Airbus ORG is deeply aware of its responsibility to society and future generations, and contributes to a number of UN Sustainable Development ORG Goals through its core business and how it operates. Airbus ORG 's products and services, such as its Earth LOC -observation technologies, allow it to play an active role in tackling climate change, providing insights that help make the planet more resilient. Airbus ORG believes that a sustainable tomorrow DATE needs the strongest foundations today DATE . In line with its purpose, the progress in its sustainability journey, and the evolution of reporting frameworks, Airbus ORG has further evolved its non-financial reporting in 2022 DATE , providing additional transparency and striving to better demonstrate its level of commitment and performance, as presented in the following pages. For example, as one of the most important players in the aviation industry, Airbus ORG contributes significantly to SDG 8 - Decent MONEY Work and Economic Growth - as highlighted through the 2020 DATE Benefits Beyond Borders - global fact sheet, available on the Air Transport Action Group ORG website: As a major European NORP defense manufacturer, Airbus ORG also has significant economic impact across Europe LOC . According to the AeroSpace ORG and Defense Industries Association of Europe ORG , the industry supports over 879,000 CARDINAL jobs across the continent, all contributing to Europe LOC 's economic prosperity with EUR 238 billion MONEY in annual DATE revenue in 2021 DATE , EUR 138 billion MONEY of which comes from exports. Full aerospace ecosystems - bringing together academia, research centers and corporations, all with high value-added jobs -

often develop around Airbus ORG 's sites such as those in Toulouse GPE or Hamburg GPE . This development is accelerated thanks to Airbus ORG 's innovation ecosystem such as Airbus ORG Scale: an innovation unit that combines corporate innovation, start-up engagement and company-building activities. In order to give direction and focus, in 2020 DATE Airbus ORG updated its sustainability strategic framework around the four CARDINAL sustainability priority commitments listed below that apply across its entire value chain. These commitments are in close connection with the UN ORG SDGs and contribute more specifically to eight CARDINAL of them. Across each commitment Airbus ORG has set key performance indicators and targets enabling Airbus ORG to monitor progress towards these ambitions. They can also be found in the related sections of this chapter, which is structured around each of the four CARDINAL commitments, completed by two CARDINAL sections which cut across all four CARDINAL commitments, 1.2.15 Responsible Supply Chain and - 1.2.16 Community Impact. Complementing the climate change section, EU Taxonomy ORG regulatory information is disclosed in section 1.2.19 LAW . Several sources were essential in deciding on the four CARDINAL commitments, including the 2019 DATE materiality assessment, a benchmark exercise, an analysis of market and regulatory trends, an evaluation of ESG risks in Airbus ORG 's risk report, a human rights gap analysis and the consideration of Airbus ORG 's values. Airbus ORG updated its materiality assessment in 2022 DATE and used stakeholders inputs to support the ranking, of which ESG issues are most material. The results of this 2022 DATE update were captured in a materiality matrix , which is fundamental in confirming the relevance of Airbus ORG 's four CARDINAL commitments. Airbus ORG asked its 12 CARDINAL most important stakeholder groups about their view

on how important it is for Airbus ORG to address a given topic. Besides, Airbus ORG established the Airbus Supplier Sustainability Council ORG in 2022 DATE . It organized other events where sustainability topics were addressed during the year DATE , such as the Capital Market Day and the Airbus Summit ORG . Airbus ORG evaluated the potential impact of its activities on people and environment in connection with Airbus ORG 's activities - e.g. employees, end users, and local communities. Scoring was derived from Airbus ORG 's enterprise risk management system and complemented by interviews with representatives from Airbus ORG 's top management. The Executive Committee ORG is supported by several committees or boards linked to Airbus ORG 's four CARDINAL sustainability commitments: the Environment Executive Steering Committee ORG , the Inclusion & Diversity Advisory Board ORG , the Product Safety Board ORG as well as the Occupational Health and Safety Governance Board ORG , all chaired by Executive Committee ORG members; the Steering Committees of the Human Rights and Sustainable Supply Chain Roadmaps ORG , both sponsored by Executive Committee ORG members. Its mission continues to focus on: Setting the ambition level regarding Airbus ORG 's environmental and social commitments; Identifying the levers to achieve this ambition; Enabling the business to deliver this ambition across the full value chain; Engaging employees on sustainability; Providing clarity on ambition and progress to internal and external stakeholders; Coordinating with relevant functions the performance and reporting on progress with regards to the four CARDINAL commitments. These teams are for the most part supported by dedicated policies which are referred to in Airbus ORG 's Code of Conduct - a single reference intended to guide daily DATE behaviour and help employees resolve the most common ethical and compliance issues that they may encounter.

The Code of Conduct ORG applies to all of Airbus ORG 's employees and directors, regardless of their job title, responsibilities, seniority, or location, within every subsidiary or joint venture where Airbus ORG has control. This principle also applies to the other members of the Executive Committee ORG who do not serve on the Board of Directors ORG , and to a large extent to executives and Level IV managers employed at Airbus ORG . Airbus ORG 's vigilance plan includes measures to identify risks and prevent serious impacts related to sustainability resulting from Airbus ORG 's own operations and from its suppliers and other contractors. As far as its own operations are concerned, Airbus ORG has adopted internal policies and management tools to perform the monitoring, assessment, mitigation and reporting of risk and compliance allegations, which are embedded into Airbus ORG 's culture and processes. Enterprise risk management and internal audit: With regards to risk management, sustainability risks and opportunities are fully embedded in Airbus ORG 's ERM ORG system. On this matter, Airbus ORG offered employees more than 900 CARDINAL online and in-person training opportunities in 2022 DATE , ranging from ethics and compliance to export control, health and safety, product safety, cyber security, internal controls, inclusion and diversity, quality and customer centricity, sustainability awareness and more. Training courses linked to sustainability topics were integrated into the 2022 DATE mandatory training list for Airbus ORG employees. Affiliates: All Airbus ORG controlled affiliates are expected to deploy similar internal policies by applying Airbus ORG 's directives. Its enforcement is supported by the Directors training program which was delivered to 117 CARDINAL people in 2022 DATE over eight full-day DATE digital sessions, as well as on-boarding sessions performed for newly appointed managing directors of controlled affiliates. The single directive assists

Airbus ORG 's affiliates in effectively fulfilling their responsibilities, while assuring Airbus ORG 's ongoing commitment to high standards of corporate governance. It was built on the basis of Airbus ORG related internal policies including, but not limited to: Airbus ORG 's Code of Conduct ORG , International Framework Agreement, Agreement on the European Works Council ORG , Supplier Code of Conduct, Health & Safety Policy, Environmental Policy, Airbus ORG 's Anti-Corruption Policy ORG and related directives. In 2022 DATE , 81 CARDINAL controlled affiliates were selected to perform such verifications. Airbus ORG 's controlled affiliates are also asked to regularly evaluate risks via Airbus ORG 's ERM ORG system, and to regularly monitor them as part of their risk assessment process. Complementing the materiality assessment described further above, Airbus ORG reviewed in 2022 DATE the list of its priority sustainability risks as shown above to help prioritize its actions. This process complements, and is fully integrated into, Airbus ORG 's ERM ORG process. All employees are encouraged to express their views, defend their opinions, and point out unacceptable behavior - especially behavior that violates Airbus ORG 's Code of Conduct ORG . Employees can raise concerns with their line manager, their human resources business partner, a legal and compliance representative, or through Airbus ORG 's OpenLine NORP hotline. Airbus ORG endeavors to ensure that the procedures to assess, investigate and manage allegations are well-aligned throughout Airbus ORG . In line with Airbus ORG 's purpose, pioneering sustainable aerospace for a safe and united world, and its aim to lead the transition of the air transport sector towards its net-zero carbon emissions aspirational goal, Airbus ORG 's foremost ambition as an aircraft manufacturer is to bring the first ORDINAL hydrogen-powered commercial aircraft to the market by the middle of the next decade DATE

