CDP Climate and Water Security Questionnaire

2024

Bain Propulsion Bidco S.L. (ITP Aero Group)

Bain Propulsion Bidco S.L. (ITP Aero Group)

2024 CDP Corporate Questionnaire 2024

Word version

Important: this export excludes unanswered questions
This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.
Terms of disclosure for corporate questionnaire 2024 - CDP

.

Contents

C1. Introduction

(1.1) In which language are you submitting your response?

Select from:
☑ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:
☑ EUR

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:
☑ Privately owned organization

(1.3.3) Description of organization

Bain Propulsión Bidco S.L., with registered office in Zamudio, Vizcaya, Technological Park, Building 300, Postal Code 48170, Spain, and is the parent company of the ITP Aero Group. This company has 19 subsidiaries domiciled in the following countries: Spain, Mexico, United Kingdom, United States of America, Malta and India. ITP Aero Group is at the forefront of the most revolutionary advances in aero propulsion. Its commitment to R&D has positioned it as a world leader in aeronautical propulsion and a trusted partner in the most efficient aero engine programmes currently in service and it is involved in all phases of the product life cycle, from the design phase through to support and maintenance. Since its foundation in 1989, the ITP Aero Group has grown to become an international reference for its partners and customers. Today, under the shareholding led by Bain Capital, it is an independent global group, focused on its industrial and technological growth plan, expanding commercial aviation, defence and maintenance markets. In 2023, ITP Aero Group launched its ITP 2027 Strategic Plan, where the Group has defined its new Purpose: “Together, find better ways to power flight to keep its magic alive”, which represents our commitment to sustainability and our fundamental role for the aviation industry. ITP Aero Group wants to be part of the solution and lead by example. To fulfil this commitment, in 2023 the Group has outlined its ESG strategy, in which Climate Change, Product Innovation, reducing Environmental Impact and Sustainable Procurement are key ESG priorities. Hereinafter, when ITP Aero Group is mentioned refers to the perimeter of the company Bain Propulsión Bidco S.L. and the consolidation of its subsidiaries, and when ITP Aero is mentioned refers to

the perimeter of Industria de Turbo Propulsores S.A.U. consolidated with its subsidiaries. This change is purely for organisational purposes, as in 2023 BidCo has no operations and performs only management activities with 20 employees. In addition in 2023 legal entities in the United States have neither operations nor employees. [Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

(1.4.1) End date of reporting year

12/30/2023

(1.4.2) Alignment of this reporting period with your financial reporting period

Select from:

☑ Yes

(1.4.3) Indicate if you are providing emissions data for past reporting years

Select from:

☑ Yes

(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for

Select from:

☑ 1 year

(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for

Select from:

☑ 1 year

(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for

Select from:

☑ 1 year

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

1305307000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[Fixed row]

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

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ Yes

(1.6.2) Provide your unique identifier

470555839

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ Yes

(1.6.2) Provide your unique identifier

UEI: SNW4CNFU5GR4

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ Yes

(1.6.2) Provide your unique identifier

CAGE: 9AQFB
[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☑ India
☑ Malta
☑ Spain
☑ Mexico
☑ United States of America
☑ United Kingdom of Great Britain and Northern Ireland

(1.8) Are you able to provide geolocation data for your facilities?

	Are you able to provide geolocation data for your facilities?	Comment
	Select from: ☑ Yes, for all facilities	*No additional Comment*

[Fixed row]

(1.8.1) Please provide all available geolocation data for your facilities.

