

Airbus ambitions

Pioneering Sustainable Aerospace

Reduce by 63% our Industrial emissions (Scope 1 & 2)*

Offer 100% SAF capability on our commercial aircraft before

2030

Reduce by 46% the CO2 emissions intensity generated by our commercial aircraft (Scope 3 - Use of Sold Products)*

Be the 1st major manufacturer to offer a Hydrogen commercial aircraft by

2035

Support the aerospace industry to reach aviation net-zero emission target by

2050

* Targets validated by the Science Based Targets initiative (SBTi)

AIRBUS

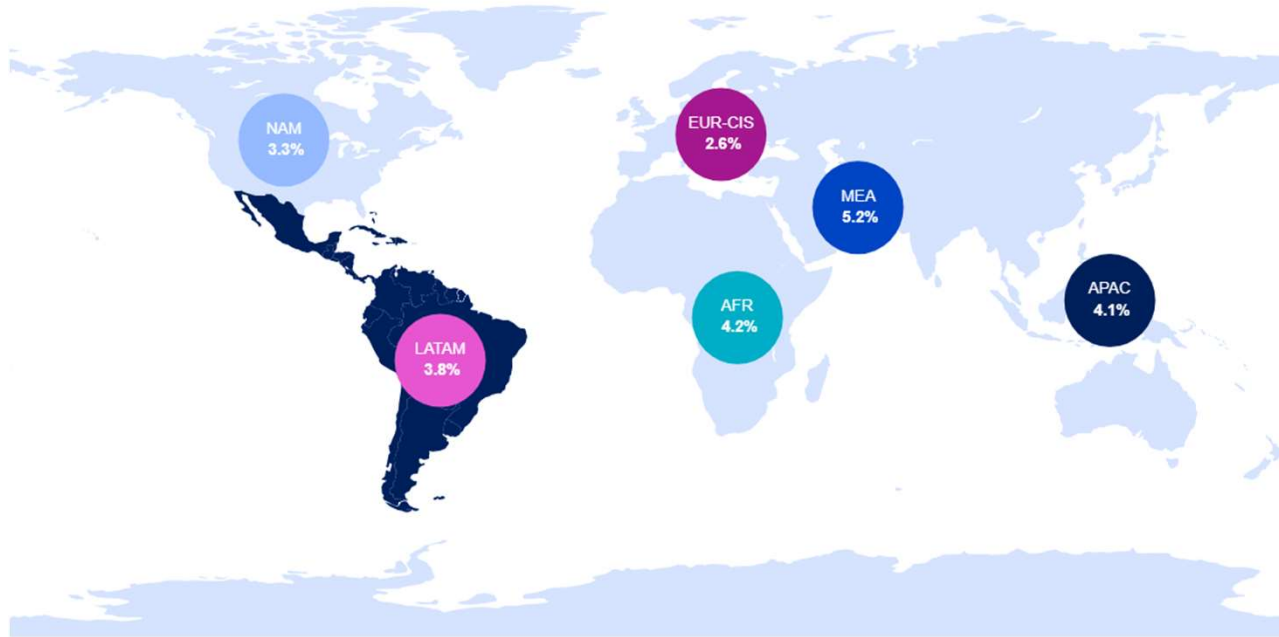
Aviation's path towards zero emissions



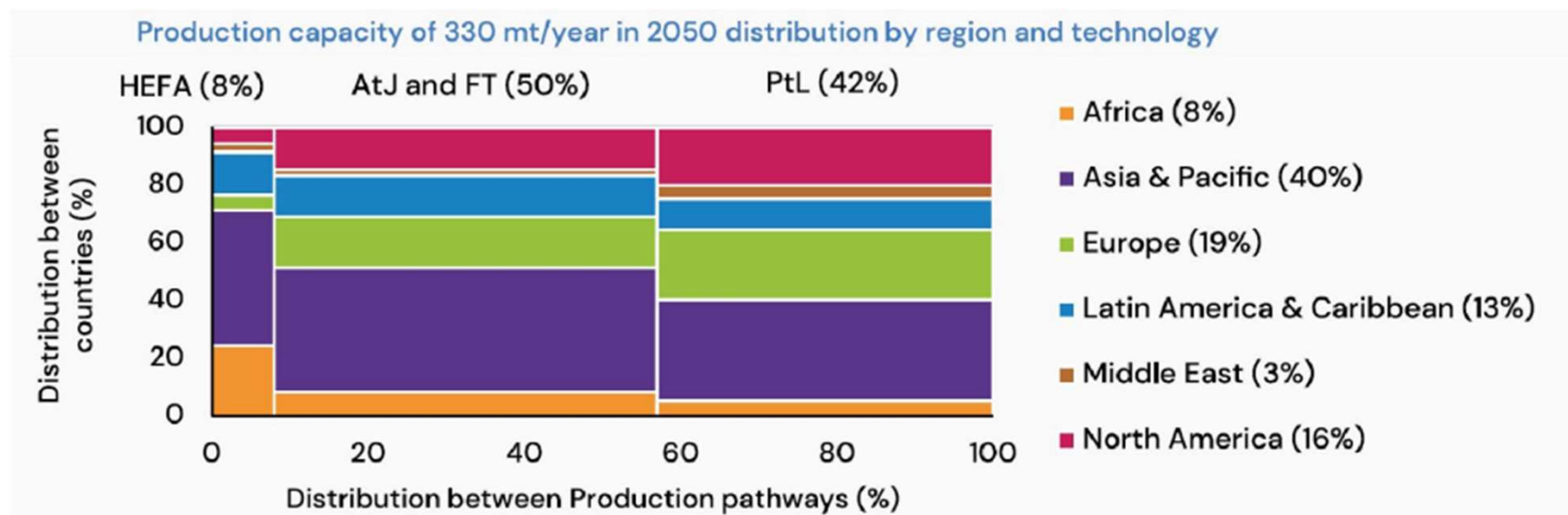
Origin & Destination Passenger Traffic in Latin America to increase by 2.2 over 2019-2042

Source: Airbus GMF

Origin-Destination passenger traffic forecast from/to/within Latin America - 2019-2042 CAGR



To reach 2050 Net-Zero target, success of SAF production deployment is crucial
 Almost 30% of expected production in 2050 for NAM/CAR/SAM



- Several pathways are required
- Most current announced SAF production capacities are relying on HEFA technologies
- However only 8% of forecasted need by 2050
- Alcohol-to-Jet, FT, and PtL as a key pathway for the future