, and to play a leading role in the decarbonization of the aviation sector. Climate change is considered by Airbus ORG as a financially material topic and is one of the top Airbus ORG risks. Impact materiality was also confirmed through the comprehensive Scope 1 CARDINAL , 2 CARDINAL and 3 CARDINAL screening completed in 2022 DATE in the framework of Airbus ORG submitting targets for validation of the Science-Based Target ORG initiative, using the recommended Greenhouse Gas Protocol PRODUCT methodology. While Scope 1 & 2 ORG represent less than 0.2% PERCENT of total emissions each, Scope 3 CARDINAL category 11 CARDINAL - Use of sold products - has been identified as highly material for Airbus ORG , representing above 90% PERCENT of total emissions. The second ORDINAL most material was Category 1 CARDINAL - Purchased goods and services, representing around 2.5% PERCENT of total emissions. According to both the Intergovernmental Panel on Climate Change ORG and the International Energy Agency ORG , air transport represented over 2% PERCENT of global man-made GHG ORG emissions in 2021 DATE . While Airbus ORG has a direct and critical role in developing and providing technical solutions, the concomitant development of adapted ecosystems will also be a key success factor, which Airbus ORG intends to facilitate and enable. In addition, in order to better meet stakeholders expectations and develop its own climate strategy, Airbus ORG adheres to the CDP GPE , SBTi and TCFD ORG initiatives. In 2022 DATE , Airbus ORG 's approach to climate change was rated A- by the CDP LOC for the third consecutive year DATE . In addition, Airbus ORG has recently set its first ORDINAL near-term science-based targets to reduce emissions on all scopes, in line with a 1.5 Celsius QUANTITY temperature pathway for its Scope 1 & 2 emissions, which were submitted to SBTi in

June 2022 DATE and validated in January 2023 DATE . The following sections gather information related to the four CARDINAL pillars of the TCFD ORG framework, of which Airbus ORG has been a supporter since December 2020 DATE . The policy applies company-wide, including to affiliates where Airbus ORG owns more than half CARDINAL of the voting rights or the right to appoint the majority of the board directors. The policy also covers Airbus ORG 's employees and contractors while at Airbus ORG 's sites or at work under the responsibility of Airbus ORG . It takes a holistic approach to measuring and acting upon Airbus ORG 's environmental performance by assessing the environmental impact of internal operations, as well as providing capabilities to Airbus ORG 's customers to reduce the impact of the products in operation. Two CARDINAL main management structures are relevant for the governance of sustainability matters and climate change: the Board of Directors ORG and the Executive Committee ORG . As mentioned earlier, the Board of Directors ORG is supported by the ECSC ORG . In practical terms, the ECSC ORG , as a committee of the Board of Directors ORG , oversees strategic decision-making and the execution of the approved sustainability strategy, including areas such as innovation and environmental and climate action. In 2022 DATE , the ECSC ORG reviewed and provided guidance on a wide variety of climate-related topics, including the SBTi targets, SAF ORG , and decarbonisation of the supply chain. To support the Executive Committee ORG in environmental matters, especially climate-related, an Environment Executive Steering Committee ORG was established in 2019 DATE . The EnC ORG is composed of members of the Executive Committee ORG and senior executives company-wide responsible for environmental topics. The EnC ORG reviews climate change related topics, including the progress on

meeting objectives to reduce GHG ORG emissions, the decarbonisation strategy and climate-related risks. Environmental operations are led by the Sustainability & Environment ORG department, whose role is to guide the business on environmental matters and to set the policy and deploy, drive and improve the Environmental Management System ORG throughout Airbus ORG . Airbus ORG 's EMS ORG is based on ISO 14001:2015. It was recertified in November 2022 DATE , having previously confirmed by certification surveillance audits in 2020 DATE and 2021 DATE . Since 2010 DATE , environmental data published by Airbus ORG has been verified by external auditors. Capturing Emerging Regulatory Requirements ORG , Stakeholder ORG 's Expectations and Trends In order to be aware of fast-evolving sustainability regulations, requirements and expectations that could impact its business, a Sustainability Regulatory Intelligence ORG team monitors regulatory developments with a view to understanding, evaluating, anticipating and preparing for legal and regulatory requirements that apply to Airbus ORG 's activities and products. Environmental risks and opportunities are managed following Airbus ORG 's ERM ORG system. A specific sustainability and environment ERM ORG plan integrates additional requirements, defined within the ISO 14001:2015 certified EMS ORG , and provides a set of rules applicable company-wide, to ensure a consistent management of environmental risks and opportunities. Risks and opportunities are reported quarterly DATE to the Executive Committee ORG of Airbus ORG and of its Divisions ORG , including climate-related risks. Top risks are consolidated at Airbus ORG level to be brought to the attention of the Board of Directors ORG and reviewed semi-annually DATE . In accordance with TCFD ORG recommendations, Airbus ORG is strengthening its ERM ORG risk identification process for climate-related risks and

opportunities, incorporating climate scenario analysis. Airbus ORG used three CARDINAL temperature climate scenarios: 1.5 Celsius QUANTITY , 2 Celsius QUANTITY and 3 Celsius QUANTITY ; and three CARDINAL time horizons: short-term, medium-term and long-term in identifying climate-related risks and opportunities. They are complemented by the following opportunities identified: Exploring and identifying new business opportunities in the field of renewable and low-carbon energy in order to position Airbus ORG in the energy value chain and contribute to the Paris GPE Agreement temperature goals. Products and services: Increased need for Earth LOC observation, atmospheric and weather data services could increase market demand for certain products and services of Airbus ORG , and lead to the creation of new business opportunities. Regarding GHG ORG emissions, this plan was based on a scientific approach and is consistent with the aviation sector's decarbonisation long-term aspirational goal of reaching net-zero carbon emissions by 2050 DATE . This approach also echoes net zero CARDINAL carbon 2050 DATE ambitions from international sectoral bodies such as the Air Transport Action Group ORG , as well as the UN ORG specialized civil aviation body, the International Civil Aviation Organization ORG . This is consistent with Airbus ORG 's mid-term target setting, covering all three CARDINAL scopes, and with its core product policy that focuses on developing and delivering aircraft with lower carbon emissions while engaging with the energy ecosystem. However, even if reportedly difficult to predict, according to a study published in 2022 DATE by ATAG ORG named What will it cost to get to net-zero carbon for global aviation? CO2 emissions: reduce direct and indirect net GHG emissions by 63% PERCENT by 2030 DATE compared to 2015 DATE across the whole Airbus ORG reporting scope. This target is in line with a 1.5 Celsius

