principles will align with taxonomy criteria to a certain extent. Depending on these factors, Airbus' cost of financing might be impacted, each 0.05% interest rate variation on each 1b€ gross financial debt resulting in a 500,000€ yearly impact on financial charges. This risk is being addressed by a dedicated multi functional team internally, assessing the potential impact of the Taxonomy and potential eligibility of the company's revenues and future investments, as well as aligning with the wider sector in order to provide aligned feedback to the EU Commission on the topic as part of the public consultation process.</p>
Technology	Relevant, always included	<p>Mitigating impacts on climate change from aviation will require an array of measures ranging from new technology to alternative fuels as well as improvements in air traffic management. As one of the world's leading large commercial aircraft manufacturers, Airbus actively participates in the development of technologies that it expects will enable the sustainable future of air transport. Developing the right technologies can bring significant competitive advantage, and as such this is an aspect always considered by Airbus in its risk assessments. The resulting analysis shows that the impact can be substantial, including loss of competitiveness, reduced profitability or lost investments, which is why this risk type is relevant for Airbus.</p> <p>A company specific example : Airbus has identified the risk of a reduction in the company's business, results of operations and financial condition if a competitor brings a lower emission product to the market before it does. Delivering on commitments and potential future requirements to mitigate climate impacts will require significant technological developments for the commercial aircraft sector. For instance, hydrogen aircraft have the potential to significantly reduce the climate impact of air transport, but the development of such aircraft will require extensive research and development to mature the required new technologies (e.g. hydrogen based systems, electric machines, energy storage and distribution). In the event that a competitor or new market participant has access to technological developments unavailable to Airbus and is able to place on the market a large passenger aircraft with significantly lower emissions before Airbus, climate mitigation requirements may temporarily push the market towards competing products until Airbus can develop a competing alternative, which could lead to a temporary loss of market competitiveness and reduced revenue. The probability that the impact would last for a long period of time is low as Airbus has dynamic R&amp;D activities that seek to ensure it remains at the forefront of technological developments. For instance, in september 2020 Airbus revealed the "ZeroE" concepts of hydrogen aircraft showing how hydrogen technologies could be used in a future commercial aircraft.</p>
Legal	Relevant, always included	<p>As society mobilises to mitigate the effects of climate change, there are increasing requirements for companies to disclose climate impacts. Compliance with these requirements by large companies is closely scrutinised by societal stakeholders (NGOs, associations, press) with a risk of legal action if a non-compliance or non-alignment is suspected. Aviation is particularly targeted by this scrutiny because of its share of global emissions and image as a carbon intensive sector. This is therefore a relevant risk for Airbus to consider and is always included in the risk assessments. The resulting analysis shows that the impact can be substantial, and could include for instance loss of reputation or the levying of fines and penalties, which is why this risk type is relevant for Airbus.</p> <p>Company specific example Airbus identified the risk of its reputation being damaged and the levying of fines and penalties for failing to comply with climate disclosure requirements set out in law (such as those resulting from the NFRD). Airbus could face legal proceedings in the event of such a failure to comply with its external reporting obligations. The impact for the company could be loss of reputation, loss of attractiveness to future employees and investors, and the levying of fines and penalties. For instance, Airbus is subject to the French law on carbon emission disclosure "BEGES", which in its revised form contains a €10,000 penalty for companies failing to disclose their emissions with a maximum of €20,000 if the offence is repeated. This risk has been assessed and its criticality set as "MEDIUM"</p>
Market	Relevant, always included	<p>Market risks have been identified as relevant through the ERM system. Changes in societal expectations and growing concerns about climate change may impact market demand for air transport. In particular, a change in passenger behaviour or their transition to other transport modes could decrease the demand for the Company's current and future generation of products, causing a loss of revenues. Airbus considers that this change may call for new products and technologies to be developed, relying on different resources and supply chains than today's well established aerospace value chain. This change could put pressure on the supply of key resources and components which could be in high demand from other industries, and result in difficulties to supply, increase procurement costs or disruption of supply.</p> <p>A company specific example of this risk is the development of breakthrough technologies for aircraft propulsion (e.g. hydrogen based systems, electric machines, energy storage and distribution), which will require establishing a secure and stable supply of materials and components not currently commonly used by Airbus or in higher quantities than today. This new supply may rely on suppliers and industries facing strong demand from other sectors, potentially resulting in production delays, increased costs or disruption of supply. For example, an exceptionally severe and prolonged drought in Taiwan which started in 2020 is causing a global shortage in microchips and other key electronic components as water is essential to the production of these components and a number of the world's major suppliers are situated in this area. As the shortage affects a large proportion of the electronics supply, there is a risk that essential components purchased by Airbus will become unavailable, potentially resulting in production delays and penalties from customers. As a mitigation, Airbus is analysing whether affected companies are part of its extended supply chain and will be defining alternative sourcing strategies.</p>
Reputation	Relevant, always included	<p>Airbus considers its reputation to be a valuable asset and therefore reputational risks are considered as particularly relevant. They can be divided into several categories. Firstly, there is a risk that misperceptions about the Company's environmental performance is used as a key decision-making criteria for consumers, investors, or even new talents. Secondly, there is a risk that the Company's reputation is damaged by growing societal concerns about the climate change impact of aviation or by the lack of transparency on progress made to address climate-related issues.</p> <p>Company specific example: Airbus was the first manufacturer to disclose its ambition to bring a zero-emission aircraft to the market. If the ambition is perceived as unattainable or if the Company is not able to deliver on its ambition it could result in reputational damage leading to reduced investment, loss of revenues and reduced attractiveness. A similar situation could occur if the Company's environmental performance is not on par with its expressed ambition. An example of this can be found in the recent pledge by students from some of France's top higher education institutions to never work for a company contributing negatively to climate change.</p>
Acute physical	Relevant, always included	<p>Acute physical risks have been identified through the ERM system as relevant to Airbus. Extreme weather events can damage industrial operations and Airbus considers the effects of such events on its operations. Future installations may require more stringent requirements and planning to withstand more intense weather events.</p> <p>Company example 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, 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). In order to mitigate this risk, Airbus seeks to adapt its insurance policies accordingly. This risk is significant only if infrastructures performing activities not duplicated elsewhere are completely destroyed by the event and production severely disrupted.</p>
Chronic physical	Relevant, always included	<p>Chronic physical risks can have significant impact on industrial infrastructure requiring expensive modifications of the production set up. As such they have been identified as a top risk through the company's ERM system. In-depth risk analyses have been undertaken on sites that have been identified as exposed to sea level rises with appropriate insurance and building modifications considered as a means to mitigate these risks.</p> <p>Company specific example It has been identified that several Airbus production sites (e.g. Saint Nazaire, Hamburg, Marignane) situated near the coastline are exposed to the risk of sea level rise. This risk has been identified and assessed in the company's ERM system and action plans have been defined to mitigate the severity.</p>



## C2.3

### (C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

## C2.3a

### (C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

#### Identifier

Risk 1

#### Where in the value chain does the risk driver occur?

Downstream

#### Risk type & Primary climate-related risk driver

Technology	Substitution of existing products and services with lower emissions options
------------	-----------------------------------------------------------------------------

#### Primary potential financial impact

Decreased revenues due to reduced demand for products and services

#### Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

#### Company-specific description

Airbus has identified the risk of a reduction in the company's business, results of operations and financial condition if a competitor brings a lower emission product to the market before it does. Delivering on commitments and potential future requirements to mitigate climate impacts will require significant technological developments for the commercial aircraft sector. For instance, hydrogen aircraft have the potential to significantly reduce the climate impact of air transport, but the development of such aircraft will require extensive research and development to mature the required new technologies (e.g. hydrogen based systems, electric machines, energy storage and distribution). In the event that a competitor or new market participant has access to technological developments unavailable to Airbus and is able to place on the market a large passenger aircraft with significantly lower emissions before Airbus, climate mitigation requirements may temporarily push the market towards competing products until Airbus can develop a competing alternative, which could lead to a temporary loss of market competitiveness and reduced revenue. The probability that the impact would last for a long period of time is low as Airbus has dynamic R&D activities that seek to ensure it remains at the forefront of technological developments. For instance, in september 2020 Airbus revealed the "ZeroE" concepts of hydrogen aircraft showing how hydrogen technologies could be used in a future commercial aircraft. This risk applies to the operation of commercial aircraft products and is therefore considered to have a global geographical impact.

#### Time horizon

Long-term

#### Likelihood

Unlikely

#### Magnitude of impact

High

#### Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

#### Potential financial impact figure (currency)

1808000000

#### Potential financial impact figure – minimum (currency)

<Not Applicable>

#### Potential financial impact figure – maximum (currency)

<Not Applicable>

#### Explanation of financial impact figure

High barriers to entry (including certification requirements, large investment needs, skilled competencies and access to technology) means the risk of disruptive technologies not available to Airbus being integrated in an operational large passenger aircraft is unlikely before 10 to 15 years. It is likely that if a new technology would become available to a competitor, it would become available to Airbus within the next 3 to 5 years thereafter. The impact on Airbus financial position is likely to be focused on the lower end market for passenger aircraft for which capacity and range requirements are lower, and would be mitigated by the existing order backlog. Based on these assumptions, a potential risk scenario could be that Airbus faces a reduction in revenue of 10% for a maximum period of 5 years. Taking into account Airbus 2021 commercial aircraft revenue of 36.16Bn€ , this scenario would result in a maximum cost of risk of  $36.16 \times 0.1 \times 5 = 18.08$  Bn€ in lost revenues over the period.

#### Cost of response to risk

2252000000

#### Description of response and explanation of cost calculation

Reducing emissions from our products and increasing efficiency is part of our corporate climate strategy and our product development process. In order to mitigate the risk of its products becoming less competitive, Airbus spent 2.252Bn€ in 2021 on research and development for commercial aircraft. This budget is split between investments in incremental developments of our current product portfolio which is required to maintain its competitiveness, as well as investment in the development of breakthrough technologies (e.g. hydrogen based systems, electric machines, energy storage and distribution) that are required for the next generation of commercial aircraft. As an example, Airbus' ambition is to develop and put on the market the first zero emission aircraft by 2035, which will leverage the progress made on hydrogen technologies.

#### Comment

N/A

#### Identifier

Risk 2

**Where in the value chain does the risk driver occur?**

Direct operations

**Risk type & Primary climate-related risk driver**

Acute physical	Cyclone, hurricane, typhoon
----------------	-----------------------------

**Primary potential financial impact**

Decreased revenues due to reduced production capacity

**Climate risk type mapped to traditional financial services industry risk classification**

<Not Applicable>

**Company-specific description**

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, 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). In order to mitigate this risk, Airbus seeks to adapt its insurance policies accordingly. This risk is significant only if infrastructures performing activities not duplicated elsewhere are completely destroyed by the event and production severely disrupted.