ICAO 3rd Conference on Alternative Aviation Fuels (CAAF/3)

Observations

- Success demonstrating the capacity of ICAO to lead and coordinate the global decarbonisation of aviation with the support of the Member States and the whole Industry across the world.
- Clear momentum on SAF among the 193 States of ICAO - there is willingness to collectively grow SAF production and usage.
- Agreement will facilitate actions on SAF across the world and help reaching decarbonization targets (even if we still need to do a lot to accelerate the development of the global SAF market)
- Cooperation and support to developing and emerging countries is paramount in this global framework -
 - Airbus still acting as a catalyst for the development of SAF across the world, working closely with ICAO and its member States,
 - The ACT-SAF programme is fundamental to prepare investment (Finvest HUB) and production capacity through Training, Feasibility Studies, Capacity building and cooperation initiatives

**Need now for ICAO and industry to demonstrate our capacity to deploy
ACT-SAF and Finvest HUB are the main pillars**

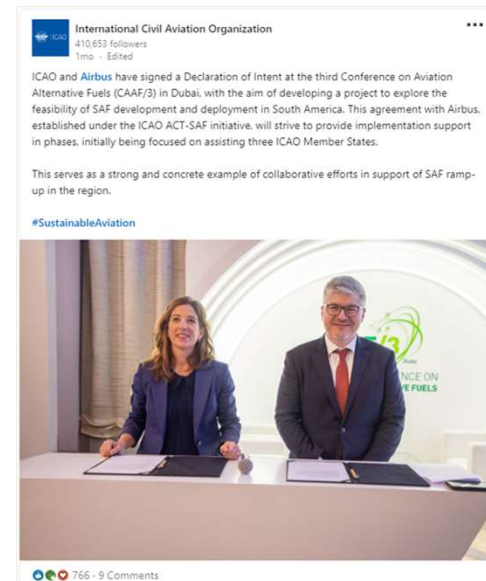
Airbus supports ICAO ACT-SAF since March 17th 2023