Row 1

(1.8.1.1) Identifier

Zamudio, Spain

(1.8.1.2) Latitude

43.293019

(1.8.1.3) Longitude

-2.856332

(1.8.1.4) Comment

No additional Comment

Row 2

(1.8.1.1) Identifier

Ajalvir, Spain

(1.8.1.2) Latitude

40.498238

(1.8.1.3) Longitude

-3.47984

(1.8.1.4) Comment

No additional Comment

Row 3

(1.8.1.1) Identifier

Albacete, Spain

(1.8.1.2) Latitude

38.980692

(1.8.1.3) Longitude

-1.881478

(1.8.1.4) Comment

No additional Comment

Row 4

(1.8.1.1) Identifier

Alcobendas, Spain

(1.8.1.2) Latitude

40.534022

(1.8.1.3) Longitude

-3.630312

(1.8.1.4) Comment

No additional Comment

Row 5

(1.8.1.1) Identifier

Barakaldo, Spain

(1.8.1.2) Latitude

43.303785

(1.8.1.3) Longitude

-2.988387

(1.8.1.4) Comment

No additional Comment

Row 6

(1.8.1.1) Identifier

Derio, Spain

(1.8.1.2) Latitude

43.301271

(1.8.1.3) Longitude

-2.870675

(1.8.1.4) Comment

No additional Comment

Row 7

(1.8.1.1) Identifier

Hucknall, UK

(1.8.1.2) Latitude

53.019906

(1.8.1.3) Longitude

-1.215932

(1.8.1.4) Comment

No additional Comment

Row 8

(1.8.1.1) Identifier

India

(1.8.1.2) Latitude

17.500083

(1.8.1.3) Longitude

78.432982

(1.8.1.4) Comment

No additional Comment

Row 9

(1.8.1.1) Identifier

ITA, Spain

(1.8.1.2) Latitude

43.278198

(1.8.1.3) Longitude

-2.852143

(1.8.1.4) Comment

No additional Comment

Row 10

(1.8.1.1) Identifier

Lincoln, UK

(1.8.1.2) Latitude

53.469779

(1.8.1.3) Longitude

-0.58888

(1.8.1.4) Comment

No additional Comment

Row 11

(1.8.1.1) Identifier

Malta

(1.8.1.2) Latitude

35.807513

(1.8.1.3) Longitude

14.514937

(1.8.1.4) Comment

No additional Comment

Row 12

(1.8.1.1) Identifier

Querétaro, MX

(1.8.1.2) Latitude

20.636092

(1.8.1.3) Longitude

-100.43523

(1.8.1.4) Comment

No additional Comment

Row 13

(1.8.1.1) Identifier

Sestao, Spain

(1.8.1.2) Latitude

43.308993

(1.8.1.3) Longitude

-2.990947

(1.8.1.4) Comment

No additional Comment

Row 14

(1.8.1.1) Identifier

Whetstone, UK

(1.8.1.2) Latitude

52.876866

(1.8.1.3) Longitude

-1.233892

(1.8.1.4) Comment

No additional Comment
[Add row]

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:
☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply
☑ Upstream value chain

(1.24.3) Highest supplier tier mapped

Select from:
☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:
☑ Tier 2 suppliers

(1.24.7) Description of mapping process and coverage

Tools & methods use and information collected: ITP Aero Group maintains a digitized supply chain database as a tool to collect and store information on purchases of direct materials, indirect materials, and services. This database identifies the material's suppliers, their locations, purchase families, materials, associated products,

etc. The information is updated monthly and is used as input for the annual carbon footprint calculation for Category 1. Coverage of the mapping: The coverage of the mapping is partial, covering Tier 1 suppliers. Our supply chain is complex, consisting of multiple interconnected supply chains. The resources required to identify and map all stages are significant. For sub-tiers with which we do not have direct commercial relationships, it is challenging to exert influence. Our influence in the lower stages of the supplier chain is primarily limited to forging raw material supplier and technical approvals for certain specific sub-tiers as mentioned before.
[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

	Plastics mapping	Value chain stages covered in mapping
	Select from: ☑ Yes, we have mapped or are currently in the process of mapping plastics in our value chain	*Select all that apply* ☑ Upstream value chain

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

1

(2.1.3) To (years)

1

(2.1.4) How this time horizon is linked to strategic and/or financial planning

ITP Aero Group uses short term horizon of one year in relation to the identification, assessment, and management of ITP Aero's environmental impacts, risks and opportunities. Short term environmental risks are managed through the Corporate Risk Management Process. Short term horizon is linked to the annual financial planning process consists of budget planning and the definition of yearly operational objectives which includes the setting of ESG objectives (Climate related, Environmental related, among others).