**Time horizon**

Long-term

**Likelihood**

Very unlikely

**Magnitude of impact**

High

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

1808000000

**Potential financial impact figure – minimum (currency)**

<Not Applicable>

**Potential financial impact figure – maximum (currency)**

<Not Applicable>

**Explanation of financial impact figure**

This risk scenario considers 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 2021 commercial aircraft revenue of 36.16Bn€, the maximum cost of risk is  $50\% * 36.16Bn€ = 18.08Bn€$ . 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.

**Cost of response to risk**

1048974

**Description of response and explanation of cost calculation**

Based on the extremely 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. For example, at our site in Mobile, US, a contingency plan has been developed to transfer production to other sites in case the site is affected by a destructive weather event. The cost is calculated by the total personnel cost for 2021 (13,269 million euro) divided by the number of employees in 2021 (126,495) and multiplied by 10 employees.  $(13269/126495)*10 = 1.05M€$

In addition, specific costs may arise from extended insurance premiums. These costs are confidential and cannot be disclosed here.

**Comment**

N/A

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**Identifier**

Risk 3

**Where in the value chain does the risk driver occur?**

Downstream

**Risk type & Primary climate-related risk driver**

Technology	Unsuccessful investment in new technologies
------------	---------------------------------------------

**Primary potential financial impact**

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

**Climate risk type mapped to traditional financial services industry risk classification**

<Not Applicable>

**Company-specific description**

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, a future aircraft using hydrogen as a fuel would not be operable 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.

**Time horizon**

Long-term

**Likelihood**

Unlikely

**Magnitude of impact**

High

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

1000000000

**Potential financial impact figure – minimum (currency)**

<Not Applicable>

**Potential financial impact figure – maximum (currency)**

<Not Applicable>

**Explanation of financial impact figure**

This risk scenario considers Airbus putting on the market a product such as a hydrogen fueled aircraft which customers are unwilling or unable to operate because the air transport ecosystem has not developed sufficiently or green 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).

**Cost of response to risk**

1258769

**Description of response and explanation of cost calculation**

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. In order to mitigate the risk, Airbus has created a Vice President "hydrogen aircraft ecosystem" position supported by a dedicated team of around 10 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 10 people from this team and 2 full time equivalent people from the public affairs and corporate affairs departments are dedicated to this activity. The management cost is estimated to be 1.258M€, calculated by the total personnel cost for 2021 (13,269 million euro) divided by the number of employees in 2021 (126,495) and multiplied by 12 employees.  $(13269/126495)*12 = 1.258M€$

**Comment**

N/A

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## C2.4

**(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?**

Yes

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### C2.4a

**(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.**

**Identifier**

Opp1

**Where in the value chain does the opportunity occur?**

Downstream

**Opportunity type**

Products and services

**Primary climate-related opportunity driver**

Development and/or expansion of low emission goods and services

**Primary potential financial impact**

Increased revenues resulting from increased demand for products and services

**Company-specific description**

Airbus recognises its role in contributing to reduce the global environmental footprint of the sector and the importance of aligning and respecting the commitments of the Paris

Agreement. Airbus also supports the air transport sector decarbonisation roadmaps set out in the ATAG Waypoint 2050 and Destination 2050 reports to reduce emissions in line with the Paris Agreement's goal. Based on this, Airbus has identified the opportunity to meet its climate mitigation objectives and generate increased revenue by achieving its ambition to be the first aircraft manufacturer to bring to the market a climate neutral passenger aircraft by 2035. Developing a climate neutral aircraft will bring

significant technological challenges as many new technology bricks have to be developed in a short period of time to enable aircraft operation without generating carbon emissions, requiring heavy investment and the creation of new energy pathways. One example of such technological challenges is the development of hydrogen as a direct fuel for aircraft or as feedstock for synthetic fuels. If Airbus succeeds in being the first aircraft manufacturer to develop such technologies and integrate them in a commercial aircraft programme, this could result in a very strong market position and result in increased revenue.

**Time horizon**

Long-term

**Likelihood**

Likely

**Magnitude of impact**

High

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

1808000000

**Potential financial impact figure – minimum (currency)**

<Not Applicable>

**Potential financial impact figure – maximum (currency)**

<Not Applicable>

**Explanation of financial impact figure**

The scale of technological developments on the aircraft itself and in the air transport ecosystem at large is such that today Airbus estimates that it will be able to put a climate neutral aircraft on the market by 2035. It is likely that if a new technology would become available to Airbus, it would become available to competitors within the next 3 to 5 years thereafter. Airbus expects that the introduction of a new climate neutral aircraft in 2035 would result in a 10% increase in market share that could be expected to last for a maximum period of 5 years. Taking into account Airbus 2021 commercial aircraft revenue of 36.16Bn€, this would result in a maximum benefit of opportunity of  $36.16 \times 0.1 \times 5 = 18.08$ Bn€ in added revenues over the period.

**Cost to realize opportunity**

2252000000

**Strategy to realize opportunity and explanation of cost calculation**

Reducing emissions from our products and increasing efficiency is part of our corporate climate strategy and our product development process. In order to capitalise on this opportunity, Airbus spent 2.252Bn€ in 2021 on research and development for commercial aircraft. This budget is split between investments in incremental developments of our current product portfolio which is required to maintain its competitiveness, as well as investment in the development of breakthrough technologies (e.g. hydrogen based systems, electric machines, energy storage and distribution) that are required for the next generation of commercial aircraft. As an example of the latter point, Airbus' ambition is to develop and put on the market the first zero emission aircraft by 2035, which will leverage the progress made on hydrogen technologies.

**Comment**

N/A

**Identifier**

Opp2

**Where in the value chain does the opportunity occur?**

Downstream

**Opportunity type**

Products and services

**Primary climate-related opportunity driver**

Development and/or expansion of low emission goods and services

**Primary potential financial impact**

Increased revenues resulting from increased demand for products and services

**Company-specific description**

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. These products provide the scientific community and authorities with valuable data to understand the evolution of the global climate and assist decision makers in devising the most appropriate measures to mitigate the effects of climate change.

For example, ESA and Airbus are currently developing the FORUM satellite to measure heat emitted from the Earth into space. FORUM, short for Far-infrared Outgoing Radiation Understanding and Monitoring, will be the first satellite to observe Earth in the far-infrared part of the spectrum, providing unique measurements of the Earth's outgoing energy to help improve understanding of the climate system.

**Time horizon**

Short-term

**Likelihood**

Virtually certain

**Magnitude of impact**

High

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

535000000

**Potential financial impact figure – minimum (currency)**

<Not Applicable>

**Potential financial impact figure – maximum (currency)**

<Not Applicable>

**Explanation of financial impact figure**

Airbus has identified the opportunity to be selected by the ESA as the main contractor on the Copernicus Programme for operating the Land Surface Temperature Monitoring mission (LSTM) for an order value of 375M€ and the development FORUM satellite for an order value of 160M€. Overall, the total order volume for these missions is 535M€. The financial impact is equal to the amount of these two missions, thus 535 M€.

**Cost to realize opportunity**

498443943

**Strategy to realize opportunity and explanation of cost calculation**

In order to be seen as a credible partner to be entrusted to 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 the required competencies and infrastructures, with no specific costs attached to the realisation of this opportunity.

The cost to realize this opportunity is equal to the development costs for the Copernicus programme work packages detailed above, which is calculated by applying the ratio of  $[(\text{revenue} - \text{EBIT}) / \text{revenue}]$  for the Airbus Defence and Space division for 2021, applied to the revenue generated by the programmes. Airbus Defence and Space 2021 revenue : 10,186M€. Airbus Defence and Space 2021 EBIT (adjusted): 696M€. Revenue from opportunity: 535M€.  $((10,186-696)/10,186)*535 = 498\text{M€}$

**Comment**

N/A

**Identifier**

Opp3

**Where in the value chain does the opportunity occur?**

Downstream

**Opportunity type**

Products and services

**Primary climate-related opportunity driver**

Development and/or expansion of low emission goods and services

**Primary potential financial impact**

Increased revenues resulting from increased demand for products and services

**Company-specific description**

Airbus has identified the opportunity to replace older generation aircraft with its efficient latest generation products (A320neo, A330neo, A350WXB) as the main lever of its decarbonisation strategy. This would allow Airbus to significantly reduce emissions by replacing old aircraft with more efficient products, 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 the products they replace. Today, these products make up only 20% of the global commercial aircraft fleet, meaning that replacing older aircraft (80% of the fleet) with the newer, more efficient generation is an important and effective lever for decarbonizing air transport. This opportunity applies to the operation of commercial aircraft product and is therefore considered to have a global geographical impact.

**Time horizon**

Short-term

**Likelihood**

Likely

**Magnitude of impact**

High

**Are you able to provide a potential financial impact figure?**

Yes, a single figure estimate

**Potential financial impact figure (currency)**

59200000

**Potential financial impact figure – minimum (currency)**

<Not Applicable>

**Potential financial impact figure – maximum (currency)**

<Not Applicable>

**Explanation of financial impact figure**

As airlines are looking for effective ways to reduce their emissions, replacing their older products with Airbus' latest generation of commercial aircrafts is the main lever currently available. This could bring some existing backlog orders forward in time as well as creating new ones. In 2021, Airbus delivered 611 aircraft for a related revenue of 36.16Bn€, equivalent to 59.2M€ per aircraft. This opportunity would therefore generate an average revenue of 59.2M€ per additional aircraft sold.

**Cost to realize opportunity**

53401000

**Strategy to realize opportunity and explanation of cost calculation**

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, the Airbus A320neo offers a 20% CO2 reduction per passenger-kilometer compared to the previous generation A320ceo. 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  $[(\text{revenue} - \text{EBIT})/\text{revenue}]$  for the Airbus commercial aircraft activities for 2021, applied to the revenue generated by each additional aircraft sold. 2021 revenue from commercial aircraft activities: 36,164M€ 2021 EBIT (adjusted) from commercial aircraft activities: 3,570M€. Revenue from opportunity: 59.2M€. Cost to realise opportunity:  $((36,164-3,570)/36,164)*59.25=53.4\text{M€}$

**Comment**

N/A

C3.1

**(C3.1) Does your organization’s strategy include a transition plan that aligns with a 1.5°C world?**

**Row 1**

**Transition plan**

Yes, we have a transition plan which aligns with a 1.5°C world

**Publicly available transition plan**

No

**Mechanism by which feedback is collected from shareholders on your transition plan**

We have a different feedback mechanism in place

**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.

**Frequency of feedback collection**

More frequently than annually

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

**Explain why your organization does not have a transition plan that aligns with a 1.5°C world and any plans to develop one in the future**

<Not Applicable>

**Explain why climate-related risks and opportunities have not influenced your strategy**

<Not Applicable>

C3.2

**(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?**

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	Yes, qualitative and quantitative	<Not Applicable>	<Not Applicable>

C3.2a

**(C3.2a) Provide details of your organization’s use of climate-related scenario analysis.**

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices		
<table border="1"> <tr> <td>Transition scenarios</td> <td>IEA B2DS</td> </tr> </table>	Transition scenarios	IEA B2DS	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p><b>PARAMETERS:</b></p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p><b>ASSUMPTION:</b> detailed narrative for each scenario, including key considerations:</p> <p>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</p> <p>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</p> <p>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</p> <p><b>ANALYTICAL CHOICES:</b></p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>
Transition scenarios	IEA B2DS				

