

## IN DETAIL

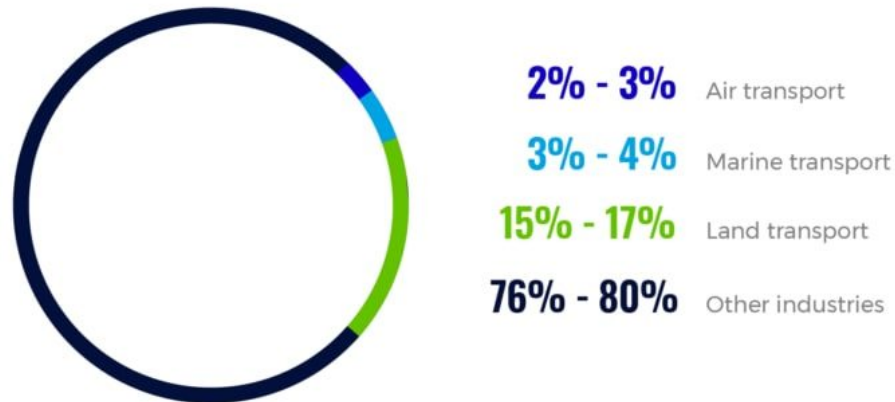
# ENVIRONMENT

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# CLIMATE CHANGE POLICY

Aviation's contribution to man-made greenhouse gas emissions is between 2 and 3%. However, with the growth in global air traffic, over the coming decades, if no action is taken, aviation's contribution will increase. We are aware that aviation impacts the climate, and because of that Air France-KLM has a Climate Action Plan to reduce our impact on climate change.

# SHARE OF TRANSPORT IN GLOBAL MAN-MADE CO<sub>2</sub> EMISSIONS



SOURCE: GIEC, STERN REVIEW

Air France-KLM's Climate Action Plan embodies our strategy for further reducing our impact on climate change. The plan is composed of six main mitigating priorities, on the basis of which we identified our targets and established our actions. Our target in reducing our carbon footprint is -20% CO<sub>2</sub> emissions per passenger kilometer in 2020.

## O U R C L I M A T E A C T I

- Pursuing fleet modernization and contributing to aeronautics research.
- Mobilizing all the Group's internal and external players around ambitious action plans enshrining eco-design principles.
- Promoting the emergence of sustainable alternative biofuels for aviation and research into renewables.
- Supporting NGO-led environmental programs.
- Giving customers information on their travel-related CO<sub>2</sub> emissions and the opportunity to offset these.
- Supporting the implementation of the global climate agreement (CORSIA) in which the aviation sector would make a just and equitable contribution.

*In 2017, by implementing the measures of our Climate Action Plan, we achieved:*

- *An average fuel consumption of 3.30 liters per passenger (per 100 km)*
- *An average carbon emission of 82 grams of CO<sub>2</sub> per passenger (per km)*

