Airbus SE - Climate Change 2023

C0. Introduction

C0.1

(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 2022, the Company’s workforce amounted to 134,267 employees.

In line with the Company’s purpose “pioneering sustainable aerospace for a safe and united world” and to play a leading role in the transition of the air transport system towards a low-carbon economy , Airbus is investing major resources into examining and reducing the impact of its industrial operations and products together with all actors within the aviation sector. As a supporter of the Task Force on Climate-related Financial Disclosures (“TCFD”), 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

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date
January 1 2022

End date
December 31 2022

Indicate if you are providing emissions data for past reporting years
Yes

Select the number of past reporting years you will be providing Scope 1 emissions data for
2 years

Select the number of past reporting years you will be providing Scope 2 emissions data for
2 years

Select the number of past reporting years you will be providing Scope 3 emissions data for
2 years

C0.3

(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

(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-TO0.7/C-TS0.7

(C-TO0.7/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 or committee	Responsibilities for climate-related issues
Board-level committee	The Ethics, Compliance and Sutainability Committee ("ECSC") is responsible for assisting the Board of Directors to oversee the Company's: - Culture and commitment to ethical business, integrity and sustainability; - Ethics & Compliance programme, organisation and framework for the effective governance of ethics and compliance, including all associated internal policies, procedures and controls; and - Sustainability strategy and effective governance to ensure that sustainability-related topics, including climate-related topics (such as climate transition plan), are taken into account in the Company's strategy and objectives. To support the Executive Committee in environmental matters, especially climate-related, an Environment Executive Steering Committee ("EnC") was established. The EnC is composed of members of the Executive Committee and senior executives company-wide responsible for environmental topics. The EnC reviews climate-related topics, including the progress on greenhouse gas ("GHG") emissions reduction objectives, the decarbonisation strategy and climate related risks. In 2022, the ECSC of the Board reviewed and provided guidance on a variety of climate-related topics, including the SBTi targets, SAF and due diligence in the supply chain.

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	Overseeing and guiding employee incentives Reviewing and guiding strategy Reviewing and guiding the risk management process	<Not Applicable>	The main mission of the ECSC is to assist the Board of Directors in overseeing the Company's culture and commitment to ethical business, integrity and sustainability. The ECSC is empowered to oversee the Company's sustainability strategy and effective governance and ensure that sustainability related topics are taken into account in the Company's objectives and strategy. The ECSC makes recommendations to the Board of Directors and its Committees on all Ethics, Compliance or Sustainability-related matters, 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 ECSC, 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 ECSC meetings. The ECSC is required to meet at least four times a year. In 2022, the ECSC met in total four times with an average attendance rate of 95%. During 2022, the ECSC fully performed all the duties described above. In particular, it reviewed climate-related disclosure matters, such as stakeholders' expectations, reporting requirements and the disclosure of Airbus' Scope 3 emissions, setting the 2022 key priorities. In the role of providing recommendations to the Board of Directors and its Committees on all Ethics, Compliance and Sustainability-related matters, the ECSC also provided guidance and recommendations regarding the Company's engagement with the SBTi and setting decarbonisation targets for all scopes (e.g., increasing the ambition in scope 1 and 2 to align with to a 1.5°C one by 2030) and the decarbonisation efforts to be performed regarding SAF.

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	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. Among the Airbus SE board, 5 board members are deemed to have relevant competence on climate-related issues: 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. Catherine Guillouard, as a past administrator of Engie, is experienced in the field of energy and the transition to renewable energy. Amparo Moraleda is a member of the academy of 'Ciencias Sociales y del Medio Ambiente' (Social and Environmental Sciences) of Andalucía (Spain). Irene Rummelhoff is a member of the Executive Committee of Equinor (Norwegian Energy producer) and is specifically in charge at Equinor 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. The Chief Executive Officer of Airbus is in charge of the operational management of the company and directly oversees the decarbonisation strategy.	<Not Applicable>	<Not Applicable>

C1.2

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

Position or committee
Chief Risks Officer (CRO)

Climate-related responsibilities of this position
Integrating climate-related issues into the strategy
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Risk - CRO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line
Quarterly

Please explain
Pursuant to the Board Rules, the Ethics, Compliance and Sustainability Committee (ECSC) which is required to meet at least four times a year, assists the Board of Directors in overseeing the Company's
culture and commitment to ethical business, integrity and sustainability.
The ECSC is also empowered to oversee the Company's sustainability strategy and effective governance and ensure that sustainability related topics are taken into account in the Company's objectives and strategy.

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
Corporate executive team

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Achievement of a climate-related target
Reduction in emissions intensity

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)
Short-Term: The annual CO2e reduction objective (-5% in 2022) 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.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The CO2e reduction objective is aligned with the 2030 Target.

C2. Risks and opportunities

C2.1

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

C2.1a

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

	From (years)	To (years)	Comment
Short-term	0	3	Early identification of risks and opportunities is part of the risk management strategy therefore identified risks and opportunities are considered within a timeframe from 0 to 3 years
Medium-term	4	10	Most environmental risks are considered with a range of 4 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

(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€

This definition of Substantive impact and threshold apply to any impact (risk/opportunities) within the Company, including climate-related impacts.

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, for any non-compliance with laws and need for reparation

- Reputation: helps to assess the damage to the company's brand image from local to serious global damage, this criteria is accompanied by other criterion that could be: performance (increase of environmental aspect or impact), compliance, litigation, etc.

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

(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 (0-3 years), medium-term (4-10 years) and long-term (11-30 years) risks and opportunities covering different time horizons and complement the time horizons under the TCFD.

IDENTIFICATION: Risks and Opportunities are identified through regular "identification sessions" at local (team) level, before being consolidated at function, division and group level. In order to ensure the robustness of climate-related risk and opportunities identification, additional climate-related risks and opportunities identifications sessions are held at divisional level using climate scenarios to provide context on a number of key driving forces (environment, technology, social, political, economic), and covering Airbus' direct operations as well as Upstream and Downstream value chain. Identified risks and opportunities are categorised according to the TCFD nomenclature (physical, transitional, etc.).

ASSESSMENT: Each environmental risk and opportunity is assessed for probability of occurrence and severity of impact (or size of benefit for opportunities), resulting in a criticality level. Criticality levels are "low", "medium", "high", "very high".