Climate-related scenario		Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios	IEA 2DS	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p>PARAMETERS:</p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p>ASSUMPTION: detailed narrative for each scenario, including key considerations:</p> <p>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</p> <p>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</p> <p>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</p> <p>ANALYTICAL CHOICES:</p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>
Physical climate scenarios	RCP 2.6	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p>PARAMETERS:</p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p>ASSUMPTION: detailed narrative for each scenario, including key considerations:</p> <p>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</p> <p>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</p> <p>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</p> <p>ANALYTICAL CHOICES:</p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>
Physical climate scenarios	RCP 3.4	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p>PARAMETERS:</p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p>ASSUMPTION: detailed narrative for each scenario, including key considerations:</p> <p>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</p> <p>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</p> <p>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</p> <p>ANALYTICAL CHOICES:</p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>

Climate-related scenario		Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios	RCP 4.5	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p>PARAMETERS:</p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p>ASSUMPTION: detailed narrative for each scenario, including key considerations:</p> <p>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</p> <p>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</p> <p>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</p> <p>ANALYTICAL CHOICES:</p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>
Physical climate scenarios	RCP 6.0	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p>PARAMETERS:</p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p>ASSUMPTION: detailed narrative for each scenario, including key considerations:</p> <p>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</p> <p>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</p> <p>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</p> <p>ANALYTICAL CHOICES:</p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>
Physical climate scenarios	RCP 7.0	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p>PARAMETERS:</p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p>ASSUMPTION: detailed narrative for each scenario, including key considerations:</p> <p>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</p> <p>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</p> <p>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</p> <p>ANALYTICAL CHOICES:</p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>



Climate-related scenario		Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios	RCP 8.5	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p>PARAMETERS:</p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p>ASSUMPTION: detailed narrative for each scenario, including key considerations:</p> <ul style="list-style-type: none"> <li>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</li> <li>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</li> <li>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</li> </ul> <p>ANALYTICAL CHOICES:</p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>
Transition scenarios	IEA STEPS (previously IEA NPS)	Company-wide	<Not Applicable>	<p>The climate-related scenario analysis included the following:</p> <p>PARAMETERS:</p> <ul style="list-style-type: none"> <li>- GHG reduction requirement</li> <li>- share of renewable energy</li> <li>- carbon pricing</li> <li>- sea level rise</li> <li>- climate adaptation</li> <li>- water availability</li> </ul> <p>ASSUMPTION: detailed narrative for each scenario, including key considerations:</p> <ul style="list-style-type: none"> <li>-1.5 Assumptions: Severe restrictions on fossil fuels, severe restrictions on CO2 intensive resources (concrete, steel...), electrification leads to pressure on key resources, increased population leads to increased stress on resources, limited through restrictions on CO2 and energy, circular economy mandates recycling, increased population leading to local stress on water resources, impact on industrial activities and migration, expected denser population in cities and urban air quality issues.</li> <li>-2C Assumptions: Some restrictions on fossil fuels, electrification leads to pressure on key resources, increased population leads to increased stress on resources, circular economy mandates recycling, increased population and dryer climate lead to global pressure on water resource, impacting industrial activities in most areas, increased population and degraded environment lead to pressure on urban air quality and difficulties to maintain good living conditions, increased population leading to local stress on water resources, impact on industrial activities and migration.</li> <li>-3C Assumptions: Climate completely and irreversibly changed, extreme sea level rise, exponential growth of extreme weather events, average weather conditions increasingly unfit for human development, degraded political and economic context lead to restricted ability to procure key resources (oil, minerals)</li> </ul> <p>ANALYTICAL CHOICES:</p> <ul style="list-style-type: none"> <li>- Timeframe considered are short term (2025), mid term (2035), and long term (2050).</li> <li>- Data source are IPCC and IEA.</li> <li>- Qualitative inputs on demographics and population movement</li> </ul>

### C3.2b

**(C3.2b) Provide details of the focal questions your organization seeks to address by using climate-related scenario analysis, and summarize the results with respect to these questions.**

#### Row 1

##### Focal questions

How does climate impact our products and services in different scenarios?  
 How does climate impact our facilities and sites (focusing on sea level rise)?

##### Results of the climate-related scenario analysis with respect to the focal questions

Airbus has assessed the relevant variables (social acceptance, regulatory landscape (both international and national), health, migration and other relevant social aspects alongside carbon pricing, energy sources, energy price, and GHG emissions concentrations) and the results show that under transitional scenarios (1.5°C and 2°C), our products and services can be impacted particularly if no low carbon aircraft solution are available to meet mitigation requirements.

Airbus has assessed 78 sites around the world and their vulnerability to sea level rise, identifying that 3 sites need specific adaptation measures under certain scenarios (e.g. sites in Saint Nazaire)

### C3.3

**(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.**

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	<p>The R&amp;O analysis pushed Airbus to realize 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 (eg Navblue Fuel and Flight Efficiency Consulting Service). The service is already operational and fulfills expectations.</p> <p>In 2019, Airbus launched the Digital Design, Manufacturing &amp; 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 to predict and analyse the environmental impact for new products, services and industrial system by around 2030. In 2021, this programme is still ongoing and is progressing according to plan.</p>
Supply chain and/or value chain	Yes	<p>Based on the R&amp;O analysis and identification, material information has helped to better determine the impacts of climate risks occurring in the supply chain.</p> <p>In order to develop the required mitigation plan, Airbus has created the Sustainable Supply Chain Roadmap (SSCR) in 2020, looking at the whole spectrum of sustainability (including climate change) in our supply chain.</p> <p>The SSCR has established a structured plan to manage the climate impact of the supply chain and develop collaboration on the topic with key suppliers to be deployed in a short timeframe (2 years) through:</p> <ul style="list-style-type: none"> <li>- The reinforcement of the Airbus Supplier Code of Conduct, additional formal commitment campaigns for existing contracts, and further integration in contracts for new contracts. This supports all dimensions of sustainability. This code is built on an industry standard (IFBEC) with Airbus specific additions</li> <li>- The assessment process of our suppliers for sustainability purpose, starting with the most risky suppliers where we currently have 72% of suppliers assessed.</li> <li>- The CDP engagement program launched with our top suppliers to promote a better understanding of their impact and as a consequence a better integration of those in their strategy</li> </ul>
Investment in R&D	Yes	<p>The R&amp;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.</p> <p>As an example, the Company revealed three concepts for the world's first zero-emission commercial aircraft in September 2020. These concepts each represent a different approach to achieving zero-emission flight, exploring 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.</p> <p>Airbus is evaluating, maturing and validating these technologies in order to put a zero-emission aircraft on the market by 2035.</p>
Operations	Yes	<p>As part of its "High5+" plan to reduce 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. The resulting savings in 2019 and 2020 were about 460 tonnes of CO2. In addition, Airbus has offered sustainable aviation fuel (SAF) for delivery and customer acceptance flights since 2016.</p>

**C3.4**

**(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.**

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Capital expenditures Capital allocation Acquisitions and divestments Access to capital Assets Liabilities	<p>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&amp;D expenses are anticipated over a longer time horizon. M&amp;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.</p> <p>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.</p>

**C3.5**

**(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's transition to a 1.5°C world?**

No, but we plan to in the next two years

**C4. Targets and performance**

**C4.1**

**(C4.1) Did you have an emissions target that was active in the reporting year?**

Absolute target  
Intensity target

**C4.1a**

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**(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.**

**Target reference number**

Abs 1

**Year target was set**

2019

**Target coverage**

Company-wide

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Market-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2015

**Base year Scope 1 emissions covered by target (metric tons CO2e)**

671373

**Base year Scope 2 emissions covered by target (metric tons CO2e)**

444165

**Base year Scope 3 emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Total base year emissions covered by target in all selected Scopes (metric tons CO2e)**

1115538

**Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1**

100

**Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2**

100

**Base year Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)**

<Not Applicable>

**Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes**

100

**Target year**

2030

**Targeted reduction from base year (%)**

63

**Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]**

412749.06

**Scope 1 emissions in reporting year covered by target (metric tons CO2e)**

561737

**Scope 2 emissions in reporting year covered by target (metric tons CO2e)**

265016

**Scope 3 emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)**

826753

**% of target achieved relative to base year [auto-calculated]**

41.0912841058654

**Target status in reporting year**

Revised

**Is this a science-based target?**

Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

**Target ambition**

1.5°C aligned

**Please explain target coverage and identify any exclusions**

This target is part of our "High5+" plan to reduce emissions by 63% by 2030 (baseline 2015). The target covers scope 1 and scope 2. It has been calculated following the SBT methodology and updated in 2021 in line with the "1.5°C" scenario. Together with the scope 3 intensity target, it forms part of the science based target submission that is currently being reviewed by SBTi.

**Plan for achieving target, and progress made to the end of the reporting year**

Stationary sources (e.g. heating, cooling, manufacturing processes etc.) account for c.70% of GHG emissions at the Company's sites and mobile sources (ground vehicles, "Beluga" air transport operations, flight test, etc.) for c.30%. Action plans for reducing emissions from stationary sources mainly rely on increasing energy efficiency and using low carbon energy sources, while plans for reducing mobile sources emissions include switching to lower emission vehicles where possible and avoiding emissions through better planning of flights and logistics and using lower carbon fuels (e.g. sustainable aviation fuels (SAF)).

In 2021, scope 1 and 2 GHG emissions have decreased by around 6%, primarily due to oversized transportation efficiency and operation improvements, reduced flight tests activities and European emission factors improvement that more than offset production ramp-up impact. Since 2019, SAF is used in the operation of the Company's Beluga transport aircraft for the purpose of internal logistics.

By the end of 2021, emissions had been reduced by 25% from the base year (2015)

**List the emissions reduction initiatives which contributed most to achieving this target**

<Not Applicable>

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**Target reference number**

Abs 2

**Year target was set**

2021

**Target coverage**

Business division

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Market-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2020

**Base year Scope 1 emissions covered by target (metric tons CO2e)**

556352

**Base year Scope 2 emissions covered by target (metric tons CO2e)**

253310

**Base year Scope 3 emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Total base year emissions covered by target in all selected Scopes (metric tons CO2e)**

809662

**Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1**

95

**Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2**

86

**Base year Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)**

<Not Applicable>

**Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes**

92

**Target year**

2021

**Targeted reduction from base year (%)**

3

**Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]**

785372.14

**Scope 1 emissions in reporting year covered by target (metric tons CO2e)**

528811

**Scope 2 emissions in reporting year covered by target (metric tons CO2e)**

224668

**Scope 3 emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)**

753479

**% of target achieved relative to base year [auto-calculated]**

231.302280046077

**Target status in reporting year**

Achieved

**Is this a science-based target?**

No, but we are reporting another target that is science-based

**Target ambition**

<Not Applicable>

**Please explain target coverage and identify any exclusions**

This the annual CO2 target in complement to the 2030 target (Abs1). Geographical scope in 2021: 48 sites. Scope of metrics: Scope 1 & 2 (including Oversize Transport) and excluding: refrigerant leakage, butane consumption, electricity on site from CHP, emissions due to processes. Scope 2 is location based with purchased guarantees of origin deduced

**Plan for achieving target, and progress made to the end of the reporting year**

<Not Applicable>

**List the emissions reduction initiatives which contributed most to achieving this target**

In 2021, scope 1 and 2 GHG emissions have decreased by around 6% , primarily due to oversize transportation efficiency and operation improvements, reduced flight tests activities and European emission factors improvement that more than offset production ramp-up impact. Since 2019, SAF is used in the operation of the Company's Beluga transport aircraft for the purpose of internal logistics. In 2022, flight test activities will also start using SAF as part of the Company's revised GHG emissions reduction plan.