QUANTITY pathway and was validated by SBTi in January 2023 DATE . As an additional voluntary commitment, Airbus ORG has committed to compensating all residual emissions for scopes 1 & 2 CARDINAL from 2023 DATE and gradually switching to using only carbon removals from 2030 DATE and on-wards; beyond the mid-term plan, Airbus ORG 's ambition is to pursue reducing emissions aligned with a 1.5 Celsius QUANTITY trajectory towards 2050 DATE . In order to do so, it is evaluating the future application of the SBTi Net-Zero PRODUCT standard and removing residual emissions as an additional voluntary commitment; interim targets are set in line with Airbus ORG 's 2030 CARDINAL roadmap. They refer to a material sub-scope of its operations representing 89% PERCENT of total reported emissions in 2022 DATE , on which Airbus ORG can have a more direct control and influence. This target was set in absolute value at 687kt CARDINAL CO2e for 2023 DATE on a scope extended to another four CARDINAL sites. Meanwhile, this metric is used by Airbus ORG to measure its progress towards its 2030 CARDINAL target, in order to be able to take into account the contribution of its electricity sourcing on its industrial decarbonisation target. This refining of methodology is expected to trigger restatements in the coming years DATE , including that of the 2015 DATE baseline. Energy: reduce final energy consumption from stationary sources and electricity by 20% PERCENT by 2030 DATE compared to 2015 DATE across the whole Airbus ORG reporting scope. In 2022 DATE , 17,500 CARDINAL fixed phones were removed across European NORP sites. In France GPE , it represented electricity savings of 920 CARDINAL MWh. The installation of a compressed air management system in Donauwoerth GPE has saved approximately 150 MWh QUANTITY . In Broughton PERSON , automatic standby in Paint Shops ORG during weekends and shutdowns has

already led to energy saving of 340 CARDINAL MWh. In the context of the energy crisis in Europe LOC , Airbus ORG undertook a number of actions to contribute to the collective effort as a corporate citizen. This included reducing heating systems temperature by 1 Celsius QUANTITY in its European NORP sites, reducing heating device energy consumption by about 7% PERCENT , and diverting from the use of gas to other sources of energy where possible in German NORP sites. Since 2022 DATE , new Beluga PRODUCT jigs and tools have enabled each logistic flight to transport two CARDINAL A350 PRODUCT wings instead of one CARDINAL previously. Deployment of Airseas Seawing for vessels: the experiment on the Ville de Bordeaux FAC transatlantic logistic vessel started in December 2021 DATE continued in 2022 DATE . Ambition to secure at least 90% PERCENT renewable or low-carbon electricity direct supply to all sites in Europe LOC before 2030 DATE . The renewable power purchase agreement project launched in 2020 DATE reached a major milestone in 2022 DATE with the validation of renewable and low-carbon power purchase requirements as well as finalizing the selection of suppliers. Airbus ORG is making progress on contracting for 2023 and 2024 DATE . All remaining purchased electricity in Europe LOC will be covered by guarantees of origin from 2024 DATE . In 2030 DATE , this will represent a maximum of 10% PERCENT of consumed electricity. Since 2019 DATE , the share of electricity consumption from industrial operations in Europe LOC which is covered by GoOs ORG has increased annually by 10% PERCENT , exceeding 40% PERCENT in 2022 DATE . The installation of a combined heat and power plant in Donauwoerth PERSON led to a further saving of 1,800 CARDINAL t of CO2. An Enthalpy Recovery ORG project in Illescas GPE and energy consumption by 1,089 MWh QUANTITY resulting in about 380 CARDINAL

t CO2e saving. The share of SAF ORG used in Airbus ORG 's own operations will progressively increase to at least 30% PERCENT by 2030 DATE . Airbus ORG set an interim target of 10% PERCENT in 2023 DATE for its commercial aircraft activities and its Helicopters Division ORG . Since 2019 DATE , SAF ORG has been used in the operation of Airbus ORG 's Beluga PRODUCT transport aircraft for the purpose of internal logistics. In 2022 DATE , flight test activities in both Divisions ORG started using SAF ORG . In total, an estimated 4,823 tons QUANTITY CO2 were saved during the year DATE when compared to conventional kerosene. Airbus ORG has committed to remove 100% PERCENT of its residual emissions by 2030 DATE , which will represent around 400kt PRODUCT CO2e in 2030 DATE . It will start with compensating all remaining emissions from 2023 DATE , with a gradual phase-in of carbon removal solutions to cover 100% PERCENT of residual emissions by 2030 DATE . Since 2019 DATE , Airbus ORG has introduced a mechanism to compensate for its business travel emissions based on the concepts of additionality, real reduction, prevention of double counting, prevention of overestimation and no additional harm. As a minimum, the carbon offsets purchased by Airbus ORG are certified by the Gold Standard ORG or Verra ORG or Verified Carbon Standard or Climate, Community and Biodiversity Standards ORG and the supplier needs to show proof of how each one of the mentioned criteria was met. The volume of offsets required in 2022 DATE was around 45 kt CO2e QUANTITY procured through offset producer South Pole LOC in the form of a cluster of compensation and removal projects. This contract with the South Pole LOC has been reviewed to cover the full volume of 2023 CARDINAL residual emissions, estimated to be over 700 CARDINAL kt CO2e. In addition, Airbus ORG plans to secure 2024-2030

DATE volumes well in advance. In 2022 DATE , to foster tech-based solutions development, Airbus ORG has partnered with 1PointFive CARDINAL , a US GPE company, and has pre-purchased 100,000 tons QUANTITY of carbon removals per year over four years - or DATE 400,000 tons QUANTITY in total - as part of an initial off-take. A portion of these volumes will be allocated to Airbus ORG 's scope 1 & 2 ORG offset strategy. In 2021 DATE , this price was updated from 30 EUR MONEY /tCO2 to 150 EUR MONEY /tCO2, giving a clear signal to project leaders on the importance of CO2 footprint reduction and enabling an acceleration of project portfolio implementation. In 2022 DATE , scope 1 & 2 ORG GHG emissions have decreased by around 5.8% PERCENT , exceeding the target, primarily due to four CARDINAL factors: the acceleration of energy saving investments and of SAF ORG usage that reached over 3% PERCENT of Airbus ORG 's total aircraft fuel consumption, the lower-than-planned industrial ramp-up, the deployment of additional energy saving measures in the context of the energy crisis, as well as clement weather conditions especially over the last months of the year DATE . It covered 89% PERCENT of total emissions in 2022 DATE . Geographical scope: In 2022 DATE , 48 CARDINAL sites. Scope of metrics: Scope 1 & 2 and notably excluding refrigerant leakage, electricity on site from CHP ORG , emissions due to processes, as well as excluding DFO ORG for 12 CARDINAL sites and heating for one CARDINAL site representing less than MONEY 4 ktons CO2e in total. In 2022 DATE , Airbus ORG defined a target for its Scope 3 CARDINAL category 11 CARDINAL for commercial aircraft products, covering over 90% PERCENT of its total emissions: reduce scope 3 CARDINAL for commercial aircraft by 46% PERCENT in terms of CO2 per passenger-kilometer. This target, alongside Airbus ORG 's scope 1 & 2 CARDINAL target, was validated by

SBTi in January 2023 DATE , showing Airbus ORG 's GHG ORG reduction targets are aligned with the goals of the Paris Agreement LAW adopted at COP21 in December 2015 DATE . The metric is based on Airbus ORG 's corresponding scope 3 Use of Sold Product WORK_OF_ART for commercial aircraft. In alignment with SBTi methodology, it now includes emissions from upstream fuel production and predicted average SAF ORG usage over the aircraft lifetime as per IEA ORG SDS scenario. Airbus ORG is committed to contributing to meeting the Paris Agreement LAW targets and to taking a leading role in the decarbonisation of the aviation sector in cooperation with all stakeholders. Since the 1990 DATE 's, the sector has improved significantly the fuel and CO2 efficiency of subsequent generations of aircraft, thereby reducing CO2 emissions per revenue passenger kilometer by more than 50% PERCENT . In 2009 DATE , the aviation sector was the first ORDINAL to agree at sectoral level on ambitious CO2 emission reduction goals through ATAG ORG by committing to an aspirational goal of reducing net emissions from aviation by 50% PERCENT by 2050 DATE compared to 2005 DATE levels. In September 2021 DATE , ATAG ORG updated its ambition and commitment with the 2021 DATE edition of the ATAG ORG Waypoint 2050 DATE report to reflect the industry's increased ambition to achieve net-zero carbon emissions by 2050 DATE and contribute to the Paris Agreement goals. In Europe LOC , the EU ORG Green Deal creates conditions and opportunities for Airbus ORG and the European NORP aviation industry to accelerate the transition. Airbus ORG supports the ambition to reach a net-zero carbon aviation ecosystem in Europe LOC by 2050 DATE , and will contribute to the EU ORG 's 2030 CARDINAL Climate Target Plan EVENT . At the international level, in October 2022 DATE , ICAO ORG member states adopted