The probability takes into account the likelihood for the risk to occur but also considers the time needed to act versus the estimated time of the risk occurrence as well as the confidence level on action plan success.
Severity of impact for climate related risks (and the reverse for opportunities) is assessed through specific multi-disciplinary criteria including financial, environmental, social, legal, reputation or supply chain impact. These criteria are described in the company-wide "Sustainability Risk and Opportunities Management Plan"

RESPONSE: Once the risk criticality is assessed, a specific and detailed mitigation plan is developed, comprising clearly defined actions with timeline and owner. Mitigation plans are followed up and updated as required during regular (quarterly) risk reviews at the appropriate level of the company depending on the criticality level.

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.

FREQUENCY : The risks are assessed on a day-to-day basis and then compiled to be presented to the Executive Committee (quarterly).
Top company risks are allocated to an Executive Committee level sponsor and corresponding action plans are reviewed during Executive Committee meetings and are reported quarterly to the Board of Directors through a reporting synthesis.

The Board of Directors Audit Committee is in charge of reviewing the top risks and opportunities and provides recommendations to the Board of Directors on necessary decisions to be taken.

CASE STUDIES of climate-related risks identified by Airbus: Physical Risk Chronic (Upstream + Direct Operations) / Transition Risk Market (Direct Operations + Downstream)

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.

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	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 regularly monitors its activities and coordinates with stakeholders for compliance 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. 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.
Emerging regulation	Relevant, always included	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 regularly monitors regulatory developments and societal trends in order to steer its business towards compliance with evolving regulation. 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. 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.
Technology	Relevant, always included	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. 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 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.
Legal	Relevant, always included	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. 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"
Market	Relevant, always included	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. 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.
Reputation	Relevant, always included	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. Company specific example: Airbus was the first manufacturer to disclose its ambition to bring a hydrogen powered 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.
Acute physical	Relevant, always included	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. 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.

	Relevance & inclusion	Please explain
Chronic physical	Relevant, always included	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. 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.

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

TARGET:
Airbus is managing this risk by working closely with insurance companies to monitor risks related to weather events and adapt its insurance policies accordingly. Managing this risk also involves preparing emergency production redistribution scenarios. Around 10 people are dedicated to the management of insurance related topics for commercial aircraft activities, including the management of climate related risks on all sites where they analyse the level of risk (based on geographical location, construction of the site, type of activity performed) and interact with insurance companies to define the most appropriate coverage. As a result, contingency plans have been developed to transfer production to other sites in case of a destructive weather event.

A scenario like this would require significant changes in physical climate conditions to materialise, which means it is considered as a long-term risk.

ACTION :
In this scenario where the site would need to be rebuilt, and the production moved to other sites, the estimation the impact would be a reduction in revenue of 50% over one year, which would be around 20.714Bn€ based on 2022 revenues.

RESULT:
The cost to mitigate the risk is linked to the computation of the personnel cost of the people working on management of insurance, which is around 1.016259M€ based on 2022 figures.

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)
20714000000

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The financial impact calculation scenario considers as the most dimensional scenario a major weather event affecting all Final Assembly Lines at the Toulouse site requiring reconstruction or recommissioning of the entire facility, which would result in reduced production output of approximately 50% of commercial aircraft at company level. In this scenario, commercial aircraft revenues are reduced by 50% for 1 year while the site is being rebuilt and production is partly shifted to other sites. Taking into account Airbus 2022 commercial aircraft revenue of 41.428Bn€, the maximum cost of risk is 50% * 41.428Bn€ = 20.714Bn€. 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
1016259

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. As a result, contingency plans have been developed to transfer production to other sites in case of a destructive weather event (such as for example in the Airbus FAL in Mobile in the event of a hurricane). The cost is calculated by the total personnel cost for 2022 (13,645 million euro) divided by the number of employees in 2022 (134,267) and multiplied by 10 employees. (13645/134267)*10 = 1.016259M€

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

Comment
N/A

Identifier
Risk 2

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

T:
Airbus will work with air transport stakeholders (fuel producers, airports, airlines) to anticipate the adaptations required to accommodate the new aircraft. For example, a hydrogen aircraft would require hydrogen production, distribution and storage infrastructure to be developed and deployed in order to be operative.

A:
In order to influence the development of such infrastructures, 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. Also a Vice President "hydrogen aircraft ecosystem" position was created, supported by a dedicated team of around 17 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.

R:
In this scenario the loss due to non-recoverable investments would be around 10Bn€
The cost to mitigate the risk is linked to the computation of the personnel cost of the people focusing on building industrial partnerships to develop the relevant infrastructure and hydrogen related ecosystem, which is around 1.727639M€ based on 2022 figures.

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)
10000000000

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

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

Cost of response to risk
1727639

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 15 people to foster the development of hydrogen related ecosystem and infrastructure, focusing on building industrial partnerships to develop the relevant infrastructure, interact with authorities to secure public support to these evolutions and work with the aerospace institution to harmonise the approaches and standards. Airbus does not anticipate having to fund these evolutions directly but estimates that the 15 people from this team and 2 full time equivalent people from the public affairs and corporate affairs departments are dedicated to this activity. The management cost is estimated to be 1.727639M€, calculated by the total personnel cost for 2022 (13,645 million euro) divided by the number of employees in 2022 (134,267) and multiplied by 17 employees. (13645/134267)*17 = 1.727639M€

Comment
N/A

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

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
SITUATION : Within the satellite activity, Airbus products provide the scientific community and authorities with valuable data to understand the evolution of the global climate and assist decision makers in devising the most appropriate measures to mitigate the effects of climate change.

TASK : Airbus has identified the opportunity to further develop its activities linked to the sale and operation of satellite products monitoring climate parameters as part of the European Space Agency's Copernicus programme.

ACTION : For example, ESA and 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.

RESULT :
In this scenario, the estimation the financial impact would be an increase in revenue of 535M€.
The cost to realize this opportunity is based on a computation of the Revenues and EBIT against programme revenues, in this case 528.965M€ (rounded) based on 2022 figures.