**C4.1b****(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).****Target reference number**

Int 1

**Year target was set**

2022

**Target coverage**

Company-wide

**Scope(s)**

Scope 3

**Scope 2 accounting method**

<Not Applicable>

**Scope 3 category(ies)**

Category 11: Use of sold products

**Intensity metric**

Grams CO2e per revenue passenger kilometer

**Base year**

2015

**Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3 (metric tons CO2e per unit of activity)**

89

**Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)**

89

**% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this Scope 3 intensity figure**

97

**% of total base year emissions in all selected Scopes covered by this intensity figure**

97

**Target year**

2035

**Targeted reduction from base year (%)**

46

**Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]**

48.06

**% change anticipated in absolute Scope 1+2 emissions**

0

**% change anticipated in absolute Scope 3 emissions****Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3 (metric tons CO2e per unit of activity)**

67

**Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)**

67

**% of target achieved relative to base year [auto-calculated]**

53.7371763556424

**Target status in reporting year**

New

**Is this a science-based target?**

Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

**Target ambition**

Well-below 2°C aligned

**Please explain target coverage and identify any exclusions**

The target covers the efficiency of delivered commercial aircraft product (in gCO2 per revenue passenger kilometer). In 2021, scope 3 "use of sold product" for commercial aircraft product represents 97.2% of Airbus' total (scope 1, 2 and 3) reported emissions, 97.3% of all reported scope 3 emissions, and 99.8% of all reported scope 3 "use of sold product". Scope 3 "use of sold product" emissions from delivered commercial helicopters (0.2% 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 helicopters.

**Plan for achieving target, and progress made to the end of the reporting year**

In order to achieve the target, Airbus has identified 3 main levers: technology to improve aircraft efficiency, operational improvements and gradual introduction of Sustainable Aviation Fuels (SAF) in the fuel mix. Since 2015, Airbus has launched 4 new product families (A220 family, A320neo family, A330neo family and A350XWB family) with significantly improved emissions and is very active on promoting the development of SAF. Through its subsidiary Navblue, Airbus also offers innovative services allowing its customers to operate the aircraft in an optimum way, resulting in operational efficiency gains.

**List the emissions reduction initiatives which contributed most to achieving this target**

<Not Applicable>

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**C4.2**

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**(C4.2) Did you have any other climate-related targets that were active in the reporting year?**

Target(s) to increase low-carbon energy consumption or production

**C4.2a**

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**(C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.**

**Target reference number**

Low 1

**Year target was set**

2021

**Target coverage**

Other, please specify (all sites in France, UK, Germany and Spain)

**Target type: energy carrier**

Electricity

**Target type: activity**

Consumption

**Target type: energy source**

Low-carbon energy source(s)

**Base year**

2021

**Consumption or production of selected energy carrier in base year (MWh)**

1069154

**% share of low-carbon or renewable energy in base year**

30

**Target year**

2024

**% share of low-carbon or renewable energy in target year**

100

**% share of low-carbon or renewable energy in reporting year**

30

**% of target achieved relative to base year [auto-calculated]**

0

**Target status in reporting year**

New

**Is this target part of an emissions target?**

Yes, this comes as a contribution to our global High5+ plan to reduce industrial emissions (scope 1+2) by 63% by 2030 (2015 baseline) as detailed in Abs 1.

**Is this target part of an overarching initiative?**

No, it's not part of an overarching initiative

**Please explain target coverage and identify any exclusions**

This target concerns the use of renewable and low carbon electricity at our European sites (France, UK, Germany and Spain). The objective is to gradually increase the share of renewable electricity to 100% by 2024. This comes as a contribution to our global High5+ plan to reduce industrial emissions (scope 1+2) by 63% by 2030 (2015 baseline).

**Plan for achieving target, and progress made to the end of the reporting year**

Plan includes a stepped approach including direct wire supply contracts with local renewable energy projects, a company wide Power Purchase Agreement (for sites in France, UK, Germany and Spain) and purchase of GO to reach 100% low carbon electricity in the covered countries. This is equivalent to 84% at global level. At the end of the reporting year, only the GO part of the plan is in place, covering 30% of electricity consumption for the sites in scope and 25% globally.

**List the actions which contributed most to achieving this target**

<Not Applicable>

**C4.3**

**(C4.3) 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.**

Yes

**C4.3a**

**(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.**

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	0	0
To be implemented*	0	0
Implementation commenced*	0	0
Implemented*	2	75124
Not to be implemented	0	0

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

**Initiative category & Initiative type**

Low-carbon energy consumption	Liquid biofuels
-------------------------------	-----------------

**Estimated annual CO2e savings (metric tonnes CO2e)**

826

**Scope(s) or Scope 3 category(ies) where emissions savings occur**

Scope 1

**Voluntary/Mandatory**

Voluntary

**Annual monetary savings (unit currency – as specified in C0.4)**

0

**Investment required (unit currency – as specified in C0.4)**

1000000

**Payback period**

No payback

**Estimated lifetime of the initiative**

1-2 years

**Comment**

CO2 savings from use of Sustainable Aviation Fuel in the fleet of Airbus owned cargo aircraft (Beluga)

**Initiative category & Initiative type**

Low-carbon energy consumption	Low-carbon electricity mix
-------------------------------	----------------------------

**Estimated annual CO2e savings (metric tonnes CO2e)**

74298

**Scope(s) or Scope 3 category(ies) where emissions savings occur**

Scope 2 (market-based)

**Voluntary/Mandatory**

Voluntary

**Annual monetary savings (unit currency – as specified in C0.4)**

0

**Investment required (unit currency – as specified in C0.4)**

300000

**Payback period**

No payback

**Estimated lifetime of the initiative**

1-2 years

**Comment**

Renewable energy certificates purchased in 2021

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Dedicated budget for energy efficiency	Led by the Sustainability and Environment 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, energy, water, waste and VOCs. Ambitious 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.
Financial optimization calculations	Financial optimization calculations is a driver for all of Airbus investments, which includes energy efficiency and CO2.
Other (CO2 Evaluation)	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.

C4.5



**(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?**

Yes

**C4.5a**

**(C4.5a) Provide details of your products and/or services that you classify as low-carbon products.**

**Level of aggregation**

Group of products or services

**Taxonomy used to classify product(s) or service(s) as low-carbon**

Other, please specify (Report of the EU Commission's Platform on Sustainable Finance. )

**Type of product(s) or service(s)**

Aviation	Other, please specify ("Best in class" commercial aircraft )
----------	--------------------------------------------------------------

**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 20% of the global commercial aircraft fleet, meaning that replacing older aircraft (80% 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.

**Have you estimated the avoided emissions of this low-carbon product(s) or service(s)**

Yes

**Methodology used to calculate avoided emissions**

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)

**Life cycle stage(s) covered for the low-carbon product(s) or services(s)**

Use stage

**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".

**Reference product/service or baseline scenario used**

Previous generation commercial aircraft: A320ceo, A330, A340

**Life cycle stage(s) covered for the reference product/service or baseline scenario**

Use stage

**Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario**

100000000

**Explain your calculation of avoided emissions, including any assumptions**

In 2021, the scope 3 impact for Airbus "best in class" products is around 400MtCO2e (including direct emissions and indirect emissions arising from fuel production). Considering these products emit 20% less CO2 than the products they replace, the avoided emissions correspond to the additional emissions that would have occurred had the previous generation products been delivered instead.  $400 / (1 - 0.8) - 400 = 100\text{MT}$  of CO2e  
Please note that this calculation is based on Airbus' scope 3 methodology for 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.

**Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year**

65

**C5. Emissions methodology**

**C5.1**

**(C5.1) Is this your first year of reporting emissions data to CDP?**

No

**C5.1a**

**(C5.1a) 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?**

Row 1

**Has there been a structural change?**

No

**Name of organization(s) acquired, divested from, or merged with**

<Not Applicable>

**Details of structural change(s), including completion dates**

<Not Applicable>

## C5.1b

**(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?**

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	Yes, a change in methodology Yes, a change in boundary	> Change in methodology: Scope 3 oversize logistic 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, Satair Herndon, Satair Hamburg). We have also included Closed entities in 2015 baseline, as per Basleine management rules according to GHG Protocol

## C5.1c

**(C5.1c) Have your organization's base year emissions been recalculated as result of the changes or errors reported in C5.1a and C5.1b?**

	Base year recalculation	Base year emissions recalculation policy, including significance threshold
Row 1	Yes	Change in methodology: Scope 3 oversize logistic 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 2015 baseline, as per Baseline management rules according to GHG Protocol

## C5.2

**(C5.2) Provide your base year and base year emissions.**

**Scope 1**

**Base year start**

January 1 2015

**Base year end**

December 31 2015

**Base year emissions (metric tons CO2e)**

671373

**Comment**

Scope 3 oversize logistic 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 2015 baseline, as per Basleine management rules according to GHG Protocol

**Scope 2 (location-based)**

**Base year start**

January 1 2015

**Base year end**

December 31 2015

**Base year emissions (metric tons CO2e)**

444165

**Comment**

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 Basleine management rules according to GHG Protocol

**Scope 2 (market-based)**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

0

**Comment**

No market based data in 2015

**Scope 3 category 1: Purchased goods and services**

**Base year start**

January 1 2015

**Base year end**

December 31 2015

**Base year emissions (metric tons CO2e)**

14307241

**Comment**

Screening performed using GHG protocol scope 3 screening tool

**Scope 3 category 2: Capital goods**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 4: Upstream transportation and distribution**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 5: Waste generated in operations**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 6: Business travel**

**Base year start**

January 1 2015

**Base year end**

December 31 2015

**Base year emissions (metric tons CO2e)**

122445

**Comment**

Screening performed using GHG protocol scope 3 screening tool

**Scope 3 category 7: Employee commuting**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 8: Upstream leased assets**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 9: Downstream transportation and distribution**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 10: Processing of sold products**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 11: Use of sold products**

**Base year start**

January 1 2015

**Base year end**

December 31 2015

**Base year emissions (metric tons CO2e)**

614329000

**Comment**

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

**Scope 3 category 12: End of life treatment of sold products**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 13: Downstream leased assets**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 14: Franchises**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3 category 15: Investments**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3: Other (upstream)**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