a long-term aspirational goal that sets the objective of net zero CARDINAL carbon emissions in 2050 DATE for international civil aviation operations. Around 75% PERCENT of the global commercial aircraft fleet is still made up of older generation aircraft, while latest generation aircraft are up to 25% PERCENT more efficient than the previous generation. Airbus ORG 's commercial aircraft portfolio includes the most efficient aircraft: The A350 PRODUCT and A330neo ORG offer 25% PERCENT reduction in fuel burn and significantly reduced noise footprint versus the previous generation of aircraft. The A320neo ORG family brings a 20% PERCENT reduction in fuel burn, and nearly half CARDINAL the noise footprint compared to previous generation of aircraft. The A220 PRODUCT offers 25% PERCENT reduction in CO2 emissions per seat versus previous generation of small single aisle aircraft, 50% PERCENT reduction in noise footprint and 50% PERCENT fewer NOx emissions than the standards. In 2022 DATE , 99% PERCENT of the delivered commercial aircraft corresponded to latest generation aircraft. Continuous improvement commitment is also reflected by Airbus ORG 's contribution to Europe LOC 's CleanSky2 PERSON program: a military aircraft C295 PRODUCT from Airbus ORG has been used as an in-flight technology demonstrator, Flight Test Bed PRODUCT . Developing and deploying SAF ORG , with all aircraft types 100% PERCENT SAF ORG compatible before 2030 DATE . In order to accelerate its action plan, Airbus ORG strengthened its governance on this matter by creating a dedicated project team, responsible for the end-to-end SAF ORG roadmap strategy and deployment. All Airbus ORG 's commercial aircraft are already certified to fly with a fuel blend of up to 50% PERCENT SAF ORG . SAF ORG produced by using most advanced pathways can provide CO2 emission reductions of up to 80% PERCENT throughout

their life cycle. This means that already today DATE , the emissions from aircraft currently offered by Airbus ORG could be reduced by 40% PERCENT if their full blending capability was used. Looking ahead, Airbus ORG 's ambition is to have all its aircraft platforms, including helicopters, capable of being operated with 100% PERCENT SAF ORG before the end of the decade DATE . The 50% PERCENT limit is set today DATE to ensure the blended SAF ORG fits within the JetA CARDINAL specification, and thus can be used on aircraft with no modification. Airbus ORG is involved in two CARDINAL main research projects: VOLCAN and ECLIF3, conducted in partnership with important actors of the industry. Both projects aim at assessing the impact of 100% PERCENT SAF ORG on engine and fuel systems while measuring the positive impact on aircraft's emissions and fuel efficiency. They will allow Airbus ORG to collect information and enable further research activities and technical work in order to reach the goal of gaining 100% PERCENT SAF ORG certification for commercial flights. Since 2008 DATE , Airbus ORG has acted as an important catalyst in the certification process, demonstration flights, partnerships and policy advocacy of sustainable jet fuel. Since 2011 DATE , over 460,000 CARDINAL commercial flights have used SAF ORG and more than 1 million CARDINAL flights with SAF ORG are expected by 2025 DATE . Besides ECLIF and VOLCAN ORG projects, flight test campaigns started with the A380 PRODUCT , with the A320 PRODUCT powered by P&W ORG , and with the H225 helicopter. Flight tests using blended SAF ORG were also performed on the A400 M and C295 PRODUCT military aircraft. Airbus ORG , the Organisation for Joint Armament Cooperation ORG and the A400 M ORG customer nations are engaged in initial discussions to develop the roadmap towards the certification and operational use of 100% PERCENT SAF ORG

in military aircraft. In addition, Airbus ORG and other industry partners have carried out in 2022 DATE the world's first 100% PERCENT SAF ORG flight using an in-service military aircraft. In the context of the developing regulatory frameworks fostering SAF ORG market growth, Airbus ORG supports policies that would incentivize SAF ORG production and usage at affordable costs. While the aviation sector contemplates an objective of 10% PERCENT SAF ORG globally by 2030 DATE , today DATE 's pipeline of demand hardly exceeds 20 M tons QUANTITY , suggesting necessity for further acceleration. The USA Sustainable Skies Act ORG targets 3 billion gallons QUANTITY annually DATE by 2030 DATE . The EU ORG 's current ReFuelEU legislative proposal targets a 5% PERCENT SAF ORG mandate for 2030 DATE growing to 63% PERCENT by 2050 DATE . Airbus ORG believes a coordinated action of all actors could foster a 10% PERCENT SAF ORG penetration at the global level by 2030 DATE . Today DATE , SAF ORG production is very limited. Matching SAF ORG production and demand is essential to achieve the establishment of the SAF ORG market. Airbus ORG supports decarbonisation scenarios which include an ambitious rollout of SAF ORG using all possible pathways. Positive momentum is seen in the European Union ORG and in the US GPE . Creating favorable conditions for the SAF ORG market to develop can be achieved if stakeholders gather together in collaborative platforms such as Commercial Aviation Alternative Fuels Initiative ORG in the US GPE . As of 2022 DATE , 38 CARDINAL countries have implemented SAF ORG policies to support the industry's ambition, according to IATA ORG . Airbus ORG estimates that products delivered in 2022 DATE will see their life-time emissions reduced by around 14% PERCENT thanks to the gradual introduction of SAF ORG during their

operational life. This considers a SAF ORG penetration scenario aligned with the IEA ORG SDS, and with Airbus ORG 's scope 3 CARDINAL disclosure and SBTI ORG -validated target. Airbus ORG is engaged in many initiatives and partnerships promoting the development of SAF ORG production and use, participating for instance in the World Economic Forum EVENT , including its First Movers Coalition and Clean Skies ORG for Tomorrow DATE coalition, and in the Coalition for the Energies of the Future ORG . This also includes partnerships with producers such as the agreement signed in 2022 DATE with Neste ORG , aiming to accelerate the aviation sector's transition to SAF ORG . As a member of ICCAIA ORG , Airbus ORG has actively supported the activities of ICAO LAW defining the 2050 DATE net zero CARDINAL carbon long-term aspirational goal for civil aviation and continuously contributes to the Committee on Aviation Environmental Protection ORG on SAF ORG . Airbus ORG contributed to the 2019 DATE study from which the French NORP SAF ORG roadmap was developed. In the UK GPE , Airbus ORG is a member of the Jet Zero Council ORG under which a SAF ORG delivery group has been put in place. Regarding SAF ORG production, Airbus ORG supports CORSIA ORG 's standard emphasizing the necessity to respect land rights and land use rights including indigenous or customary rights. Airbus ORG is committed to complying with local regulations and CORSIA ORG 's standard for its own usage. Several technologies are being studied such as: Airbus ORG 's transnational research & technology program, wing of tomorrow DATE , has successfully delivered a first ORDINAL full-size wing prototype or demonstrator that will help mature next-generation wing technologies; the completion of the first ORDINAL of three CARDINAL fully composite wing demonstrators marks the integration of more than 100