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
528965272

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 [(revenue - EBIT) / revenue] for the Airbus Defence and Space division for 2022, applied to the revenue generated by the programmes. Airbus Defence and Space 2022 revenue : 11,259M€. Airbus Defence and Space 2022 EBIT (adjusted): 384M€. Revenue from opportunity: 535M€. ((11,259-384)/11,259)*535 = 528.965M€ (rounded).

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
SITUATION: Airbus has identified the opportunity to replace older generation aircraft with its efficient latest generation products (A320neo, A330neo, A350WXB) as the first lever of its decarbonisation strategy

TASK : If such replacement of older aircraft was to take place with newest more efficient products, this would allow the aviation sector's and Airbus' scope 3 GHG emissions to significantly reduce, as well as generating additional revenue for the Company. The latest generation products offer improved fuel economy and lower CO2 emissions by, on average, 20% compared to the products they replace.

ACTION : Today, these products make up only 25% of the global commercial aircraft fleet, meaning that replacing older aircraft (75% of the fleet) with the newer, more efficient generation is an important and effective lever for decarbonising air transport. This opportunity applies to the operation of commercial aircraft product and is therefore considered to have a global geographical impact.

RESULT : In this scenario the opportunity would be estimated at 62.674M€ per aircraft sold based on 2022 figures.
The cost to realize this opportunity is based on a computation of the Revenues and EBIT against programme revenues, in this case 55.715M€ (rounded) per aircraft based on 2022 figures.

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)
62674000

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 2022, Airbus delivered 661 aircraft for a related revenue of 41.428Bn€, equivalent to 62.674M€ per aircraft. This opportunity would therefore generate an average revenue of 62.674M€ per additional aircraft sold.

Cost to realize opportunity
55714928

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, A320neo family brings a 20% reduction in fuel burn, and nearly half the noise footprint compared to previous generations of aircraft. The cost to realise this opportunity is equal to the manufacturing cost of each additional aircraft sold, which is calculated by applying the ratio of [(revenue - EBIT)/revenue] for the Airbus commercial aircraft activities for 2022, applied to the revenue generated by each additional aircraft sold. 2022 revenue from commercial aircraft activities: 41,428M€.
2022 EBIT (adjusted) from commercial aircraft activities: 4,600M€. Revenue from opportunity: 62.674M€. Cost to realise opportunity: ((41,428-4,600)/41,428)*62.674=55.715M€ (rounded).

Comment
N/A

C3. Business Strategy

C3.1

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

Row 1

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

Publicly available climate transition plan
Yes

Mechanism by which feedback is collected from shareholders on your climate 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 climate transition plan (optional)
Report of the Board of Directors 2022.pdf

Explain why your organization does not have a climate 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

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios: IEA B2DS	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement
Transition scenarios: IEA SDS	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement ADDITIONAL INFORMATION: The IEA SDS Scenario was used as the basis for the Scope 3 SBTi validated Target.
Physical climate scenarios: RCP 2.6	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios: RCP 3.4	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement
Physical climate scenarios: RCP 4.5	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement
Physical climate scenarios: RCP 6.0	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios: RCP 7.0	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement
Physical climate scenarios: RCP 8.5	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement
Transition scenarios: IEA STEPS (previously IEA NPS)	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios: IEA NZE 2050	Company-wide	<Not Applicable>	The climate-related scenario analysis included the following: PARAMETERS: - GHG reduction requirement - share of renewable energy - carbon pricing - sea level rise - climate adaptation - water availability ASSUMPTION: detailed narrative for each scenario, including key considerations: -1.5°C 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. -2°C 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. -3°C 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) ANALYTICAL CHOICES: - Timeframe considered are short term (2025), mid term (2035), and long term (2050). - Data source are IPCC and IEA. - Qualitative inputs on demographics and population movement ADDITIONAL INFORMATION: The IEA NZE 2050 Scenario was used as the basis for the Scope 1&2 SBTi validated Target.

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

Results associated with focal question : How does climate impact our products and services in different scenarios?
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.
As a result of the climate-related scenario analysis, Airbus decided to launch the "ZEROe" aircraft program in 2020, which aims at developing the first hydrogen-powered commercial aircraft entering the market by 2035.

Results associated with focal question : How does climate impact our facilities and sites (focusing on sea level rise)?
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 Saint Nazaire, Broughton, Hamburg)
As a result of the climate-related scenario analysis, Airbus decided to implement flood adaptation measures in Broughton .

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	The R&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 fulfils expectations. In 2019, Airbus launched the Digital Design, Manufacturing & Services (DDMS) programme. The aim of this program is to rethink the way we design, manufacture and operate our products, keeping in mind the industrial system and services ambitions from the start. Five key value delivery streams were selected to pull them all. One of these values is sustainability. The purpose of this program applied to sustainability is to provide integrated processes, methods, tools and transformation levers to enable 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.
Supply chain and/or value chain	Yes	Based on the R&O analysis and identification, material information has helped to better determine the impacts of climate risks occurring in the supply chain. 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. 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: - 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. - The assessment process of our suppliers for sustainability purpose, starting with the most risky suppliers where we currently have 72% of suppliers assessed. - 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.
Investment in R&D	Yes	The R&O analysis shows that Airbus should focus on developing technologies to reduce emissions of its products. New technologies and design including operational breakthrough solutions for existing and future products among which hydrogen-based solutions, blended wing-body, open rotor, sustainable aviation fuels are being developed. As an example, the Company revealed three concepts for the world's first hydrogen powered commercial aircraft in September 2020. These concepts 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. Airbus is evaluating, maturing and validating these technologies in order to put a hydrogen powered aircraft on the market by 2035.
Operations	Yes	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.

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

C3.5

(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	No, but we plan to in the next two years	<Not Applicable>

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

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

Target reference number
Abs 1

Is this a science-based target?
Yes, and this target has been approved by the Science Based Targets initiative

Target ambition
1.5°C aligned

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, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total 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, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total 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)
554801

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
206829.55

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total 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)
761630.55

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
50.3575725024927

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
The targets for scopes 1 and 2 are part of Airbus High5+ plan in line with the "1.5°C" scenario.
Airbus SBTi-validated commitment is the following: Airbus commits to reduce absolute scope 1 and 2 GHG emissions 63% by 2030 from a 2015 base year* **.