**Scope 3: Other (downstream)**

**Base year start**

**Base year end**

**Base year emissions (metric tons CO2e)**

**Comment**

C5.3

---

**(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.**

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

C6. Emissions data

---

C6.1

---

**(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?**

**Reporting year**

**Gross global Scope 1 emissions (metric tons CO2e)**

561737

**Start date**

January 1 2021

**End date**

December 31 2021

**Comment**

N/A

**Past year 1**

**Gross global Scope 1 emissions (metric tons CO2e)**

586830

**Start date**

January 1 2020

**End date**

December 31 2020

**Comment**

N/A

**Past year 2**

**Gross global Scope 1 emissions (metric tons CO2e)**

747016

**Start date**

January 1 2019

**End date**

December 31 2019

**Comment**

N/A

C6.2

---

**(C6.2) Describe your organization's approach to reporting Scope 2 emissions.**

**Row 1**

**Scope 2, location-based**

We are reporting a Scope 2, location-based figure

**Scope 2, market-based**

We are reporting a Scope 2, market-based figure

**Comment**

N/A

## C6.3

---

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

### Reporting year

**Scope 2, location-based**

339313

**Scope 2, market-based (if applicable)**

265016

**Start date**

January 1 2021

**End date**

December 31 2021

**Comment**

N/A

### Past year 1

**Scope 2, location-based**

349995

**Scope 2, market-based (if applicable)**

294689

**Start date**

January 1 2020

**End date**

December 31 2020

**Comment**

N/A

### Past year 2

**Scope 2, location-based**

397325

**Scope 2, market-based (if applicable)**

367428

**Start date**

January 1 2019

**End date**

December 31 2019

**Comment**

N/A

## C6.4

---

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?

No

## C6.5

---

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

### Purchased goods and services

**Evaluation status**

Relevant, calculated

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

11346000

**Emissions calculation methodology**

Spend-based method

**Percentage of emissions calculated using data obtained from suppliers or value chain partners**

0

**Please explain**

This category has been identified as relevant through sectoral materiality assessment. 2021 estimation is based on 2020 Data calculated and published (using IEAG Methodology and spend based approach) extrapolated on an Airbus Group Revenues approach.

## Capital goods

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

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

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## Upstream transportation and distribution

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Oversize logistic previous reported under this category is now reported under scope 1 data to reflect changes in ownership of the transport means. A screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category now represents less than 0.1% of total emissions and is therefore considered as non relevant

## Waste generated in operations

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## Business travel

### Evaluation status

Relevant, calculated

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

17389

### Emissions calculation methodology

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.)

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

### Please explain

The scope of this category includes business travel flights.

## Employee commuting

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## Upstream leased assets

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## Downstream transportation and distribution

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## Processing of sold products

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Airbus delivers products finished to customer specifications and ready for use. No further processing is required. This category is therefore considered not relevant.



## Use of sold products

### Evaluation status

Relevant, calculated

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

464729000

### Emissions calculation methodology

Hybrid method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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 2021, the Company delivered 611 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 460MtCO2e (of which around 80Mt are linked to upstream fuel production), which translates to an average efficiency of 62.6gCO2e per passenger-kilometre.

In 2021, for 192 civil helicopters delivered, Airbus estimated a scope 3 "use of sold product" impact around 1.13 MtCO2e, of which around 0.20 MtCO2e are linked to upstream fuel production.

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

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 1% of total emissions and is therefore considered as non relevant

## Downstream leased assets

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## Franchises

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Airbus does not have franchises

## Investments

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## Other (upstream)

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## Other (downstream)

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

Screening performed with the GHG Protocol "Scope 3 evaluator" tool showed that this category represents less than 0.1% of total emissions and is therefore considered as non relevant

## C6.5a

---

(C6.5a) Disclose or restate your Scope 3 emissions data for previous years.

**Past year 1**

**Start date**

January 1 2020

**End date**

December 31 2020

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

11346000

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

0

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

0

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

0

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

0

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

22381

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

0

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

0

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

0

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

0

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

441446000

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

0

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

0

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

0

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

0

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

0

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

0

**Comment**

0 means data not available.

Past year 2

Start date

January 1 2020

End date

December 31 2020

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

0

Scope 3: Capital goods (metric tons CO2e)

0

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

0

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

0

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

0

Scope 3: Business travel (metric tons CO2e)

109398

Scope 3: Employee commuting (metric tons CO2e)

0

Scope 3: Upstream leased assets (metric tons CO2e)

0

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

0

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

0

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

731203000

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

0

Scope 3: Downstream leased assets (metric tons CO2e)

0

Scope 3: Franchises (metric tons CO2e)

0

Scope 3: Investments (metric tons CO2e)

0

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

0

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

0

Comment

0 means data not available.

For "use of sold product": data available for commercial aircraft only

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Yes

C6.7a

(C6.7a) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
Row 1	462	Biogas / biomethane

C6.10

(C6.10) 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.

**Intensity figure**

15.6

**Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)**

826753

**Metric denominator**

unit total revenue

**Metric denominator: Unit total**

52856

**Scope 2 figure used**

Market-based

**% change from previous year**

10.85

**Direction of change**

Decreased

**Reason for change**

CO2 emission decreased thanks to several reduction initiatives: energy efficiency projects, improvement of electricity national emissions factor, purchase of renewable electricity, and oversize logistics emissions improvement (stop of A380 specific logistics; use of biogas in trucks; vessels trips optimisation)

**C7. Emissions breakdowns**

**C7.1**

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Yes

**C7.1a**

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	555052	IPCC Fourth Assessment Report (AR4 - 100 year)
HFCs	6685	IPCC Fourth Assessment Report (AR4 - 100 year)

**C7.2**

(C7.2) Break down your total gross global Scope 1 emissions by country/region.

Country/Region	Scope 1 emissions (metric tons CO2e)
France	299308
Germany	167131
United Kingdom of Great Britain and Northern Ireland	30295
Spain	31829
Other, please specify (Rest of World)	33174

**C7.3**

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By business division

**C7.3a**

**(C7.3a) Break down your total gross global Scope 1 emissions by business division.**

Business division	Scope 1 emissions (metric ton CO2e)
Airbus Commercial Aircraft	463929
Airbus Helicopters	47420
Airbus Defence & Space	50388

C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4

**(C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.**

	Gross Scope 1 emissions, metric tons CO2e	Net Scope 1 emissions , metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	561737	<Not Applicable>	N/A
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C7.5

**(C7.5) Break down your total gross global Scope 2 emissions by country/region.**

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
France	48923	38558
Germany	125862	98814
United Kingdom of Great Britain and Northern Ireland	19337	6410
Spain	46886	22992
Other, please specify (Rest of World)	98306	98242

C7.6

**(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.**

By business division

C7.6a

**(C7.6a) Break down your total gross global Scope 2 emissions by business division.**

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Airbus Commercial Aircraft	221251	183737
Airbus Helicopters	20885	14167
Airbus Defence & Space	97177	67112

C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7

**(C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7) Break down your organization’s total gross global Scope 2 emissions by sector production activity in metric tons CO2e.**

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	339313	265016	N/A
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

**C-TO7.8**

**(C-TO7.8) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.**

**Activity**

Aviation

**Emissions intensity figure**

0.0000626

**Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e**

380902000

**Metric denominator**

p.km

**Metric denominator: Unit total**

6083159749088

**% change from previous year**

0.8

**Vehicle unit sales in reporting year**

611

**Vehicle lifetime in years**

22

**Annual distance in km or miles (unit specified by column 4)**

2415810

**Load factor**

82.5%

**Please explain the changes, and relevant standards/methodologies used**

Efficiency metric relevant for commercial aircraft products only. All numbers are for commercial aircraft products only.

Emissions considered for this calculation are total direct emissions arising from products delivered in 2020 over their entire lifetime as per the scope 3 “use of sold product” calculation. Please note that the absolute scope 3 figure reported in C6.5 includes indirect emissions linked to fuel production, whereas this efficiency metric only includes direct emissions.

2020 data: efficiency metric 63.1gCO2/pax.km, total direct emissions 361,815,000 tCO2e, total pax.km 5,731,272,836,471

The decrease of the value compared to the previous year (2020) can be attributed to a higher proportion of latest generation products (A320neo, A350 XWB, A330neo, A220) versus the outgoing generation (A320 CEO, A330 CEO, A380), improving the overall efficiency of the delivered fleet.

**C7.9**

**(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?**

Decreased

**C7.9a**

**(C7.9a) 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 emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	18991	Decreased	2.15	Additional Renewable Electricity certificate purchased leading to 2.15% reduction in emissions from 2020. Amount purchased in 2021: 74297 Amount purchased in 2020: 55306 Additional amount (2021-2020): 18991 Emissions 2020 (scope 1+2MB): 881519 tonnes Percentage of emission reduction: $18991 \times 100 / 881519 = 2.15\%$
Other emissions reduction activities	17063	Decreased	2.02	Oversize transportation emission reduction (use of biogas in trucks, decrease of river flow due to A380 production end, vessels route optimization) Oversize emissions 2021 (including beluga): 185371 tonnes Oversize emissions 2020 (including beluga): 203152 tonnes Reduction (2020-2021): 17781 tonnes Emissions 2020 (scope 1+2MB): 881519 tonnes Percentage of emission reduction: $17781 \times 100 / 881519 = 2.02\%$
Divestment		<Not Applicable>		
Acquisitions		<Not Applicable>		
Mergers		<Not Applicable>		
Change in output		<Not Applicable>		
Change in methodology		<Not Applicable>		
Change in boundary		<Not Applicable>		
Change in physical operating conditions		<Not Applicable>		
Unidentified		<Not Applicable>		
Other	18712	Decreased	2.12	mainly driven by National electricity emission factors decrease and energy efficiency initiatives

### C7.9b

**(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?**

Market-based

## C8. Energy

### C8.1

**(C8.1) What percentage of your total operational spend in the reporting year was on energy?**

More than 0% but less than or equal to 5%

### C8.2

**(C8.2) Select which energy-related activities your organization has undertaken.**

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

### C8.2a



**(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.**

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	28620	2327242	2355862
Consumption of purchased or acquired electricity	<Not Applicable>	404300	854358	1258658
Consumption of purchased or acquired heat	<Not Applicable>	0	158275	158275
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	829	<Not Applicable>	829
Total energy consumption	<Not Applicable>	433749	3339875	3773624

**C8.2b**

**(C8.2b) Select the applications of your organization's consumption of fuel.**

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	Yes
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	Yes

**C8.2c**

**(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.**

**Sustainable biomass**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

24957

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

24957

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

N/A

**Other biomass**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

0

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

N/A

**Other renewable fuels (e.g. renewable hydrogen)**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

14257

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

10594

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

Biogas

**Coal**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

0

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

we don't use coal

**Oil**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

1040448

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

12724

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

mostly jet fuel, gasoline and diesel

**Gas****Heating value**

LHV

**Total fuel MWh consumed by the organization**

1276200

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

1276200

**MWh fuel consumed for self-generation of steam**

&lt;Not Applicable&gt;

**MWh fuel consumed for self-generation of cooling**

&lt;Not Applicable&gt;

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

gas used for heating &amp; processes

**Other non-renewable fuels (e.g. non-renewable hydrogen)****Heating value**

LHV

**Total fuel MWh consumed by the organization**

0

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

&lt;Not Applicable&gt;

**MWh fuel consumed for self-generation of cooling**

&lt;Not Applicable&gt;

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

N/A

**Total fuel****Heating value**

LHV

**Total fuel MWh consumed by the organization**

2355862

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

1324475

**MWh fuel consumed for self-generation of steam**

&lt;Not Applicable&gt;

**MWh fuel consumed for self-generation of cooling**

&lt;Not Applicable&gt;

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

N/A

**C8.2d****(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.**

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	182346	177063	5405	829
Heat	0	0	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

**(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in C6.3.**

**Sourcing method**

Unbundled energy attribute certificates (EACs) purchase

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (All types of available renewable electricity sources (e.g. solar, wind, hydropower, etc.))