CARDINAL different component and manufacturing technologies that include an all-new industrial assembly system, and which have helped validate key automation targets; wing of tomorrow DATE is particularly efficient thanks to the incorporation of lighter composite components and of a folding wing tip. In July 2022 DATE , Airbus ORG partnered with CFM ORG to test flight the open fan technology. The open fan engine will be tested on an A380 PRODUCT in the second half of this decade DATE . The eXtra NORP performance wing project, launched in September 2021 DATE , improves wing aerodynamics and performance that is intended to be compatible with any future aircraft configuration and propulsion system to reduce CO2 emissions. In April 2022 DATE , Airbus ORG completed wind-tunnel testing of its eXtra ORG performance wing demonstrator. Airbus ORG sees two CARDINAL primary uses for hydrogen: hydrogen can be used to directly power the aircraft by being combusted through modified gas-turbine engines or converted into electric power via fuel cells. From hydrogen propulsion to hydrogen-based synthetic SAF ORG , from pod configuration to blended-wing aircraft, Airbus ORG is evaluating, maturing and validating radical technological breakthroughs. In 2020 DATE Airbus ORG revealed three CARDINAL different hydrogen-powered ZEROe ORG concept aircraft. They illustrate the research that Airbus ORG is investing in with the objective to bring a hydrogen-powered commercial aircraft to market in 2035 DATE . Progress was made in key areas in 2022 DATE : the launch of the hydrogen combustion engine A380 PRODUCT -based demonstrator, in partnership with CFM ORG ; the iron pod of a first ORDINAL fuel cell powered engine is ready to be tested in the EAS test house, and the launch of its associated demonstrator, also based on a modified A380 PRODUCT ; the launch of the Blue Condor ORG demonstrator to study

and assess the impact of non-CO2 emissions induced by hydrogen combustion; the launch of Zero-Emission Development Centers MONEY around Europe LOC , and the first ORDINAL prototype of cryogenic tanks tested with nitrogen and then hydrogen. In 2019 DATE , Airbus ORG signed a memorandum of understanding with airlines such as SAS Scandinavian Airlines ORG and easyJet to jointly research a hydrogen-powered aircraft ecosystem and its infrastructure requirements. It has joined several major hydrogen alliances, such as the Hydrogen Council ORG , Hydrogen Europe ORG , and European Clean Hydrogen Alliance ORG . It also participates in The Fuel Cells and Hydrogen Joint Undertaking, European Clean Hydrogen Alliance ORG , France Hydrogene ORG , French Conseil National del Hydrogene ORG , and the German ORG Wasserstoffrat ORG . Airbus ORG promotes the H2 Hub PRODUCT at airport concept in which partners will join forces to adapt the infrastructure to the use of hydrogen by aircraft, and more. In this context, it has signed partnerships with Delta ORG , Wizz Air ORG , Linde ORG , Air Liquide ORG , Changi Airport Caas FAC , Korean Air ORG , Incheon Airport FAC , Kawasaki Heavy Industries ORG , Kansai Airport FAC , Plug Power ORG , Fortescue Future Industries ORG , ANA ORG , Air New Zealand ORG , Vinci ORG , Engie ORG , AREC, group ADP ORG , Bristol Airport FAC , Hynamics ORG , Hydrogen South West LOC , SAVE SNAM ORG and Milan Airport FAC . Since 2014 DATE , Airbus ORG 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 significantly reduced impact. Airbus ORG has partnered with Daher ORG and Safran ORG to develop a distributed hybrid-propulsion aircraft demonstrator with the support

of France GPE 's CORAC ORG and DGAC ORG and for which it is providing battery technology and overseeing aerodynamic modelling. The idea for a compact flying taxi first ORDINAL came from Airbus ORG 's desire to take city commuting into the air in a sustainable way. Airbus ORG has learned a lot from the test campaigns with two CARDINAL demonstrators, CityAirbus ORG and Vahana GPE . In 2022 DATE , Airbus ORG partnered with Renault Group ORG to advance research on electrification and mature technologies associated with next-generation battery systems. Inaugurated in 2019 DATE , the more than 3,000 m2 E-Aircraft System House QUANTITY is the largest test house dedicated exclusively to alternative propulsion systems and fuels in Europe LOC . In May 2018 DATE , Airbus ORG created the Urban Mobility ORG entity to take its exploration into cutting-edge commercial urban air mobility solutions and services to the next level. Airbus ORG therefore supports initiatives aimed at reducing ATM ORG inefficiencies such as the Single European Sky Air Traffic Management Research ORG program, while working on disruptive practices like formation flying. Airbus ORG organizes face-to-face forums and webinars every year DATE with airlines to exchange knowledge on how to improve ground and in-flight operational efficiency and using latest technological solutions. In November 2019 DATE , Airbus ORG launched the fellofly project which aims to demonstrate the technical, operational and commercial viability of two CARDINAL aircraft flying closer together for long-haul flights. Through its subsidiary Navblue ORG , Airbus ORG provides services helping its customers to minimize fuel consumption with best operational practices, innovative services and training. Through its subsidiary Metron ORG , Airbus ORG provides solutions to airports, authorities and airlines to optimize air traffic management taking into account live congestion and

weather condition data, hence reducing engines running time and fuel burnt. In 2022 DATE , flights in the airspace of nine CARDINAL countries could benefit from it. Coordinated by Airbus ORG in the Single European Sky ATM Research program, ALBATROSS ORG launched in 2021 DATE , is an initiative of major European NORP aviation stakeholders to demonstrate how the technical and operational innovations Airbus ORG delivered in the past years DATE can be combined and used all together to further reduce the environmental footprint of aviation on the short term. By end 2020 DATE , Airbus ORG 's fellofly demonstrator project had signed agreements with two CARDINAL airline customers, Frenchbee ORG and SAS Scandinavian Airlines ORG , as well as with three CARDINAL Air Navigation Service Providers - ORG France GPE 's DSNA ORG , the UK GPE 's NATS ORG and European Eurocontrol ORG - to demonstrate its operational feasibility. In November 2021 DATE , two CARDINAL A350 PRODUCT test aircraft conducted the first ORDINAL -ever transatlantic fellofly flight confirming the potential for fuel savings of more than 5% PERCENT during long-haul flights. In 2022 DATE , Metron ORG 's ATM optimization solution deployment was further extended to Qatar GPE and expanded in Singapore GPE . For that reason, Airbus ORG supports ICAO ORG 's CORSIA ORG scheme as the only global market-based measure for international civil aviation. Once removed from the air, the CO2 can be used to produce power-to-liquid SAF ORG that is drop-in compatible with today DATE 's aircraft. In 2021 DATE , Airbus ORG and a number of major airlines such as Air Canada ORG , Air France-KLM ORG , easyJet, International Airlines Group ORG , LATAM Airlines Group ORG , Lufthansa Group ORG and Virgin Atlantic GPE have signed Letters of Intent WORK_OF_ART to explore opportunities for a future supply of carbon