- **Training: Contribution to ACT-SAF Series sessions**
 - #3 - SAF production technologies and certification (“Provide participants with an understanding of the specifications of Aviation Turbine Fuel (ATF) and on the process to approve new pathways for fuel production and its use on aircraft”)
 - #9: Green Hydrogen for Aviation (“Provide participants with knowledge on Green Hydrogen for Aviation, its production and its use for SAF production processes”)

- **Feasibility Studies**
 - ACT-SAF in South America - 3 Feasibility studies targeted in 2024 - Cooperation with the ICAO SAM office
 - ACT-SAF in APAC - 1st contacts in support to Vietnam; Support to Indonesia, Philippines under investigation
 - Others to come

- **Alignment and support with EU cooperation projects:**
 - Seven SAF feasibility studies have been developed as part of the ICAO-EU assistance project "Capacity building for CO2 mitigation from international aviation"
 - Others by the EU in Africa



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Airbus as a SAF catalyst in Latin America & Caribbeans



Regulation

Active member of VUELO LIMPIO, **SAF Roadmap.**

Funding external **Consulting** Support (Deloitte) on SAF Regulation in **México**

SAF Roadmap Support in **Colombia**: Risk & Opportunities assessment in cooperation with Aerocivil, Deloitte and Bogota Universities)



Demand

Ferry Flight with **SAF: 5% free neat SAF** for every new aircraft and every customer

Airbus use of SAF in own operations (11 mios liters neat SAF in 2023)



Supply, Feedstock & education

ICAO Feasibility Studies in South America

AIRBUS & LATAM studies with **MIT**: Chile, Brazil, Ecuador, Peru, Mexico.

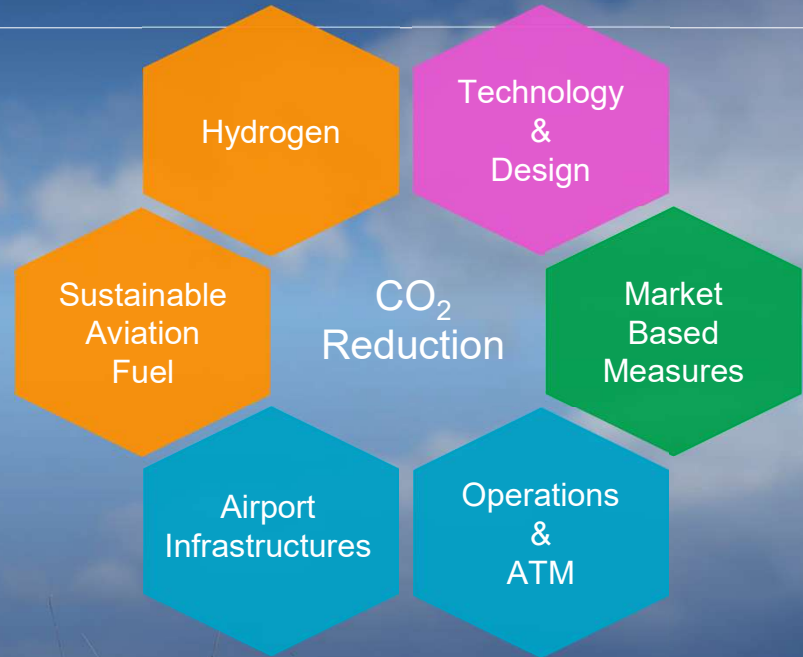
SAF Contest in México among Universities and Research Centers



Enabling factors for decarbonisation and SAF development

- The **LTAG** - (Long-Term Aspirational Goals) and the last **CAAF/3** are the global framework references for Aviation decarbonisation,
- **Regional and/or national action plans** and projects (**States Action Plans**) are essential - SAF, hydrogen and electricity are the core elements of national actions.
- **ACT-SAF (and FinvestHUB) are very good tools for Airbus to support ICAO** at regional level in supporting implementation (cooperation and partnerships), local advocacy and policies,
- **Collaboration** between industry, government, research institutions and energy sector through concrete synergies and projects **is key**,
- **Means of implementation from ICAO:** Vision, Regulatory support, Capacity building and financing options,
- The capacity of **ICAO to support SAF deployment** is one key challenge for the next Assembly (2025) and for the next cycle after 2025,
- **More and more ACT-SAF initiatives** will be launched in the coming years

Airbus leading decarbonisation



Airbus is fully engaged in

Driving the sector to Net Zero Carbon aviation

Leading the change through the aviation industry roadmap

Cooperating with our customers to meet the aviation decarbonization targets