**Country/area of low-carbon energy consumption**

France

**Tracking instrument used**

GO

**Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

188113

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

France

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2019

**Comment**

N/A

**Sourcing method**

Unbundled energy attribute certificates (EACs) purchase

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (All types of available renewable electricity sources (e.g. solar, wind, hydropower, etc.))

**Country/area of low-carbon energy consumption**

Germany

**Tracking instrument used**

GO

**Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

67383

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

Germany

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2019

**Comment**

N/A

**Sourcing method**

Unbundled energy attribute certificates (EACs) purchase

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (All types of available renewable electricity sources (e.g. solar, wind, hydropower, etc.))

**Country/area of low-carbon energy consumption**

United Kingdom of Great Britain and Northern Ireland

**Tracking instrument used**

GO

**Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

56350

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

United Kingdom of Great Britain and Northern Ireland

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2019

**Comment**

N/A

**Sourcing method**

Unbundled energy attribute certificates (EACs) purchase

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (All types of available renewable electricity sources (e.g. solar, wind, hydropower, etc.))

**Country/area of low-carbon energy consumption**

Spain

**Tracking instrument used**

GO

**Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

92077

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

Spain

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2019

**Comment**

N/A

---

**Sourcing method**

Unbundled energy attribute certificates (EACs) purchase

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (All types of available renewable electricity sources (e.g. solar, wind, hydropower, etc.))

**Country/area of low-carbon energy consumption**

United States of America

**Tracking instrument used**

GO

**Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

1

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

United States of America

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2021

**Comment**

N/A

---

**Sourcing method**

Unbundled energy attribute certificates (EACs) purchase

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (All types of available renewable electricity sources (e.g. solar, wind, hydropower, etc.))

**Country/area of low-carbon energy consumption**

Denmark

**Tracking instrument used**

GO

**Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

376

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

Denmark

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2018

**Comment**

N/A

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**C8.2g**

(C8.2g) Provide a breakdown of your non-fuel energy consumption by country.

Country/area

---

France

**Consumption of electricity (MWh)**

533588

**Consumption of heat, steam, and cooling (MWh)**

76861

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

610449

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

United States of America

**Consumption of electricity (MWh)**

75363

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

75363

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Canada

**Consumption of electricity (MWh)**

41859

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

41859

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

China

**Consumption of electricity (MWh)**

33313

**Consumption of heat, steam, and cooling (MWh)**

26523

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

59836

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Germany

**Consumption of electricity (MWh)**

278690

**Consumption of heat, steam, and cooling (MWh)**

44905

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

323595

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

United Kingdom of Great Britain and Northern Ireland

**Consumption of electricity (MWh)**

84937

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

84937

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

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**Country/area**

Spain

**Consumption of electricity (MWh)**

180804

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

180804

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Singapore

**Consumption of electricity (MWh)**

7583

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

7583

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Denmark

**Consumption of electricity (MWh)**

376

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

376

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Morocco

**Consumption of electricity (MWh)**

6211

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

6211

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Tunisia

**Consumption of electricity (MWh)**

4481

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

4481

**Is this consumption excluded from your RE100 commitment?**

<Not Applicable>

---

**Country/area**

Netherlands

**Consumption of electricity (MWh)**

2169

**Consumption of heat, steam, and cooling (MWh)**

1030

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

3199

---

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

---

**Country/area**

Poland

**Consumption of electricity (MWh)**

4116

**Consumption of heat, steam, and cooling (MWh)**

8956

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

13072

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

---

**Country/area**

Romania

**Consumption of electricity (MWh)**

354

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

354

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

---

**Country/area**

Australia

**Consumption of electricity (MWh)**

318

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

318

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

---

**Country/area**

Brazil

**Consumption of electricity (MWh)**

3197

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

3197

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

---

**Country/area**

Mexico

**Consumption of electricity (MWh)**

1952

**Consumption of heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

1952

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

---

**Country/area**

South Africa

**Consumption of electricity (MWh)**

1

**Consumption of heat, steam, and cooling (MWh)**

0

---



Total non-fuel energy consumption (MWh) [Auto-calculated]

1

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

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## C-TO8.5

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(C-TO8.5) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

**Activity**

Aviation

**Metric figure**

623408

**Metric numerator**

tCO2

**Metric denominator**

Use phase, please specify (Commercial aircraft)

**Metric numerator: Unit total**

380902000

**Metric denominator: Unit total**

611

**% change from previous year**

2.48

**Please explain**

Efficiency metric relevant for commercial aircraft products only. All numbers are for commercial aircraft products only.

Emissions considered for this calculation are total direct emissions arising from products delivered in 2021 over their entire lifetime as per the scope 3 "use of sold product" calculation. Please note that the scope 3 figure reported in C6.5 includes indirect emissions linked to fuel production, whereas this efficiency metric only includes direct emissions.

2020 data (for evolution calculation): total direct emissions 361,815,000 tCO2e, total deliveries 566 aircraft, metric = 639,249 tonnes of CO2e per aircraft. The decrease of the value compared to the previous year (2020) can be attributed to a higher proportion of latest generation products (A320neo, A350XWB, A330neo, A220) versus the outgoing generation (A320ceo, A330ceo, A380), improving the overall efficiency of the delivered fleet.

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## C9. Additional metrics

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### C9.1

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(C9.1) Provide any additional climate-related metrics relevant to your business.

### C-TO9.3/C-TS9.3

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(C-TO9.3/C-TS9.3) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

**Activity**

Aviation

**Metric**

Production

**Technology**

Other, please specify (Vehicle with improved performance)

**Metric figure**

459

**Metric unit**

Other, please specify (aircrafts)

**Explanation**

Airbus delivered 459 A320 neo family aircrafts in 2020, with -15% to -20% fuel burn compared to A320Ceo.

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C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

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(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
Row 1	Yes	N/A

### C-TO9.6a/C-TS9.6a

(C-TO9.6a/C-TS9.6a) Provide details of your organization’s investments in low-carbon R&D for transport-related activities over the last three years.

**Activity**

Aviation

**Technology area**

Other, please specify (R&D for the following technologies: Airframe, Aerodynamics, Alternative Fuels, Propulsion, Ground handling operations, and Electric Planes)

**Stage of development in the reporting year**

Small scale commercial deployment

**Average % of total R&D investment over the last 3 years**

81-100%

**R&D investment figure in the reporting year (optional)**

2746

**Comment**

The figure is the sum for: airframe, aerodynamics, sustainable fuels, propulsion, ground handling operations, electric planes. The precise distribution of this budget is confidential and cannot be shared.

Airbus is committed to contributing to developing, building and testing alternative-propulsion systems – powered by electric, hydrogen and/or solar technology – to enable the aviation industry to disruptively reduce the CO2 emissions of commercial aircraft, helicopters, satellites and future urban air mobility vehicles.

Airbus’ work in electric flight has laid the groundwork for our future concept of zero-emission commercial aircraft known as ZEROe. Airbus is now exploring a variety of hybrid electric and hydrogen technology options. From hydrogen propulsion (via direct burn or fuel cells) to hydrogen-based synthetic SAF, from pod configuration to blended-wing aircraft, Airbus is evaluating, maturing and validating radical technological breakthroughs which could be hosted on its zero-emission aircraft by 2035. Airbus is also investing in the proper facilities to test these new technologies. Inaugurated in October 2019, the E-Aircraft System House (“EAS”) is, with more than 3,000m2, the largest test house dedicated exclusively to alternative propulsion systems and fuels in Europe. This means Airbus can now test the latest electric motors and hybrid-electric engines directly on its own premises, and develop its own low-emission alternative propulsion units.

Since 2014, Airbus has been exploring how recent technology advancements – from battery capacity and autonomy to electric propulsion – can help drive the development of new kinds of aerial vehicles with the potential for zero emissions when powered by renewable energies. In May 2018, the Airbus created the Urban Mobility entity to take its exploration into cutting-edge commercial urban air mobility solutions and services to the next level.

### C10. Verification

#### C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	Third-party verification or assurance process in place

#### C10.1a

**(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.**

**Verification or assurance cycle in place**

Annual process

**Status in the current reporting year**

Complete

**Type of verification or assurance**

Limited assurance

**Attach the statement**

FY22 - Airbus - NFS Limited Assurance Report - 23.02.2022.pdf

**Page/ section reference**

In the verification report, page 1 mentions a list of Non-financial indicators, specified in Annex 1 and including Scope 1 emissions, which have been verified by E&Y.

**Relevant standard**

ISAE3000

**Proportion of reported emissions verified (%)**

100

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## C10.1b

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**(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.**

**Scope 2 approach**

Scope 2 market-based

**Verification or assurance cycle in place**

Annual process

**Status in the current reporting year**

Complete

**Type of verification or assurance**

Limited assurance

**Attach the statement**

FY22 - Airbus - NFS Limited Assurance Report - 23.02.2022.pdf

**Page/ section reference**

In the verification report, the page 1 mentions a list of Non-financial indicators, specified in Annex 1 and including Scope 2 emissions, which have been verified by E&Y.

**Relevant standard**

ISAE3000

**Proportion of reported emissions verified (%)**

100

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## C10.1c

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**(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.**

**Scope 3 category**

Scope 3: Purchased goods and services

Scope 3: Business travel

Scope 3: Use of sold products

**Verification or assurance cycle in place**

Annual process

**Status in the current reporting year**

Complete

**Type of verification or assurance**

Limited assurance

**Attach the statement**

FY22 - Airbus - NFS Limited Assurance Report - 23.02.2022.pdf

**Page/section reference**

In the verification report, the page 1 mentions a list of Non-financial indicators, specified in Annex 1 and including Scope 3 emissions, which have been verified by E&Y.