removal credits from direct air carbon capture technology. In 2022 DATE , Airbus ORG partnered with 1PointFive CARDINAL and pre-purchased 400,000 tons QUANTITY of carbon removals. a Canadian NORP -based climate solutions company, operating the largest Direct Air Carbon Capture Research & Development ORG facility in the world. Lee et al PERSON . 2020 DATE , states that uncertainties around the contribution of non-CO2 emissions on aviation's net effective radiative forcing are 8 CARDINAL times higher than those of CO2. Airbus ORG is actively working on a large portfolio of projects focused on increasing the understanding of non-CO2 emissions generation, their evolution and their climate effects, but also to evaluate and develop solutions covering several promising mitigation options impacting three CARDINAL well-identified domains: through the use of new energies such as SAF ORG or hydrogen, enhanced engine technology and flight operations. These include: on SAF ORG , the ECLIF and VOLCAN ORG projects included a DLR ORG 's Falcon ORG aircraft, flying within 100 m QUANTITY behind Airbus ORG test aircraft fueled with 100% PERCENT SAF ORG , to capture and analyze in-flight data. The preliminary observations show a positive impact of SAF ORG on aircraft emissions, and the tests will continue in 2023 DATE ; on hydrogen, Airbus ORG launched Blue Condor ORG in 2022 DATE , a demonstrator taking a modified glider up to 33,000 feet QUANTITY to analyze hydrogen combustion's impact on contrail properties. The result of this analysis will provide critical information on aviation's non-CO2 emissions, including contrails and NOx, in advance of the ZEROe PERSON demonstrator flight testing; on operational measures, Airbus ORG announced in 2022 DATE its participation in the Contrail Impact Task Force EVENT , a cross-sector cooperation led by the RMI ORG to explore opportunities to address the warming impact of

certain contrails. If selected - expected early 2023 DATE , as expected, Airbus ORG 's project will run for three years DATE with the objectives of improving weather forecasting capabilities, improving climate impact assessment, defining a climate-optimized concept of operations and trialing system solutions at aircraft and ATC ORG level. In 2022 DATE , around 20% PERCENT of delivered helicopters were equipped for such missions. Military aircraft platforms can play a crucial role in the protection of populations from natural disasters, such as for example during the aftermath of hurricane Irma EVENT in 2017 DATE when several European NORP nations used their A400 M ORG and C295 PRODUCT aircraft to transport first ORDINAL aid and humanitarian equipment to several impacted Caribbean NORP islands. In July 2022 DATE , a removable firefighting demonstrator kit was successfully tested on the A400 M ORG airlifter during a flight test campaign in Spain GPE . Due to its low-level flight capability and maneuverability at low speeds, the A400 M ORG can accurately drop payloads of water at very low heights, down to 150 ft QUANTITY . Today DATE , 20 CARDINAL of Airbus ORG 's satellites are involved in climate change monitoring and an additional 20 CARDINAL are in development. Earth LOC -observation satellites allow the monitoring of deforestation, rising sea levels and GHG ORG emissions in the atmosphere. Airbus ORG is involved in all major environment-monitoring satellite programs in Europe LOC and plays a key role in all 12 CARDINAL of the Copernicus ORG missions, the EU ORG 's Earth Observation Program ORG . Sentinel-5P CARDINAL takes up to 40 million CARDINAL observations per day and provides a much finer view of emissions than previous satellites or detectors on the ground. In 2022 DATE , Airbus ORG has progressed on the development and testing of new technologies that will be featured on biomass, the first ORDINAL

ever satellite that will report how much CO2 is captured by the world's forests. Upcoming missions also include EarthCARE PERSON , monitoring the impact of clouds and tiny atmospheric particles on atmospheric radiation; Merlin PERSON , studying GHG ORG and global warming; and Microcarb ORG , measuring CO2 levels. They provide insights enabling reduction in the use of nitrates, and play a significant role in helping agro-industrial companies like Ferrero ORG or Nestle ORG monitor adherence to their non-deforestation commitments. Airbus ORG 's Pleiades Neo PRODUCT constellation delivers precision insights to help farmers cultivate their fields more sustainably in the context of a changing climate. Pleiades Neo's PRODUCT Red Edge ORG band makes it possible to accurately predict and pinpoint subtle stress situations in crops long before the problem can be detected with conventional vegetation indices or even the human eye. Airbus ORG is investing in and accelerating its efforts on five CARDINAL complementary strategic pathways to reduce its environmental footprint, in support of the overall sector ambition, as highlighted above. Overall, a major portion of Airbus ORG capital expenditures, R&T ORG , and R&D expenses is linked to its commercial aircraft activities and the realization of these five CARDINAL decarbonisation pathways. In 2022 DATE , the total R&D spend of Airbus ORG amounted to EUR 3.1 billion MONEY . In 2022 DATE , Airbus ORG delivered 661 CARDINAL commercial aircraft. Of note, the emissions of five CARDINAL A330-200 PRODUCT aircraft destined to A330 MRTT ORG production are excluded from the commercial aircraft perimeter and included in the military aircraft perimeter as part of the other products category. Based on an average life-time in service of around 22 years DATE , and SAF ORG uptake assumptions as per IEA ORG -SDS scenario 2020 DATE , the total CO2 emissions for these products over their

anticipated life-time is estimated at around 425 CARDINAL MtCO2e, which translates to an average efficiency of 64.4gCO2e per passenger-kilometer. In 2021 DATE , Airbus ORG delivered 611 CARDINAL aircraft with resulting estimated life-time emissions of around 400 CARDINAL MtCO2e and average efficiency of 66.3gCO2e per passenger-kilometer. In 2022 DATE , in order to align with SBTi-validated target methodology, Airbus ORG established a new efficiency metric that will be used for performance measurement. Namely, the difference in the two CARDINAL efficiency metrics can be explained by differences in the following two CARDINAL key assumptions: the integration of emissions related to the upstream fuel production and the consideration of the likely usage of SAF ORG over the product lifetime, as per the IEA ORG -SDS assumptions, as illustrated on the chart for the year 2022 DATE . Airbus ORG estimates that products delivered in 2022 DATE will see their life-time emissions reduced by around 14% PERCENT thanks to the gradual introduction of SAF ORG during their operational life. Since 2015 DATE , aircraft efficiency measured through this metric has improved by 27% PERCENT , largely supported by significant investments into new aircraft technology and designs, as well as by projected SAF ORG uptake impact to a lower extent. Given the variable time horizons of each of the five CARDINAL decarbonisation pathways presented above, it is expected that the increase of SAF ORG used by airlines in the coming decades DATE will have a decisive impact for achieving this -46% PERCENT target by 2035 CARDINAL . Airbus ORG intends to develop means to monitor the actual availability of SAF ORG and the resulting impact on aircraft emissions. In 2021 DATE , Airbus ORG published a first ORDINAL evaluation of the GHG ORG emissions arising from the goods and services it purchases based on its 2020 DATE spend that amounted to 11.3

CARDINAL MtCO2e. In the course of 2022 DATE , the calculation methodology has been refined which resulted in a reduction of 12.5% PERCENT of reported emissions to 9.9 CARDINAL MtCO2e. Following similar assumptions, emissions based on 2021 DATE spent were estimated at about 8.4 CARDINAL MtCO2e. 2022 DATE estimates will be computed in early 2023 DATE as spent data consolidation is completed. These evaluations were performed using a dedicated tool developed by the International Aerospace Environmental Group ORG and are expected to be further refined in the coming years DATE as mass-based information can be used. While this method includes a certain degree of uncertainty - considered high by the IAEG ORG on a certain number of emissions factors used - it provides a relevant view of the sources of GHG ORG emissions in Airbus ORG 's supply chain and enables comparison of Airbus ORG 's various scopes throughout its supply chain. Notably, this evaluation helped prioritize the engagement with the highest contributing suppliers, through the CDP GPE or the Airbus Supplier Code of Conduct ORG . In addition, Airbus ORG considers a CDP GPE score as a relevant indicator for assessing the maturity of its suppliers to address climate change, and requests its main suppliers to respond to the CDP Supply Chain program on an annual DATE basis. In 2022 DATE , it continued engaging with suppliers representing 82% PERCENT of Airbus ORG 's total sourcing volume, following which suppliers representing 78% PERCENT of Airbus ORG 's sourcing volume have completed the CDP LOC questionnaire. In 2022 DATE , suppliers representing 66% PERCENT of the sourcing volume received an A or B score. Sending feedback letters to all suppliers after the 2021 DATE campaign has allowed Airbus ORG to raise the awareness of suppliers and propose areas of improvement. From the 2022 DATE campaign results, Airbus ORG is