*Non-CO2e effects which may also contribute to aviation induced warming are not included in this target. Airbus SE commits to report publicly on its collaboration with stakeholders to improve understanding of opportunities to mitigate the non-CO2e impacts of aviation annually over its target timeframe.
**The target boundary includes biogenic emissions and removals from bioenergy feedstocks.

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 2022, 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.
By the end of 2022, emissions had been reduced by 32% from the base year (2015)

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

Target reference number
Abs 2

Is this a science-based target?
No, but we are reporting another target that is science-based

Target ambition
<Not Applicable>

Year target was set
2022

Target coverage
Business division

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Market-based

Scope 3 category(ies)
<Not Applicable>

Base year
2021

Base year Scope 1 emissions covered by target (metric tons CO2e)
569838.21

Base year Scope 2 emissions covered by target (metric tons CO2e)
239623.99

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total 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)
809462.2

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, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total 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
89

Target year
2022

Targeted reduction from base year (%)
5

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
768989.09

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
554801

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
206829.55

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total 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)
761630.55

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
118.181306057281

Target status in reporting year
Achieved

Please explain target coverage and identify any exclusions
This is the annual CO2 target in complement to the 2030 target (Abs1). Geographical scope in 2022: 48 sites. Scope of metrics: Scope 1 & 2 (including Oversize Transport) and notably excluding refrigerant leakage, electricity on site from CHP, emissions due to processes, as well as excluding DFO for 12 sites and heating for 1 site representing less than 4 ktons CO2e in total 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
Oversize transportation efficiency : SAF usage in the operation of the Company’s Beluga transport aircraft for the purpose of internal logistics.

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

Target reference number
Int 1

Is this a science-based target?
Yes, and this target has been approved by the Science Based Targets initiative

Target ambition
Well-below 2°C aligned

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, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
89

Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for total 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, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure
98

% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure
96

% of total base year emissions in all selected Scopes covered by this intensity figure
96

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, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)
64.4

Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)
64.4

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)
64.4

Does this target cover any land-related emissions?
No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]
60.0879335613092

Target status in reporting year
Underway

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 2022, scope 3 "use of sold product" for commercial aircraft product represents 96% of Airbus' total (scope 1, 2 and 3) reported emissions, 96% of all reported scope 3 emissions, and 98% of all reported scope 3 "use of sold product". Scope 3 "use of sold product" emissions from other families of products (2% of reported scope 3 "use of sold product" emissions) were excluded from the target as the intensity metric (grams of CO2 per revenue passenger kilometer) is specific to commercial aircraft and does not apply to other families of product.

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. As of 2022, Airbus has completely transitioned its deliveries of new commercial Aircraft to those new product families. 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>

C4.2

(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

(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 Europe (including UK))

Target type: energy carrier
Electricity

Target type: activity
Consumption

Target type: energy source
Renewable energy source(s) only

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
40

% of target achieved relative to base year [auto-calculated]
14.2857142857143

Target status in reporting year
Underway

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 and as validated by SBTi initiative.

Is this target part of an overarching initiative?
Science Based Targets 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, Gemany 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, German 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 40% of electricity consumption for the sites in scope.

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	102366
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)
4823

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 for flight test activities in both Divisions

Initiative category & Initiative type

Low-carbon energy consumption	Low-carbon electricity mix

Estimated annual CO2e savings (metric tonnes CO2e)
97543

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 2022

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 25% of the global commercial aircraft fleet, meaning that replacing older aircraft (75% 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

106250000

Explain your calculation of avoided emissions, including any assumptions

In 2022, the scope 3 impact for Airbus "best in class" products is around 425MtCO2e (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. (425/0.8)-425=106.25MT 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

69

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	No	<Not Applicable>

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)

678214.44

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)

448146.429

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

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

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)
554801

Start date
January 1 2022

End date
December 31 2022

Comment
includes CO2 avoided emissions from use of SAF

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
569838.21

Start date
January 1 2021

End date
December 31 2021

Comment
includes CO2 avoided emissions from use of SAF

Past year 2

Gross global Scope 1 emissions (metric tons CO2e)
584819.609

Start date
January 1 2020

End date
December 31 2020

Comment
includes CO2 avoided emissions from use of SAF

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
no change since last year

C6.3

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

Reporting year

Scope 2, location-based
301809.24

Scope 2, market-based (if applicable)
206829.55

Start date
January 1 2022

End date
December 31 2022

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

Past year 1

Scope 2, location-based
319299.41

Scope 2, market-based (if applicable)
239623.99

Start date
January 1 2021

End date
December 31 2021

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

Past year 2

Scope 2, location-based
349865.4

Scope 2, market-based (if applicable)
294968.23

Start date
January 1 2020

End date
December 31 2020

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

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 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)
8439000

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Category : Purchase Goods and services 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. The figure disclosed is based on 2021 spend as 2022 consolidated spend data was not available at the time of publishing the Non Financial Statement

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

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

Upstream transportation and distribution

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

Waste generated in operations

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

Business travel

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
46522

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

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
Airbus does not have leased assets

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
Category 9 : Downstream transportation and distribution : In most cases the products are directly collected by customers at the delivery centers. Only in rare cases (such as Satellites and Third Party helicopters) Airbus would proceed with the distribution however there is no way to split whether the emissions are Category 4 or Category 9.

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

Processing of sold products

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

Use of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
425454000

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 2022, the Company delivered 661 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 425MtCO2e, which translates to an average efficiency of 64.4gCO2e per passenger-kilometre.
Airbus' emission calculation methodology was developed by a joint team compromising 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
Category 12 : End of life treatment of sold products : Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi target submission dossier showed that this category represents less than 0.1% (650502 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Downstream leased assets

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

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
Category 14 :Franchises : Airbus does not have any 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
Category 15 : Investments : Screening performed with the GHG Protocol "Scope 3 evaluator" tool in the context of the Airbus SBTi target submission dossier showed that this category represents less than 0.1% (115000 tons in 2019) of total emissions and is therefore considered as non relevant due to the extremely low percentage of overall emissions this category represents.