**Relevant standard**

ISAE3000

**Proportion of reported emissions verified (%)**

100

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## C10.2

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**(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?**

Yes

## C10.2a

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**(C10.2a) Which data points within your CDP disclosure have been verified, and which verification standards were used?**

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C8. Energy	Energy consumption	ISAE 3000, with limited assurance	In the verification report, the page 1 mentions a list of Non-financial indicators, specified in Annex 1 and including energy consumption, which have been verified by E&Y

## C11. Carbon pricing

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### C11.1

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**(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?**

Yes

### C11.1a

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**(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.**

EU ETS  
UK ETS

### C11.1b

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(C11.1b) Complete the following table for each of the emissions trading schemes you are regulated by.

**EU ETS**

**% of Scope 1 emissions covered by the ETS**

41.22

**% of Scope 2 emissions covered by the ETS**

0

**Period start date**

January 1 2021

**Period end date**

December 31 2021

**Allowances allocated**

184512

**Allowances purchased**

47035

**Verified Scope 1 emissions in metric tons CO2e**

561737

**Verified Scope 2 emissions in metric tons CO2e**

0

**Details of ownership**

Facilities we own and operate

**Comment**

N/A

**UK ETS**

**% of Scope 1 emissions covered by the ETS**

6.3

**% of Scope 2 emissions covered by the ETS**

0

**Period start date**

January 1 2021

**Period end date**

December 31 2021

**Allowances allocated**

8253

**Allowances purchased**

27136

**Verified Scope 1 emissions in metric tons CO2e**

561737

**Verified Scope 2 emissions in metric tons CO2e**

0

**Details of ownership**

Facilities we own and operate

**Comment**

N/A

C11.1d

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**(C11.1d) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?**

Airbus has in place a regulatory survey process for monitoring, anticipating and identifying legal and regulatory texts possibly applicable or that may impact Airbus' activities. This activity is performed on a daily 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.

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 neutralise the residual ones. The plan includes a carbon price of 150€ per tonne, along with other energy efficiency related activities. A concrete example of this is the installation of wood boiler to replace a gas boiler at the Toulouse site, used for the heating of assembly areas. This investment dramatically reduced CO2 emissions, therefore reducing the costs associated with, for example, EU ETS allowances.

**C11.2**

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**(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?**

Yes

**C11.2a**

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(C11.2a) Provide details of the project-based carbon credits originated or purchased by your organization in the reporting period.

**Credit origination or credit purchase**

Credit purchase

**Project type**

Methane avoidance

**Project identification**

Everbright Landfill Gas

**Verified to which standard**

Gold Standard

**Number of credits (metric tonnes CO2e)**

9000

**Number of credits (metric tonnes CO2e): Risk adjusted volume**

0

**Credits cancelled**

No

**Purpose, e.g. compliance**

Voluntary Offsetting

---

**Credit origination or credit purchase**

Credit purchase

**Project type**

Methane avoidance

**Project identification**

Antai Waste Gas Recovery

**Verified to which standard**

Gold Standard

**Number of credits (metric tonnes CO2e)**

20000

**Number of credits (metric tonnes CO2e): Risk adjusted volume**

0

**Credits cancelled**

No

**Purpose, e.g. compliance**

Voluntary Offsetting

---

**Credit origination or credit purchase**

Credit purchase

**Project type**

Forests

**Project identification**

Kariba REDD+

**Verified to which standard**

VCS (Verified Carbon Standard)

**Number of credits (metric tonnes CO2e)**

16000

**Number of credits (metric tonnes CO2e): Risk adjusted volume**

0

**Credits cancelled**

No

**Purpose, e.g. compliance**

Voluntary Offsetting

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### C11.3

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(C11.3) Does your organization use an internal price on carbon?

Yes

### C11.3a

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**(C11.3a) Provide details of how your organization uses an internal price on carbon.**

**Objective for implementing an internal carbon price**

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

**GHG Scope**

Scope 1  
Scope 2

**Application**

Commercial Aviation division.

**Actual price(s) used (Currency /metric ton)**

150

**Variance of price(s) used**

In 2020 the internal carbon price was 35 euros/tonne

**Type of internal carbon price**

Shadow price

**Impact & implication**

The shadow price of carbon is used in the CAPEX process to make decisions based on the adjusted return on investment once the price of carbon is taken into account. For example, at the Toulouse site, the paint shop was equipped with a heat pump that is powered by biomass, reducing electricity and gas consumption (Scope 1 and Scope 2). This was a low carbon taken directly as a result of the shadow price, using the price as a 'stress test' looking 10 years ahead.

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**C12. Engagement**

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**C12.1**

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**(C12.1) Do you engage with your value chain on climate-related issues?**

Yes, our suppliers  
Yes, our customers/clients  
Yes, other partners in the value chain

**C12.1a**

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**(C12.1a) Provide details of your climate-related supplier engagement strategy.**

**Type of engagement**

Information collection (understanding supplier behavior)

**Details of engagement**

Collect climate change and carbon information at least annually from suppliers

**% of suppliers by number**

1

**% total procurement spend (direct and indirect)**

90

**% of supplier-related Scope 3 emissions as reported in C6.5**

90

**Rationale for the coverage of your engagement**

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 90% of total spend in 2021, with the objective of securing participation from 80% of them by 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 the 2021 Supplier Council, Airbus announced the objective to reach 80% of targeted suppliers with an A or B score by 2025. During supplier performance reviews, the supplier response to the CDP questionnaire is reviewed and improvement areas highlighted. 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.

**Impact of engagement, including measures of success**

The Airbus CDP Supply Chain programme is the main discussion channel on climate and has met very positive feedback from suppliers.

In 2021, 68% of targeted suppliers responded (against a 2025 objective of 80%) and 65% of them (by spend) obtained an A or B level score (against a 2025 objective of 80%).

The response rate improved by 19% from the previous year, which is a clear indication that the engagement is generating incentives and inclination for the suppliers to consider the climate topic as one they should engage on. Given the high level of A and B scores, and the communicated objective for this to reach 80% by 2025, this is an indication that suppliers who are part of this engagement are actually implementing comprehensive climate strategies.

**Comment**

Suppliers are also expected to cascade these principles throughout their own supply chains.

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**C12.1b**

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**(C12.1b) Give details of your climate-related engagement strategy with your customers.**

**Type of engagement & Details of engagement**

Collaboration & innovation	Run a campaign to encourage innovation to reduce climate change impacts
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**% of customers by number**

100

**% of customer - related Scope 3 emissions as reported in C6.5**

100

**Please explain the rationale for selecting this group of customers and scope of engagement**

The vast majority (over 95%) of our value chain emissions come from the operation of the commercial aircraft products we deliver. Airlines are therefore the most relevant group of customers to engage with in order to share the Airbus strategies and best practices to reduce emissions arising from the operation of its products. Airbus is addressing the challenges for aviation to reduce emissions (CO2 mainly) by proposing innovation through best in class products and services but also in promoting environmental best practices to Airlines. To this end Airbus is leading the "Sustainable Aviation Engagement Programme" (SAEP), which aims at collaborating with customers to improve environmental and climate performance. The SAEP is an initiative that aims at establishing long-term partnership and engagement with the leading airlines in sustainable aviation and eco responsible development, in order to reduce the environmental footprint of Airbus aircraft in operations. In case of common synergy on environmental strategy and objectives, Airbus and its customers can collaboratively define and set-up long-term partnerships and projects. This Programme brings together the expertise from across Airbus specialists, in cooperation with key stakeholders, offering a consolidated and fully rounded view of products and services towards a sustainable aviation. Based on four pillars (aircraft technology, aircraft operations, Air Traffic Management -ATM- and sustainable aviation fuels), the programme enables airlines to minimise their environmental impact, by harnessing the full potential of Airbus' latest generation, fuel efficient aircraft to minimise fuel burn and noise in their operations. Airbus is committed on long-term cooperation projects with its customers i.e. Cathay Pacific, IAG (British Airways, IBERIA), AirFrance/KLM, Thai Airways, Thai AirAsia, Garuda.

For example:

- The Qantas Group and Airbus have recently announced that they will invest up to US\$200 million to accelerate the establishment of a sustainable aviation fuel (SAF) industry in Australia.
- ALC and Airbus are launching a multi-million dollar ESG fund initiative that will contribute towards investment into sustainable aviation development projects that will in the future be opened to multiple stakeholders from the aircraft leasing and financing community and beyond.

**Impact of engagement, including 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 the carbon emissions for Garuda (CORSIA MRV implementation plan). - Support to Thailand aviation (CAAT, Thai Airways and Thai AirAsia) on CORSIA MRV.

**Type of engagement & Details of engagement**

Education/information sharing	Run an engagement campaign to educate customers about the climate change impacts of (using) your products, goods, and/or services
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**% of customers by number**

100

**% of customer - related Scope 3 emissions as reported in C6.5**

100

**Please explain the rationale for selecting this group of customers and scope of engagement**

In September 2021, Airbus organised the "Airbus Summit", a climate-themed event regrouping customers (airlines), journalists and influencers. The event included detailed sessions on the Airbus sustainability strategy, presentation of innovative products (electric urban taxi City Airbus) and panel discussions with key customers and industrial partners on decarbonisation, including sustainable aviation fuels, partnerships on hydrogen powered aircraft, or the development of the hydrogen ecosystem. As the vast majority (over 95%) of our value chain emissions come from the operation of the commercial aircraft products we deliver, engaging with customers, industrial partner and media is the most powerful way to make progress on decarbonisation and educate the public on the perspectives for a decarbonised air transport sector.

**Impact of engagement, including measures of success**

The event was well attended and generated significant interest among all stakeholders present. We measure success by the volume and tone of media coverage of the event. This is considered a successful event with extensive positive coverage of the event in all major targeted media. The event generated over 2000 articles, 6,300 posts and 250,000 video views, with a positive tone rate of 38% (social media, negative tone <1%) and 37% (other media, negative tone 9%).

**C12.1d**

### **(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.**

Airbus actively engages partners at all levels of the value chain on climate-related issues.

Research and development on new technologies to decarbonize commercial aviation is one example of such engagement.

For instance, Airbus, Dassault Aviation, ONERA, the French Ministry of Transport and Safran have launched the first in-flight study of a single-aisle aircraft running on unblended sustainable aviation fuel (SAF). During the flight test over the Toulouse region on 28 October 2021, one CFM LEAP-1A engine of an Airbus A319neo test aircraft operated on 100% SAF. Initial results from the ground and flight tests are expected in 2022. Airbus, in collaboration with DLR (German Aerospace Center), is responsible for characterising and analysing the impact of 100% SAF on ground and in-flight emissions. Safran focuses on compatibility studies related to the fuel system and engine adaptation for commercial and helicopter aircraft and their optimisation for various types of 100% SAF fuels. ONERA is supporting Airbus and Safran in analysing the compatibility of the fuel with aircraft systems and will be in charge of preparing, analysing and interpreting test results for the impact of 100% SAF on emissions and contrail formation. Dassault Aviation is contributing to the material and equipment compatibility studies and verifying 100% SAF biocontamination susceptibility.