## I N D U S T R Y C O M M I T M

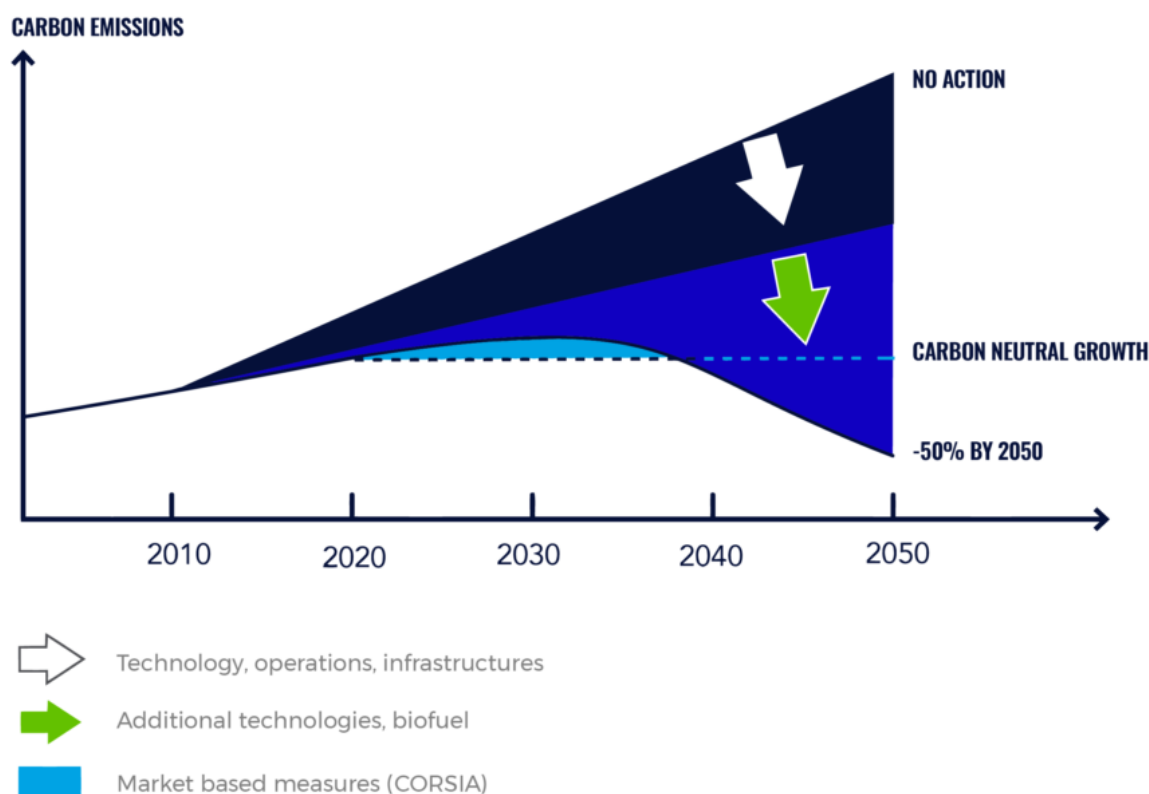
In 2009, the International Air Transport Association (IATA) set an ambitious worldwide commitment to reduce CO<sub>2</sub> emissions of air transport:

- 1.5% average annual fuel efficiency improvement until 2020
- carbon neutral growth from 2020 onwards
- a 50% reduction in net aviation CO emissions by 2050 (relative to 2005 levels)

We endorse these targets and support the implementation of CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) to achieve them. This global market-based mechanism (MBM) addresses any annual increase in total CO<sub>2</sub> emissions from international civil aviation above 2020 levels. CORSIA aims to supplement the basket of mitigation measures already deployed by the international aviation industry, which includes technical and operational improvements, together with progress on producing and using sustainable alternative biofuels for aviation.

In the run-up to the COP 21 Conference in 2015, Air France-KLM reaffirmed its 2020 objectives and, together with Aéroports de Paris and the GIFAS association (Groupement des Industries Françaises Aéronautiques et Spatiales), two other major players in French air transport, signed a [joint declaration](#), committing to reducing their greenhouse gas emissions, improving their energy consumption and developing biofuels.

## MAPPING OUT THE INDUSTRY COMMITMENTS



## C L I M A T E C H A N G E A

To adapt to already occurring consequences of climate change such as more frequent extreme weather events, Air France-KLM has the policy to ensure safe operational and passenger handling conditions and regularly conducts comprehensive risk analyses to optimize those.

Due to the Group's large network and diverse fleet composition, we are accustomed to operating under different weather conditions and are relatively flexible in adapting flight schedules when necessary. We work together with airports to ensure safe operational and passenger handling conditions. When necessary, we deploy commercial measures to enable customers to defer their travel if they so wish, or change their destination.

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## C L I M A T E R E S E A R C H

Since 2013, Air France has participated in the European IAGOS project (In-service Aircraft for a Global Observing System) by carrying atmospheric measuring equipment on board an Airbus A340.

IAGOS is a European Research Infrastructure, linked with CNRS (Centre National de la Recherche Scientifique), conducting long-term observations of atmospheric composition, aerosol and cloud particles on a global scale from commercial aircraft of internationally operating airlines. The data collected is made available to international meteorological centers and scientists worldwide, which is particularly useful for studying the carbon cycle and verifying CO emissions.

In 2017, Air France strengthened its partnership with CNRS by equipping a second aircraft (A330). This decision has enabled the expansion of the atmospheric monitoring system and the coverage of the geographical network on which the measurements are done.