going to request multi-year DATE action plans from suppliers that got a C or D score in order to foster improvement in the management of their carbon footprint. Furthermore, a dedicated section in Airbus ORG 's intranet provides information about Airbus ORG 's commitment towards climate, and related action plans are available for employees to expand their awareness. On the training platform, e-learnings in relation to climate, such as climate crisis, climate science, or climate change economics, are freely available to employees while one CARDINAL environment-related e-learning has been included since 2022 DATE in Airbus ORG mandatory yearly DATE training plan, applicable to all employees. From October 2021 to September 2022 DATE , some 73,457 CARDINAL employees were trained in environmental awareness. Since 2021 DATE , Airbus ORG has established a global sustainability ambassadors network now comprising 448 CARDINAL ambassadors from across 18 CARDINAL functions and 18 CARDINAL countries. In addition, in 2022 DATE , through Airbus ORG 's impact digital platform, employees had the chance to participate in several climate change-related challenges inspired by international days DATE such as World Water Day EVENT and UN ORG Earth Day, recording over 1,700 CARDINAL individual actions. In order to better embed this ambition into Airbus ORG 's performance management, CO2 performance targets have been included in variable remuneration schemes since 2021 DATE . The Executive Committee ORG agreed in 2021 DATE to include a reduction target for 2022 DATE of -5% PERCENT for CO2 Scopes 1 & 2, part of the Top Airbus Objectives ORG . The 2022 DATE target was overachieved with an actual performance of -8.5% PERCENT . This target was set in absolute value at 687kt CARDINAL CO2e for 2023 DATE . Due to the significant impact of lower-carbon aviation and eco-design on its business,

Airbus ORG estimates that at least 50% PERCENT of engineering profiles will have to be upskilled by 2030 DATE . Clean and Sustainable Aerospace ORG is identified as one CARDINAL critical skill group in Airbus ORG 's competence strategy. Cooperating with the Scientific Community ORG and Universities Climate change is a critical challenge for humanity, and Airbus ORG believes innovation and technology can bring some pieces of the solution. For instance, Airbus ORG is collaborating with the DLR ORG in Germany GPE , Manchester Metropolitan University ORG in the UK GPE , with the ONERA ORG or the Montpellier Business School ORG in France GPE , the Denmark Technical University ORG in Denmark GPE , the Massachusetts Institute of Technology ORG in the USA GPE , the Tsinghua University ORG in China GPE or the European Joint Research Centre ORG . Airbus ORG also created the CEDAR ORG Chair for Eco-Design of Aircraft ORG together with ISAE-SUPAERO in 2013 DATE . The CEDAR ORG Chair is composed of international scholarships, interdisciplinary program of student projects derived from concrete industrial cases in the field of Future Aircraft Design ORG , and environmental engineering certificate with focus on the issues of sustainable development, offering an approach to design aircraft over the entire product life cycle, addresses eco-mobility and the economics of air transport. Leveraging on Airbus ORG 's unique understanding of aerospace industry specificity, Airbus ORG is engaged in a constant dialogue with policy makers, directly or through trade associations. Such engagements are performed in compliance with the Ethical ORG business conduct principles described in section 1.2.14 of the Code of Conduct ORG and Airbus ORG 's Responsible Lobbying Charter. In 2022 DATE , as a member of the industry association ICCAIA ORG through the ASD, Airbus ORG actively participated in the

International Civil Aviation Organization's ORG work to define guidance, standards and recommended practices aimed at minimizing emissions from aircraft and engines, as well as defining policies with regards to local air quality, climate change, and noise. Specifically, in 2022 DATE Airbus ORG has been an active member supporting the adoption of a climate Long Term Ambitious Goal to the ICAO 41 LAW st assembly ORG in October DATE . At European NORP level, Airbus ORG has engaged with the European Commission ORG on climate change policies discussions such as the ReFuel Aviation ORG initiative as part of the Fit for 55 CARDINAL regulatory package. At national level, Airbus ORG has engaged with France GPE , Spain GPE , UK GPE and Germany GPE in order to exchange on federal policies on climate change. In particular in France GPE , Airbus ORG has cooperated with the CORAC ORG on research for technology and fuels. As well, in 2022 DATE Airbus ORG has directly discussed with the European Commission ORG supporting the development of a carbon removal framework with high environmental integrity in Europe LOC . In 2022 DATE , in partnership with Toulouse Metropole FAC , Tisseo ORG and Sopra-Steria ORG , a smartphone application called Ecomode PERSON was developed to incentivise the shift to collective commuting or low-carbon individual mobility modes. This has been deployed amongst employees in Toulouse GPE and is of potential benefit to the citizens of all 37 CARDINAL municipalities of the Toulouse Metropole FAC . Through its Airseas ORG joint-venture, Airbus ORG is co-developing kite solutions for sea vessels as complementary carbon-free propulsion, with a potential to ultimately equip a significant part of the global maritime fleet and generate up to 20% PERCENT emission savings. For instance, in 2022 DATE the Airbus Foundation ORG organized humanitarian

missions, including providing free-of-cost chartering of air transport, in response to Cyclone Batsirai PRODUCT in Madagascar GPE , Cyclone Rai PERSON in the Philippines GPE and also following the flooding in Pakistan GPE . Pollution may impact Airbus ORG primarily through the potential consequences of business disruption arising from constraints on activities in Airbus ORG 's value chain in case of local pollution peaks, for instance. In this regard, Airbus ORG is reportedly subject to multiple regulatory provisions, including those of the EU Industrial Emissions Directive ORG . The IED notably applies to the management of Airbus ORG 's industrial activities in France GPE , Germany GPE and Spain GPE . Beyond this directive, the law on soil management is covered under several national texts which may differ from one CARDINAL country to another, as well as in the permits issued for Airbus ORG 's industrial activities. Specific regulations cover the topic of chemical substances, with the main regulations covering Airbus ORG 's activities and products being Registration, Evaluation, Authorisation and restriction of chemicals; Restriction of Hazardous Substances ORG ; Persistent Organic Pollutants; and Biocidal Products ORG . Environmental risk and opportunities are managed following Airbus ORG 's ERM ORG system. In addition, Airbus ORG 's ISO 14001 CARDINAL certified EMS ORG notably applies the standard recommendations for pollution control audits, training, risk assessment and identification, implementation of risk prevention procedures. For example, sites shall conduct an analysis of environmental aspects and impacts at least every three years, as well as each time a material change in operations occurs, also in connection with Airbus ORG 's ERM ORG process. Also, each year DATE , more than five CARDINAL spill-related emergency situations are conducted to test defined emergency plans. Overall, in 2022 DATE , emitted VOCs increased