Other (upstream)

Evaluation status

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

Other (downstream)

Evaluation status

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

C6.5a

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

Past year 1

Start date
January 1 2022

End date
December 31 2022

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)
46522

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)
425454000

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

Past year 2

Start date
January 1 2021

End date
December 31 2021

Scope 3: Purchased goods and services (metric tons CO2e)
8439000

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)
17389

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)
400611000

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	548.52	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
14.577

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
856610.24

Metric denominator
unit total revenue

Metric denominator: Unit total
58763

Scope 2 figure used
Location-based

% change from previous year
13.23

Direction of change
Decreased

Reason(s) for change
Change in renewable energy consumption
Other emissions reduction activities
Change in revenue

Please explain
CO2 emissions increase related to production ramp-up have been neutralized by energy efficiency projects, improvement of emissions factor, increased level of renewable energies (Electricity, Biomethane and SAF), also Revenues have increased

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	540592	IPCC Fourth Assessment Report (AR4 - 100 year)
HFCs	14209	IPCC Fourth Assessment Report (AR4 - 100 year)

C7.2

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

Country/area/region	Scope 1 emissions (metric tons CO2e)
France	306093.2
Germany	148002.45
United Kingdom of Great Britain and Northern Ireland	26026.29
Spain	32291.8
Other, please specify (Rest of World)	42387.25

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	456113.88
Airbus Helicopters	45857.82
Airbus Defence & Space	52829.29

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	554801	<Not Applicable>	
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C7.5

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

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
France	45782.77	33934.14
Germany	109802.33	66800.17
United Kingdom of Great Britain and Northern Ireland	19852.59	9002.04
Spain	37184.97	11194.19
Other, please specify (Rest of World)	89186.6	85899.03

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	209888.59	152911.31
Airbus Helicopters	17813.54	11779.02
Airbus Defence & Space	74107.12	42139.23

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Yes

C7.7a

(C7.7a) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Subsidiary name
SATAIR

Primary activity
Please select

Select the unique identifier(s) you are able to provide for this subsidiary
Please select

ISIN code – bond
<Not Applicable>

ISIN code – equity
<Not Applicable>

CUSIP number
<Not Applicable>

Ticker symbol
<Not Applicable>

SEDOL code
<Not Applicable>

LEI number
<Not Applicable>

Other unique identifier
<Not Applicable>

Scope 1 emissions (metric tons CO2e)
836.214

Scope 2, location-based emissions (metric tons CO2e)
3273.62

Scope 2, market-based emissions (metric tons CO2e)
2536.15

Comment

Subsidiary name
ATR

Primary activity
Please select

Select the unique identifier(s) you are able to provide for this subsidiary
Please select

ISIN code – bond
<Not Applicable>

ISIN code – equity
<Not Applicable>

CUSIP number
<Not Applicable>

Ticker symbol
<Not Applicable>

SEDOL code
<Not Applicable>

LEI number
<Not Applicable>

Other unique identifier
<Not Applicable>

Scope 1 emissions (metric tons CO2e)
1291.96

Scope 2, location-based emissions (metric tons CO2e)
234.138

Scope 2, market-based emissions (metric tons CO2e)
0

Comment

Subsidiary name
ASA

Primary activity
Please select

Select the unique identifier(s) you are able to provide for this subsidiary
Please select

ISIN code – bond
<Not Applicable>

ISIN code – equity
<Not Applicable>

CUSIP number
<Not Applicable>

Ticker symbol
<Not Applicable>

SEDOL code
<Not Applicable>

LEI number
<Not Applicable>

Other unique identifier
<Not Applicable>

Scope 1 emissions (metric tons CO2e)
36898.82

Scope 2, location-based emissions (metric tons CO2e)
30000.76

Scope 2, market-based emissions (metric tons CO2e)
20318.55

Comment

Subsidiary name
Airbus Atlantic

Primary activity
Please select

Select the unique identifier(s) you are able to provide for this subsidiary
Please select

ISIN code – bond
<Not Applicable>

ISIN code – equity
<Not Applicable>

CUSIP number
<Not Applicable>

Ticker symbol
<Not Applicable>

SEDOL code
<Not Applicable>

LEI number
<Not Applicable>

Other unique identifier
<Not Applicable>

Scope 1 emissions (metric tons CO2e)
28141.1

Scope 2, location-based emissions (metric tons CO2e)
17741.91

Scope 2, market-based emissions (metric tons CO2e)
12206.31

Comment

Subsidiary name
PAI

Primary activity
Please select

Select the unique identifier(s) you are able to provide for this subsidiary
Please select

ISIN code – bond
<Not Applicable>

ISIN code – equity
<Not Applicable>

CUSIP number
<Not Applicable>

Ticker symbol
<Not Applicable>

SEDOL code
<Not Applicable>

LEI number
<Not Applicable>

Other unique identifier
<Not Applicable>

Scope 1 emissions (metric tons CO2e)
11079.19

Scope 2, location-based emissions (metric tons CO2e)
21878.68

Scope 2, market-based emissions (metric tons CO2e)
11480.67

Comment

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	301809.24	206829.55	
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
0.0000644

Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e
425454000

Metric denominator
p.km

Metric denominator: Unit total
6607581788165.94

% change from previous year
-2.87

Vehicle unit sales in reporting year
661

Vehicle lifetime in years
22

Annual distance in km or miles (unit specified by column 4)
2397816.27

Load factor
82.5% (Reference IATA Average for 2019)

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 2022 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.
2022 data: efficiency metric 64.4gCO2/pax.km, total direct emissions 425,454,000 tCO2e, total pax.km 6,607,581,788,165.94
The decrease of the value compared to the previous year (2021) 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 in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	23936	Decreased	2.96	Increased renewable energy use : Renewable electricity certificate, Biomethane, Electricity generated in Airbus site from Renewable sources, Biomass use and SAF use
Other emissions reduction activities	23896	Decreased	2.95	Electricity Emissions factor decrease, Energy crisis impact related Russia/Ukraine war: reduced gas usage.
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		<Not Applicable>		

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)	83060.56	2230057.32	2313117.88
Consumption of purchased or acquired electricity	<Not Applicable>	534574.7	745361.38	1279936.08
Consumption of purchased or acquired heat	<Not Applicable>	0	123089.94	123089.94
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>	1171.11	<Not Applicable>	1171.11
Total energy consumption	<Not Applicable>	618806.37	3098508.64	3717315.01

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
37264

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
37264

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
biomass

Other biomass

Heating value
LHV

Total fuel MWh consumed by the organization
23441

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
23441

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
biomethane

Other renewable fuels (e.g. renewable hydrogen)

Heating value
LHV

Total fuel MWh consumed by the organization
22356

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
renew hydrogen + saf

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

Oil

Heating value
LHV

Total fuel MWh consumed by the organization
1120661

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
37609

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
in heat column : only DFO for Stationary sources; in total : Kerozene, Av Gas, Oversize fuels, gasoline

Gas

Heating value
LHV

Total fuel MWh consumed by the organization
1109395

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
1084980

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
in heat column : only Gas for Stationary sources; in total : Butane, Propane, PNG, etc

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

Heating value
LHV

Total fuel MWh consumed by the organization
1

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

Total fuel

Heating value
LHV

Total fuel MWh consumed by the organization
2313118

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
1183294

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

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	144.93	138.63	5.4	0.83
Heat	0	0	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

C8.2e

(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.