Medium-term

(2.1.1) From (years)

1

(2.1.3) To (years)

5

(2.1.4) How this time horizon is linked to strategic and/or financial planning

ITP Aero Group's strategic planning evaluates medium-term risks and opportunities. The Strategic Plan is reviewed at least every 5 years, which defines specific action lines and goals. The strategic plan is as well linked to the financial planning such as such as business plan, industrial plan, R&D plan, and Organic/Inorganic growth planning. In addition ITP Aero Group set mid term targets goals to set the vision and direction of the company, including ESG aspects.

Long-term

(2.1.1) From (years)

5

(2.1.2) Is your long-term time horizon open ended?

Select from:

☑ Yes

(2.1.4) How this time horizon is linked to strategic and/or financial planning

ITP Aero Groups strategic planning evaluates mid and long term risks and opps. ITP Aero Group's strategic planning is reviewed at least every 5 years. Long term Risks and Opportunities are taken in account in ITP Aero Groups business plan.
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

(2.2.1) Process in place

Select from:

☑ Yes

(2.2.2) Dependencies and/or impacts evaluated in this process

Select from:

☑ Impacts only

(2.2.4) Primary reason for not evaluating dependencies and/or impacts

Select from:

☑ No standardized procedure

(2.2.5) Explain why you do not evaluate dependencies and/or impacts and describe any plans to do so in the future

Currently ITP Aero Group does not have a consistent and structured approach to systematically identify and evaluate dependencies. We plan to perform a dependency assessment, following the requirements, guidelines and recommendations of the corporate sustainability reporting directive in 2024. This will enable us to effectively analyze and manage these crucial aspects, ensuring a comprehensive understanding of both environmental impacts and dependencies. Currently we are in the process to map the requirements and establishing a plan to collect the required data to do the assessment
[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

(2.2.2) Provide details of your organization’s process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Impacts

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.7) Type of assessment

Select from:

☑ Quantitative only

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ Other commercially/publicly available tools, please specify :EcoVadis

International methodologies and standards

☑ IPCC Climate Change Projections

☑ ISO 14001 Environmental Management Standard

Other

☑ Internal company methods

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Local communities

☑ Regulators

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

The requirements outlined below apply to all those activities, past, present, or potential that are carried out in ITP Aero centres with an ISO 14001 Environmental Management certificate and/or EMAS III Regulation, including those related to the contracted processes externally on those who have influence. The process below is documented in procedure P-0032 for environmental aspects. 1. Identification: When identifying environmental impacts, past, present and future activities must be considered. The identification and evaluation of environmental impacts, both under normal operating conditions and abnormal conditions, will be conducted annually, except in the case of extraordinary reviews that are due to changes or modifications of activities, projects, installations, generated aspects and regulations or other applicable requirements. At ITP Aero Group we identify direct (e.g. air emissions, consumption of electricity) and indirect impacts (e.g. CO2 emissions to the atmosphere associated with the transportation of finished products). Potential impacts are identified by observing any potential operating or work situations that fall outside of pre-established conditions due to execution errors, incidents, accidents, emergencies or the current state of the facilities. 2. Assessment: Once an impact has been identified, its degree of criticality must be understood. This involves assessing Nature (e.g. Degree of impact, toxicity or danger of impact itself) and Magnitude of the impact (i.e.expression of quantity, extension or frequency with which the environmental aspect is generated, taking into account its evolution trough time). In the case of direct and indirect environmental aspects, significant aspects are considered when the overall score is equal or greater than 50% of the aspect that has obtained the highest score. Also, an environmental aspect is considered significant if it is equal or exceed the applicable legal limit. Each site's environment responsible must analyze the results of the evaluation and review the criteria together with Corporate Environment and the individuals who provided the data for the evaluation, should the latter yield incoherent results. Potential impacts are assessed according to their probability (likelihood), severity of outcome (nature) and gravity (magnitude). A potential environmental impact is significant when the result yields an intolerable degree of impact. 3. Treatment & monitoring: In the case of impacts considered significant, it must be indicated whether improvement targets exist or, otherwise, a justification of why such improvement targets have not been defined. Report and documentation: The result of the evaluation is reflected in a log that include, among other information on environmental impact, activity that has generated the impact and location, data used to evaluate each of the criteria.