7.5% PERCENT year-on-year, reflecting the increase in aircraft production rate compared to 2021 DATE . Since 2011 DATE , Airbus ORG has analyzed the impact of over 1,100 CARDINAL substances, and qualified and deployed substitutes for over 100 CARDINAL substances in 300 CARDINAL products. In Toulouse GPE , Airbus ORG has launched the Median ORG initiative, regrouping actors in charge of flight activities around the airport to find the most effective solution to reduce noise levels. Airbus ORG identified three CARDINAL materials for which this approach is especially meaningful as they are essential to aircraft manufacturing: aluminum, titanium, and carbon fiber-reinforced plastics. While aerospace represents a small fraction of the global volumes for most materials - e.g. Airbus ORG 's aluminum consumption is estimated to be about 0.1% PERCENT of the global market - it can figure among the main users for some highly specialized materials such as titanium or CFRP ORG . A number of related regulations apply to Airbus ORG globally, regionally and locally, such as the Basel Convention LAW on the Control of Trans-boundary Movements of Hazardous Wastes ORG and their Disposal, or the EU Waste Framework Directive LAW . Additionally, this was complemented at the end of 2021 DATE for Airbus ORG 's commercial aircraft activities by a specific cross program forum that reviews, prioritizes, and budgets waste or inventory-related initiatives. Airbus ORG 's aircraft products make efficient use of these materials by being designed to operate for several decades DATE with high utilization rates, being highly serviceable and repairable, and ultimately allowing for around 90% PERCENT of their constituents by mass to be recovered, including recycling. Metallic waste accounts for more than 30% PERCENT of Airbus ORG 's site-generated waste. Considering the risk of resource depletion versus growing demand, Airbus ORG has kicked off in 2022 DATE a

dedicated transformation project related to the circularity of critical raw materials, especially non-ferrous metals, with a focus on the most material perimeter, its commercial aircraft activity. Airbus ORG also focuses on the waste generated by its operations throughout the manufacturing process and has set an objective of reducing overall waste amounts by 20% PERCENT by 2030 DATE , with 0% PERCENT landfilling and 0% PERCENT incineration without energy recovery. Over the past years DATE , Airbus ORG has focused on metering and on data robustness and accuracy for measuring waste, with a focus made on standardizing the practices towards waste collectors and in line with regulatory requirements for greater traceability. In 2022 DATE , non-exceptional waste increased by 3.7% PERCENT , largely explained by the commercial aircraft production ramp up context and people returning to the workplace after the COVID-19 period, impacting general waste. In Airbus ORG 's European NORP operations, the main sources of hazardous waste are contaminated packaging and chemical waste, especially waste from surface treatment activities, oil, fuel and various chemicals. Airbus ORG 's components are designed to last over the average aircraft service lifetime, which can exceed 20 years DATE . Airbus ORG sends over half CARDINAL of its waste to be recycled. As an order of magnitude, in 2022 DATE , 20% to 50% PERCENT of aluminum products delivered to Airbus ORG came from recycled raw materials. For example, TARMAC Aerosave ORG joint venture, provides such reverse manufacturing services, including dismantling, sorting, packaging for reuse or sending to relevant waste collectors while ensuring parts traceability, in various locations in France GPE and Spain GPE . A memorandum of understanding between Airbus ORG and the city of Chengdu GPE was signed in 2022 DATE for the launch of an aircraft life cycle management service in China GPE . Overall, TARMAC

ORG has recycled over 300 CARDINAL aircraft since 2007 DATE . Detailed LCA ORG studies have been finalized for the A220-100 PRODUCT , A220-300 PRODUCT , A320neo ORG and A350-900 PRODUCT , covering over 95% PERCENT of Airbus ORG 's deliveries of commercial aircraft products in 2022 DATE . Airbus ORG is currently working together with the European Union Aviation Safety Agency ORG in the frame of the Product Environmental Footprint initiative on the framework, to enable the publication of verified and standardized data in the future. Besides, as an example and part of its Eco-design initiative, the Defense and Space Division ORG used LCA ORG for the development of the Sentinel GPE satellites that are built for the ESA ORG . Airbus ORG 's Defense and Space Division ORG is engaged in a strategic transformation process which will focus on increasing the circularity of its products, and expanding its product environmental impact assessment capabilities to include topics such as hybrid propulsion. In addition, Airbus ORG has launched a dedicated traceability project to increase data availability and transparency from the aircraft Bill of Materials ORG and leveraging on digital capabilities in collaboration with its supply chain. As recommended by the EU Critical Raw Material ORG framework, Airbus ORG has created and is maintaining a dedicated Airbus ORG framework - CRM. The mapping of CRM PRODUCT in Company ORG 's products is currently ongoing, based on available bill of materials, in the frame of an internal project. Competence Management Circularity ORG is a part of Airbus ORG 's sustainability and environment competency strategy. Water consideration is included in Airbus ORG 's LCA ORG approach. Airbus ORG analyses current and projected local water stress levels to understand where Airbus ORG 's activities have the greatest impact on water resources and prioritize actions in these

areas. This analysis is based on the World Resources Institute's ORG Aqueduct Water Risk Atlas FAC tool. Due diligence aspects with regards to the potential environmental impact on water resources in Airbus ORG supply chain are described in section 1.2.15 Responsible Supply Chain LAW . The Airbus Environmental Policy ORG and overall governance, as described in - 1.2.2 Climate Change ORG are applicable to water. Environmental risk and opportunities, including the ones related to water, are managed following Airbus ORG 's ERM ORG system, as described in the section 1.2.2 Climate Change ORG . In order to better monitor its approach with regards to water management, Airbus ORG has set the following 2030 CARDINAL targets: 50% PERCENT reduction in purchased water; 0% PERCENT increase in water withdrawal. In 2022 DATE , water withdrawal volumes increased by about 10% PERCENT compared to 2021 DATE , mainly as a result of people returning to the workplace after the COVID-19 period. When compared to 2015 DATE baseline, water withdrawal reduced by 2.5% PERCENT while purchased water dropped by 13% PERCENT . In 2022 DATE , leaks were identified and fixed in Blagnac ORG and Mirabel PERSON , with an estimated impact of less than 2% PERCENT on total water withdrawal. Airbus ORG recognizes the considerable pressure planet Earth LOC is facing as a result of loss of biodiversity. The latest 2019 DATE report of the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services ORG demonstrates that the health of ecosystems is deteriorating more rapidly than ever and the 2021 DATE IPBES-IPCC co-sponsored workshop shows the clear inter-dependencies between climate action and biodiversity protection. In this context, Airbus ORG intends to improve its understanding of the impacts its activities and biodiversity may have on each other alongside the inter-dependencies of this subject with Airbus

ORG 's ongoing climate actions. These include the ones for 2030 DATE and 2050 DATE agreed at the 15th ORDINAL Conference of the Parties of the UN Convention on Biological Diversity in December 2022 DATE , in Montreal GPE , according to which all signatory countries should update their National Biodiversity Strategies and Action Plans ORG as well as National Biodiversity Finance Strategies ORG . Key goals are also ones set by the European Union ORG in the EU ORG Green Deal and the EU Biodiversity Strategy ORG of 2020 DATE that place the European Union ORG at the forefront of this transformation. The Airbus Environmental Policy ORG and overall governance, as described in 1.2.2 Climate Change ORG , applies to the biodiversity topic. Environmental risk and opportunities are managed following Airbus ORG 's ERM ORG system, as described in the section 1.2.2 Climate Change ORG . In 2022 DATE , Airbus ORG launched a project to compile an inventory of potential impacts across the five CARDINAL drivers of biodiversity loss: changing use of sea and lands, direct exploitation of organisms, climate change, pollution and invasive non-native species. When building a new site or extending an existing one, Airbus ORG engages with local partners on conservation and remediation projects to preserve flora and fauna that were impacted by Airbus ORG 's industrial activities. In France GPE , for instance, during and after construction works, Airbus ORG strives to apply the Avoid, Reduce, Compensate ORG mitigation hierarchy, as well as establish a budget for compensation measures that goes beyond the duration of the project. Airbus ORG 's space products, and more especially Earth LOC -observation satellites, play an instrumental role in the understanding of biodiversity evolution. In addition, Airbus ORG through its corporate community work and its Airbus Foundation ORG has supported a number of biodiversity projects

that aim to help preserve wildlife and natural ecosystems at a community level, such as contributing to the International Union for Conservation of Nature ORG forest restoration project.