Country/area of low-carbon energy consumption
France

Sourcing method
Unbundled procurement of energy attribute certificates (EACs)

Energy carrier
Electricity

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

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
11849

Tracking instrument used
GO

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

Are you able to report the commissioning or re-powering year of the energy generation facility?
Yes

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
2019

Comment
N/A

C8.2g

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

Country/area
France

Consumption of purchased electricity (MWh)
538952

Consumption of self-generated electricity (MWh)
12

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
66091

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
605055

Country/area
United States of America

Consumption of purchased electricity (MWh)
48917

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
48917

Country/area
Canada

Consumption of purchased electricity (MWh)
44895

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
44895

Country/area
China

Consumption of purchased electricity (MWh)
33406

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
30802

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
64208

Country/area
Germany

Consumption of purchased electricity (MWh)
301629

Consumption of self-generated electricity (MWh)
59

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
17892

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
319580

Country/area
United Kingdom of Great Britain and Northern Ireland

Consumption of purchased electricity (MWh)
94356

Consumption of self-generated electricity (MWh)
710

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
95066

Country/area
Spain

Consumption of purchased electricity (MWh)
186672

Consumption of self-generated electricity (MWh)
112

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

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

0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
186784

Country/area
Singapore

Consumption of purchased electricity (MWh)
7474

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
7474

Country/area
Denmark

Consumption of purchased electricity (MWh)
369

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
369

Country/area
Morocco

Consumption of purchased electricity (MWh)
7537

Consumption of self-generated electricity (MWh)
16

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
7553

Country/area
Tunisia

Consumption of purchased electricity (MWh)
6414

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
6414

Country/area
Netherlands

Consumption of purchased electricity (MWh)
2172

Consumption of self-generated electricity (MWh)
262

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
2300

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
4734

Country/area
Poland

Consumption of purchased electricity (MWh)
3901

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
6005

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
9906

Country/area
Romania

Consumption of purchased electricity (MWh)
475

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
475

Country/area
Australia

Consumption of purchased electricity (MWh)
306

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
306

Country/area

Brazil

Consumption of purchased electricity (MWh)
133

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
133

Country/area
Mexico

Consumption of purchased electricity (MWh)
2033

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
2033

Country/area
South Africa

Consumption of purchased electricity (MWh)
221

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
221

C-TO8.5

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

Activity
Aviation

Metric figure
643652

Metric numerator
tCO2

Metric denominator
Use phase, please specify (Commercial aircraft)

Metric numerator: Unit total
425454000

Metric denominator: Unit total
661

% change from previous year
-1.83

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 emissions arising from products delivered in 2021 over their entire lifetime as per the scope 3 "use of sold product" calculation.
2021 data (for evolution calculation): total emissions 400,611,000 tCO2e, total deliveries 611 aircraft, metric = 655,664 tons of CO2e per aircraft. The decrease of the value compared to the previous year (2021) 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.

C9. Additional metrics

C9.1

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

C-TO9.3/C-TS9.3

(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
516

Metric unit
Other, please specify (aircrafts sold)

Explanation
Airbus delivered 516 A320 neo family aircrafts in 2022, with -15% to – 20% fuel burn compared to A320Ceo.

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

(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	

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 aircraft on Commercial Aircraft)

Stage of development in the reporting year
Applied research and development

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

R&D investment figure in the reporting year (unit currency as selected in C0.4) (optional)

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

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan
The figure is the sum for: airframe, aerodynamics, sustainable fuels, propulsion, ground handling operations, electric aircraft. 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 hydrogen powered 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 hydrogen powered 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 reduced 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.

The Company is investing in and accelerating its efforts on five complementary strategic pathways to reduce its environmental footprint, in support of the overall sector ambition. Overall, a major portion of the
Company capital expenditures (CapEx), research & technology (R&T), and research & development (R&D) expenses is linked to its commercial aircraft activities and the realisation of the five decarbonisation pathways (described in the URD).

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
Non Financial Statements - Independent Assurance Report from Ernst and Young - 2023.pdf
Report of the Board of Directors 2022.pdf

Page/ section reference
Page 5 for the Insurance Report
Page 169 for the Report of the Board of Directors

Relevant standard
ISAE3000

Proportion of reported emissions verified (%)
100

C10.1b

(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
Non Financial Statements - Independent Assurance Report from Ernst and Young - 2023.pdf
Report of the Board of Directors 2022.pdf

Page/ section reference
Page 5 for the Insurance Report
Page 169 for the Report of the Board of Directors

Relevant standard
ISAE3000

Proportion of reported emissions verified (%)
100

C10.1c

(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
Non Financial Statements - Independent Assurance Report from Ernst and Young - 2023.pdf
Report of the Board of Directors 2022.pdf

Page/section reference
Page 5 for the Insurance Report
Page 169 for the Report of the Board of Directors

Relevant standard
ISAE3000

Proportion of reported emissions verified (%)
100

C10.2

(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

(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 2 mentions a list of Non-financial indicators, specified in Annex 1 (page 5) and including energy consumption, which have been verified by E&Y

C11. Carbon pricing

C11.1

(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

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

C11.1b

(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
49.21

% of Scope 2 emissions covered by the ETS
0

Period start date
January 1 2022

Period end date
December 31 2022

Allowances allocated
209889

Allowances purchased
63149

Verified Scope 1 emissions in metric tons CO2e
554801

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Facilities we own and operate