The study – known as VOLCAN (VOL avec Carburants Alternatifs Nouveaux) – contributes to global decarbonisation efforts currently underway across the entire aeronautical industry, and is benefiting from a financing of the France Relance recovery plan, the part thereof dedicated to the decarbonisation of aviation, which is implemented by DGAC under the supervision of Jean-Baptiste Djebbari, French Minister of Transport. The study's ultimate goal is to promote the large-scale deployment and use of SAF, and certification of 100% SAF for use in single-aisle commercial aircraft and the new generation of business jets.

Education is another key area where Airbus engages with partners on climate-related issues:

As an example, in 2013, ISAE-SUPAERO (French aerospace engineer school) and Airbus created the CEDAR Chair "Chair for Eco-Design of Aircraft". This 5-year chair aimed to define disruptive concepts in air transport by introducing, from the start of the design, innovative technologies. In 2019, they renewed their partnership and adopted the main learnings of previous years all while integrating a more comprehensive environmental engineering approach. The CEDAR Chair thus participates in raising awareness and training future aeronautical engineers in the sustainable development of air transport.

The CEDAR Chair is composed of four major programmes:

- **ENVIRONMENTAL ENGINEERING CERTIFICATE** Offered to 3rd year students, the certificate focuses on the issues of sustainable development, offers an approach to aircraft design over the entire product life cycle, addresses eco-mobility and the economics of air transport. Since the certificate began, more than 95 students have been made aware of Eco Design.
- **INTERNATIONAL EXCELLENCE SCHOLARSHIPS** : The objective of the "International Excellence Scholarships" program is to attract and select foreign students of the best international level to join ISAE-SUPAERO training programs dedicated to aircraft design. Within the framework of the CEDAR 2 Chair, scholarships will no longer only be open to foreign students entering the Master Aerospace Engineering degree but also to those in the French Engineering program.
- **AIRCRAFT DESIGN STUDENT PROJECT PORTFOLIO** This interdisciplinary program of student projects, derives from concrete industrial cases around the theme of the Chair and focuses on the field of "Future Aircraft Design". Each year, around twenty students participate, alone or in groups, in these projects whose length varies between 2 and 12 months. These projects revolve around 3 major orientations: design conception, technologies and operations.
- **RESEARCH** : One of the priorities of the Research component consists of proposing technological developments that will improve the implementation of air transport solutions, making it possible to reduce our global ecological footprint. Two large projects are currently underway and are continuing with CEDAR2. The first is the flying wing BWB (Blended Wing Body), i.e. with an integrated fuselage, the second project is a distributed propeller plane. It consists of a canopy on which eight small engines are arranged.

## **C12.2**

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### **(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?**

Yes, climate-related requirements are included in our supplier contracts

## **C12.2a**

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**(C12.2a) Provide details of the climate-related requirements that suppliers have to meet as part of your organization's purchasing process and the compliance mechanisms in place.**

**Climate-related requirement**

Climate-related disclosure through a public platform

**Description of this climate related requirement**

90% of Airbus suppliers by spend are requested to participate in the Airbus CDP Supply Chain programme

**% suppliers by procurement spend that have to comply with this climate-related requirement**

90

**% suppliers by procurement spend in compliance with this climate-related requirement**

68

**Mechanisms for monitoring compliance with this climate-related requirement**

Second-party verification

**Response to supplier non-compliance with this climate-related requirement**

Retain and engage

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**Climate-related requirement**

Measuring product-level emissions

**Description of this climate related requirement**

Engine suppliers are required to meet stringent technical specifications on engine emissions and fuel-burn, which are directly linked with climate-related emissions (CO2, NOX) as part of the aircraft certification process.

**% suppliers by procurement spend that have to comply with this climate-related requirement**

35

**% suppliers by procurement spend in compliance with this climate-related requirement**

35

**Mechanisms for monitoring compliance with this climate-related requirement**

Certification

Supplier self-assessment

First-party verification

**Response to supplier non-compliance with this climate-related requirement**

Exclude

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### C12.3

**(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?**

**Row 1**

**Direct or indirect engagement that could influence policy, law, or regulation that may impact the climate**

Yes, we engage directly with policy makers

Yes, we engage indirectly through trade associations

**Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?**

No, and we do not plan to have one in the next two years

**Attach commitment or position statement(s)**

<Not Applicable>

**Describe the process(es) your organization has in place to ensure that your engagement activities are consistent with your overall climate change strategy**

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 Ethics. 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. In addition, several multifunctional groups have been set up to ensure appropriate internal and external consistency with climate change strategy.

**Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate**

<Not Applicable>

**Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate**

<Not Applicable>

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### C12.3a

**(C12.3a) On what policy, law, or regulation that may impact the climate has your organization been engaging directly with policy makers in the reporting year?**

**Focus of policy, law, or regulation that may impact the climate**

Climate-related targets

**Specify the policy, law, or regulation on which your organization is engaging with policy makers**

In 2021, Airbus actively participated in the International Civil Aviation Organisation (ICAO) work to define standards and recommended practices aiming at minimizing emissions from aircraft and engines, as well as defining policies with regards to local air quality climate change, and noise. Specifically, in 2021 Airbus has been an active member in the group working to propose the adoption of a climate "Long Term Ambitious Goal" to the ICAO general assembly in 2022.

**Policy, law, or regulation geographic coverage**

Global

**Country/region the policy, law, or regulation applies to**

<Not Applicable>

**Your organization's position on the policy, law, or regulation**

Support with no exceptions

**Description of engagement with policy makers**

Airbus supports the ICAO initiative, believing this development means the international community is one step closer to a worldwide agreement on CO2 emissions

**Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation**

<Not Applicable>

**Have you evaluated whether your organization's engagement is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

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**Focus of policy, law, or regulation that may impact the climate**

Renewable energy generation

**Specify the policy, law, or regulation on which your organization is engaging with policy makers**

At European level, Airbus has engaged with the EU Commission on climate change policies discussions such as the "ReFuel Aviation" initiative as part of the "Fit for 55" regulatory package. At national level, Airbus has engaged with France, Spain, UK and Germany in order to exchange around federal policies on climate change. In particular in France, Airbus has cooperated with the CORAC (Conseil pour la Recherche Aeronautique Civile) on research for technology and fuels.

**Policy, law, or regulation geographic coverage**

Regional

**Country/region the policy, law, or regulation applies to**

EU27

**Your organization's position on the policy, law, or regulation**

Support with no exceptions

**Description of engagement with policy makers**

Airbus believes that the European Green Deal and the ReFuelEU Aviation initiative can play an important role in speeding up the development, production and use of drop-in sustainable aviation fuels in Europe

**Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation**

<Not Applicable>

**Have you evaluated whether your organization's engagement is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

---

**Focus of policy, law, or regulation that may impact the climate**

Emissions trading schemes

**Specify the policy, law, or regulation on which your organization is engaging with policy makers**

In 2021 Airbus has directly discussed with the EU Commission in order to support the development of a carbon removal framework with high environmental integrity in Europe.

**Policy, law, or regulation geographic coverage**

Regional

**Country/region the policy, law, or regulation applies to**

EU27

**Your organization's position on the policy, law, or regulation**

Support with no exceptions

**Description of engagement with policy makers**

Airbus shared with the EU Commission its position of the lack of a carbon removal regulatory framework in Europe that would allow clear accounting rules between states and companies. In this frame, it was highlighted the relevance of carbon removals for aviation and proposed options to integrate carbon removals use and storage in the existing trading system and/or in parallel systems, while always highlighting the need for high environmental integrity to be proven.

**Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation**

<Not Applicable>

**Have you evaluated whether your organization's engagement is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

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**C12.3b**

**(C12.3b) Provide details of the trade associations your organization engages with which are likely to take a position on any policy, law or regulation that may impact the climate.**

**Trade association**

Other, please specify (Groupement des Industries Françaises Aéronautiques et Spatiales (GIFAS))

**Is your organization's position on climate change consistent with theirs?**

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We publicly promote their current position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

GIFAS supports the aviation sector decarbonisation roadmaps as published in the Destination 2050 report. Airbus is an active member of GIFAS and helped shape this position

**Funding figure your organization provided to this trade association in the reporting year, if applicable (currency as selected in C0.4) (optional)**

**Describe the aim of your organization's funding**

<Not Applicable>

**Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

---

**Trade association**

Other, please specify (German Aerospace Industries Association (BDLI))

**Is your organization's position on climate change consistent with theirs?**

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We publicly promote their current position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

BDLI supports the aviation sector decarbonisation roadmaps as published in the Destination 2050 report. Airbus is an active member of BDLI and helped shape this position

**Funding figure your organization provided to this trade association in the reporting year, if applicable (currency as selected in C0.4) (optional)**

**Describe the aim of your organization's funding**

<Not Applicable>

**Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

---

**Trade association**

Other, please specify (Aerospace and Defence Industries Association of Europe (ASD))

**Is your organization's position on climate change consistent with theirs?**

Consistent

**Has your organization influenced, or is your organization attempting to influence their position?**

We publicly promote their current position

**State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)**

ASD supports the aviation sector decarbonisation roadmaps as published in the Destination 2050 report. Airbus is an active member of ASD and helped shape this position

**Funding figure your organization provided to this trade association in the reporting year, if applicable (currency as selected in C0.4) (optional)**

**Describe the aim of your organization's funding**

<Not Applicable>

**Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

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**C12.4**

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**(C12.4) Have you published information about your organization’s response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).**

**Publication**

In mainstream reports

**Status**

Complete

**Attach the document**

Airbus SE Universal Registration Document 2021 (1).pdf

**Page/Section reference**

Environment section p60 to 72

Environment KPI table p104-105

**Content elements**

Governance

Strategy

Risks & opportunities

Emissions figures

Emission targets

Other metrics

**Comment**

N/A

**C15. Biodiversity**

**C15.1**

**(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?**

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Please select	<Not Applicable>	<Not Applicable>

**C15.2**

**(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?**

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Please select	<Not Applicable>	<Not Applicable>

**C15.3**

**(C15.3) Does your organization assess the impact of its value chain on biodiversity?**

	Does your organization assess the impact of its value chain on biodiversity?	Portfolio
Row 1	Please select	<Not Applicable>

**C15.4**

**(C15.4) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?**

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	Please select	<Not Applicable>

**C15.5**

**(C15.5) Does your organization use biodiversity indicators to monitor performance across its activities?**

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	Please select	Please select

C15.6

(C15.6) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
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C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

N/A

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Airbus Chief Executive Officer (CEO)	Chief Executive Officer (CEO)

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	52149000000

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

N/A

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges
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SC1.4

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(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

No

SC1.4b

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(SC1.4b) Explain why you do not plan to develop capabilities to allocate emissions to your customers.

N/A

SC2.1

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(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

SC2.2

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(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

No

SC4.1

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(SC4.1) Are you providing product level data for your organization's goods or services?

No, I am not providing data

Submit your response

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In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

The European Climate Pact Submission

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Please indicate your consent for CDP to showcase your disclosed environmental actions on the European Climate Pact website as pledges to the Pact.

No, we do not wish to pledge under the European Climate Pact at this stage

Please confirm below

I have read and accept the applicable Terms