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NEXT

**CARBON FOOTPRINT**

## PARTS

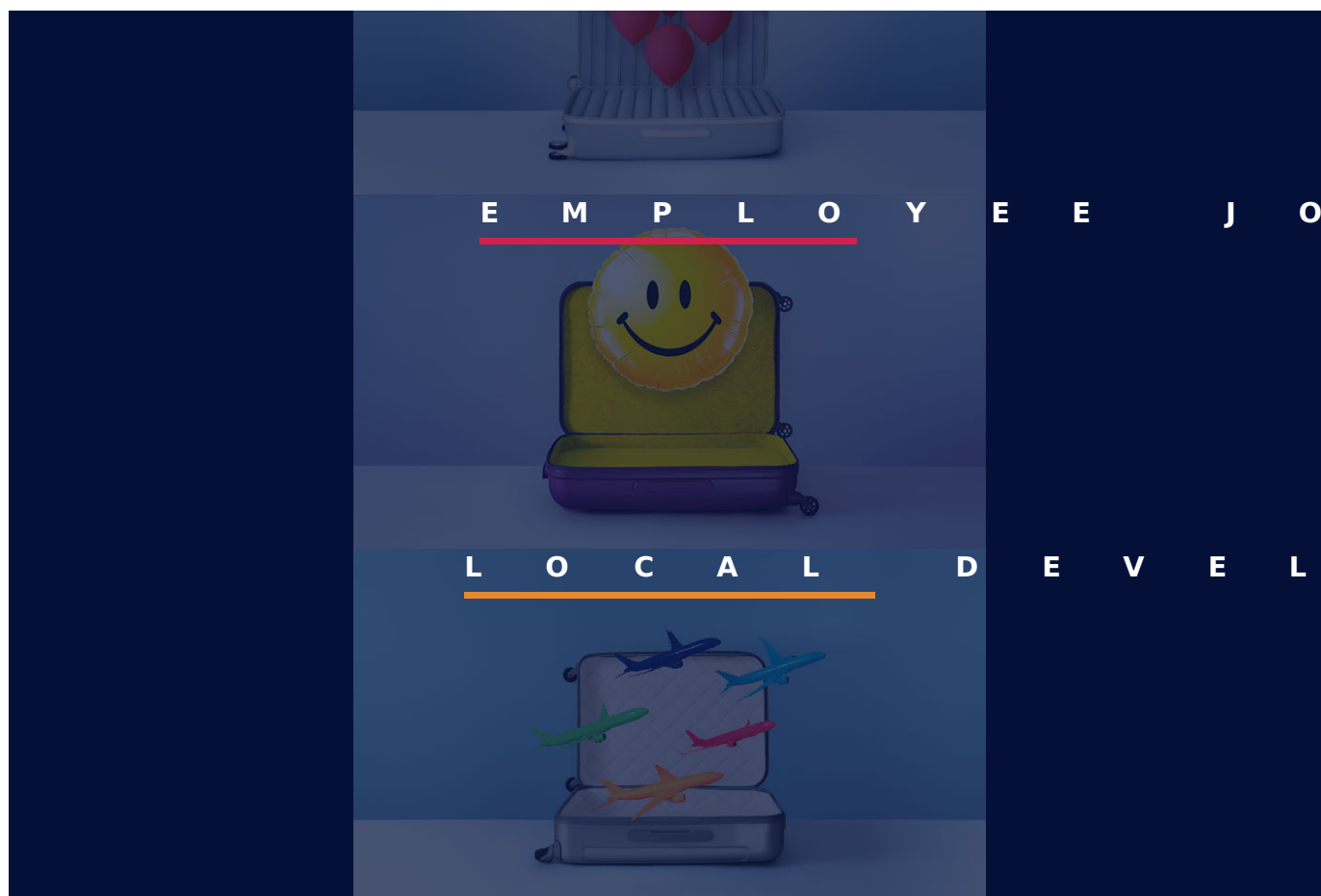
- Introduction
- **Climate change policy**
- Carbon footprint
- Sustainable biofuels
- Noise hindrance
- Energy and water
- Waste and circular economy
- Air quality

C O N T I N U E Y O U

E N V I R O N M E N T



C U S T O M E R E X



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