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

UK ETS

% of Scope 1 emissions covered by the ETS
8.85

% of Scope 2 emissions covered by the ETS
0

Period start date
January 1 2022

Period end date
December 31 2022

Allowances allocated
29115

Allowances purchased
20000

Verified Scope 1 emissions in metric tons CO2e
554801

Verified Scope 2 emissions in metric tons CO2e
0

Details of ownership
Facilities we own and operate

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

C11.1d

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

SITUATION :

Airbus has in place a regulatory survey process for monitoring, anticipating and identifying legal and regulatory texts possibly applicable or that may impact Airbus' activities. This activity is performed on a regular basis by a dedicated team of experts. Under the regulatory surveillance process, Airbus monitors the legal and regulatory discussions and processes in the relevant countries for the companies' activities in order to anticipate systems that may be applicable in the future or that are innovative in terms of trend (this includes international, regional and national systems, as for example, UNFCCC discussions, existing cap-and-trade systems worldwide, the ICAO CORSIA scheme, initiatives linked to environmental taxation or charges, among others). In addition, special monitoring is performed for the carbon pricing systems that are currently regulating Airbus activities, e.g. EU ETS. When a potentially applicable system or modification is identified, the regulatory team assesses it and informs the corresponding environmental roadmap and, when appropriate, the relevant functions and/or multi-functional team. Later, a strategy is defined depending on the system. The process of yearly compliance for the EU ETS is nationally implemented whilst overviewed and coordinated by a multifunctional team.

TASK :

As a result of this monitoring process and exchanges with the various functions and divisions, the high5+ emission reduction plan was built in order to avoid and reduce emissions first and neutralise the residual ones.

The high5+ programme targets a significant reduction of our environmental footprint in manufacturing activities. It covers the five most material environmental aspects for Airbus. :

- CO2: Airbus is committed to contributing to the Paris Agreement targets and leading the decarbonisation of the aviation sector in full collaboration with all stakeholders. We are accelerating our decarbonisation plan by committing to reduce our industrial emissions by up to 63% by 2030 in line with a 1.5°C scenario. The use of sustainable aviation fuel combined with improved efficiency in operations will support this ambition, in addition to:
- **Energy**: A significant portion of our manufacturing footprint originates from our energy consumption. Today, we are working to increase the share of renewable and low-carbon energy at our sites. Improved monitoring, increased efficiency for lighting, heat and steam, and new constructions in line with certified building standards are additional initiatives currently underway.
- **Water**: To limit our water consumption, we focus on increasing water recycling and reuse in our industrial practices. Increased measuring and monitoring is not only key to raising awareness, but also to finding reduction potentials and detecting leaks.
- **Air emissions**: Air emissions, such as volatile organic compounds (VOCs), are mainly related to surface cleaning, or treatment and paint. Even with delivery rates increasing, we aim to maintain 2015 levels.
- **Waste**: New ambitions as part of the high5+ programme have been set for waste management for 2030. These include reducing the amount of produced waste by 20%, diverting waste from landfilling and avoiding incineration without energy recovery.

ACTIONS :

The high5+ emission reduction 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 combined heat and power plant (CHP) in Donauwörth site. This investment dramatically reduced CO2 emissions, therefore reducing the costs associated with, for example, EU ETS allowances.

The high5+ emission reduction plan has been established in 2020 and with a Target date of 2030 in line with SBTi.

RESULTS :

The installation of a combined heat and power plant (CHP) in Donauwörth led to a saving of 1,800t of CO2

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?
Yes

C11.2a

(C11.2a) Provide details of the project-based carbon credits canceled by your organization in the reporting year.

Project type
Landfill gas

Type of mitigation activity
Emissions reduction

Project description
This project captures the methane emissions from a landfill and uses it for clean power generation, improving the lives of locals and contributing to sustainable development in China.

Credits canceled by your organization from this project in the reporting year (metric tons CO2e)
9000

Purpose of cancellation
Voluntary offsetting

Are you able to report the vintage of the credits at cancellation?
Yes

Vintage of credits at cancellation
2019

Were these credits issued to or purchased by your organization?
Purchased

Credits issued by which carbon-crediting program
Gold Standard

Method(s) the program uses to assess additionality for this project
Investment analysis
Positive lists

Approach(es) by which the selected program requires this project to address reversal risk
Temporary crediting

Potential sources of leakage the selected program requires this project to have assessed
Upstream/downstream emissions

Provide details of other issues the selected program requires projects to address
n/a

Comment
n/a

C11.3

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

C11.3a

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

Type of internal carbon price
Shadow price

How the price is determined
Alignment with the price of allowances under an Emissions Trading Scheme
Price with material impact on business decisions

Objective(s) for implementing this internal carbon price
Change internal behavior
Drive low-carbon investment
Identify and seize low-carbon opportunities
Navigate GHG regulations
Stress test investments

Scope(s) covered
Scope 1
Scope 2

Pricing approach used – spatial variance
Uniform

Pricing approach used – temporal variance
Static

Indicate how you expect the price to change over time
<Not Applicable>

Actual price(s) used – minimum (currency as specified in C0.4 per metric ton CO2e)
150

Actual price(s) used – maximum (currency as specified in C0.4 per metric ton CO2e)
150

Business decision-making processes this internal carbon price is applied to
Operations
Product and R&D

Mandatory enforcement of this internal carbon price within these business decision-making processes
Yes, for some decision-making processes, please specify (The Carbon price update to 150 €/tCO2 , gives a clear signal to project leaders on the importance of CO2 footprint reduction and enabling an acceleration of project portfolio implementation.)

Explain how this internal carbon price has contributed to the implementation of your organization's climate commitments and/or climate transition plan
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.

C12. Engagement

C12.1

(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

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

Type of engagement
Engagement & incentivization (changing supplier behavior)

Details of engagement
Run an engagement campaign to educate suppliers about climate change

% of suppliers by number
2

% total procurement spend (direct and indirect)
78

% of supplier-related Scope 3 emissions as reported in C6.5
80

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 78% of total spend in 2022, with the objective of securing participation from 75% of them by 2025.
As there are only few engine manufacturers (General Electric + CFM International), Pratt & Whitney, Rolls-Royce) and the considerable amount of spend they represent for Airbus, this explains the 2% Suppliers by Number Vs the 78% total procurement spend.
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 may 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, improvement areas highlighted and corrective action plans required when the score is below Management Level. Some suppliers also seek Airbus'
feedback on their CDP response and associated action plans to ensure it meets expectations.
The CDP Supply Chain initiative sits on top of an existing global approach:
- The standard Airbus supplier contracts include requirements to comply with all applicable laws and regulations, including climate-related ones.
- For new contracts, suppliers are requested to implement an Environmental Management System including continuous improvement through the mitigation of significant environmental aspects and impacts, including greenhouse gases and air emissions. A programme is ongoing to also include these requirements in existing contracts.

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 2022, 78% of targeted suppliers responded (against a 2025 objective of 75%) and 66% of them (by spend) obtained an A or B level score (against a 2025 objective of 80%).
The response rate improved by 10% 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.

As part of the engagement with key suppliers, Airbus collaborated with Safran and Thales on the development on Science based targets that were submitted in 2022 and validated in 2022 and 2023.

Comment
N/A

C12.1b

(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

% 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 all 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.

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.
As it is difficult to assess or set a threshold to measure the innovation effort, one of the measure of success is the constant participation from customers to this initiative, meaning that they see value in the collaboration.

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

% 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 (estimated at over 90%) 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. This engagement is offered to Airbus’ global airline customer base, meaning potentially all customers can participate. Every year, Airbus holds the Fuel savings & emissions reduction seminar. The objective of the two and half day seminar involving airlines from all around the world is to share fuel saving practices and initiatives to reduce emissions. We help airlines reduce their environmental footprint and operating costs by showing them short to midterm pragmatic solutions, driving future developments to match their expectations. We also take advantage of this event to gather feedback from our customers to improve our services and products for emissions reductions.

Impact of engagement, including measures of success
As information sharing is a difficult impact to measure, the impact of engagement is therefore measured through the number of persons attending: the opportunity to share information, new ideas and network with people facing and enthusiastically embracing similar challenges is seen as a major benefit by the participants every year, with a growing participation. In 2022 Airbus hosted more than 110 external participants over the 2.5 days representing more than 50 different airlines. One of the threshold that could be used to determine a measure of success is that the number of Airlines participation remained the same even after COVID impact.

This forum was a real success and Airbus is said to be the only manufacturer to allow such a platform of exchanges on Fuel Efficiency with such a strong focus on Sustainability. It was a pleasure to see this engagement from the community, reinforcing the message that the whole ecosystem needs to contribute to a joint effort to reach the decarbonization of the sector.

Some examples of the outcomes are the fact that during all the event there were plenary sessions, panels, breakout sessions and demo stands which allowed a lot of fruitful exchanges between Airlines and Airbus. And some topics such as the FMS, the APU/Engine Off solutions, Single Engine Taxi, the Getting To Grips and the Human Aspects in a Fuel Efficiency program raised a good level of interest/participation.

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 Transports 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. 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 Transports. 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

(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

(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

Strategic 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

82

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

78

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

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

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

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

Yes, we engage directly with policy makers
Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

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 external engagement activities are consistent with your climate commitments and/or climate transition plan

Airbus has processes in place, under the supervision of the Chief Compliance Officer, to monitor the consistency of engagement activities. with the company's strategy. The Ethics and Compliance programme ensures that relevant policies and guidelines are implemented and up-to-date, starting with the Airbus Code of 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>

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?

Specify the policy, law, or regulation on which your organization is engaging with policy makers
In 2022, Airbus engaged with the European Commission on the Taxonomy Regulation, and also in the frame of the Fit for 55 on the ReFuel EU Aviation initiative.

Category of policy, law, or regulation that may impact the climate
Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate
Climate-related reporting
Transparency requirements

Policy, law, or regulation geographic coverage
Regional

Country/area/region the policy, law, or regulation applies to
Europe

Your organization's position on the policy, law, or regulation
Support with no exceptions

Description of engagement with policy makers
In 2022, Airbus was an active member of the European Commission 's Platform on Sustainable Finance. The aim of this engagement was to advise the Commission on the technical screening criteria for the EU Taxonomy, including on the usability of the criteria, advise the Commission on the review of the Taxonomy Regulation, and advise the Commission on sustainable finance policy more broadly. As such, Airbus engaged directly on the elaboration of a proposal to include air transport significant contribution criteria in the Taxonomy. And in the frame of the ReFuel EU regulation, Airbus, with the Aerospace, Space and Defence Association (ASD), has supported the introduction of a mandate for sustainable aviation fuels (SAF) incorporation in european aviation fuels, up to a level of 10% by 2030 and 70% in 2050 (with a submandate on e-fuels), in order to accelerate aviation decarbonisation.

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 on this policy, law, or regulation is aligned with the goals of the Paris Agreement?
Yes, we have evaluated, and it is aligned

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?
Having air transport included in the Taxonomy is key to support the decarbonisation of the aviation sector and to reach the European targets set in 'Destination 2050' to "reduce carbon emissions of European flights by 55% by 2030" and to reach "net-zero carbon emissions by 2050". Having air transport included in the Taxonomy would also acknowledge that aviation has both the potential and firm commitment to transition to a low carbon mobility and to actively contribute to the EU's climate ambition.

C12.3b

(C12.3b) Provide details of the trade associations your organization is a member of, or 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 policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
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 (currency as selected in C0.4)

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 policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
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 (currency as selected in C0.4)

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 policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
Yes, we publicly promoted their current position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
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 (currency as selected in C0.4)

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

C12.4

(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
Report of the Board of Directors 2022.pdf

Page/Section reference
Environment Section : Page 103-120
Environment KPI : 169-170

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets

Comment
N/A

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Climate Action 100+ UN Global Compact	Airbus updates its Communication On Progress every year for the UN Global Compact Airbus engages twice a year with Climate Action 100+ to update its latest updates

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 impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?

C15.5

(C15.5) 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>

C15.6

(C15.6) 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

C15.7

(C15.7) 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

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	

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).

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

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?
No

SC1.4b

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

N/A

SC2.1

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

SC2.2

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

SC4.1

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

Submit your response

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

Please confirm below

I have read and accept the applicable Terms