Row 2

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Risks

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative only

(2.2.2.8) Frequency of assessment

Select from:

☑ Not defined

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Local

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ Other commercially/publicly available tools, please specify **:**EcoVadis

International methodologies and standards

☑ IPCC Climate Change Projections

☑ ISO 14001 Environmental Management Standard

Other

☑ Internal company methods

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Flood (coastal, fluvial, pluvial, ground water)

☑ Wildfires

☑ Other acute physical risk, please specify **:**Earthquake, infectious diseases

Chronic physical

☑ Changing precipitation patterns and types (rain, hail, snow/ice)

☑ Sea level rise

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Employees

☑ Investors

☑ Local communities

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

"The management of climate-related acute and chronic physical risks is integrated into the multi-disciplinary company-wide risk management process, ITP Aero Group has established identification, assessment and response processes as follows: 1. Identification: The identification of a risk is accomplished in a straightforward manner, becoming apparent to those responsible as it derives directly from the Company's activity. The Risk Responsible must ensure that all risks in their area are identified and incorporated into the ITP Aero Group risk register. 2. Assessment: Once a risk has been identified, its degree of criticality must be understood. This involves assessing the likelihood of occurrence and its impact are assessed on a 5-level scale, ranging from very low to very high. Additionally, consideration is given to the effect if nothing is done to mitigate it, analysing the possible negative impacts. The evaluation is carried out by the person in charge of the area in which the risk has the greatest effect and is agreed upon with other managers who have knowledge of the risk, following the criteria of the "Risk scoring scheme" related to the categorisation and assessment of probability and impact. 3. Treatment and monitoring: Once the risk has been identified and assessed, along with its appointed owner, the actions to be taken are decided upon. There are three possible options: detailing a mitigation plan, transferring the risks to a third party such as a bank or insurance company; or accepting the risk, understanding it, and provisioning for it. Mitigation plans must include a responsible person for the actions outlined within them and a deadline for completion of said actions. 4. Report and documentation: Risks are reported every three or four months to the Risk Committee, made up of the Executive Committee, the Head of Legal and the Head of Risks and at least once a year to the Board of Directors. 5. Assessment: The risk management process is reviewed to achieve continuous improvement,incorporating suggestions and comments from all areas of ITP Group, thus ensuring that it isefficient and meets the objectives described in the Risk Policy, as well as in the Risk Management Plan. The process is audited by the certifying entities of the management systems that ITP Aero Group has in place and audits are also received from our clients, giving rise to actions to improve the methodology. Examplary acute physical risk: of a risk identified is a plant (Ajalvir, Spain) that is at risk of flooding due to water run-off. This could damage infrastructure, tools and WIP (work in progress). The mitigation plan includes the installation of a water drainage channel. Examplary chronic physical risk: Potential long-term risks caused by the sea level rise, effecting two plants in Spain (Barakaldo and Sestao), given that they are located in an area prone to flooding by 2050."

Row 3

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Risks

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative only

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Not location specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ Other commercially/publicly available tools, please specify **:**EcoVadis

International methodologies and standards

☑ IPCC Climate Change Projections

☑ ISO 14001 Environmental Management Standard

Databases

☑ Other databases, please specify :Wordlex

Other

☑ Desk-based research
☑ External consultants
☑ Internal company methods
☑ Materiality assessment
☑ Partner and stakeholder consultation/analysis

(2.2.2.13) Risk types and criteria considered

Policy

☑ Changes to international law and bilateral agreements
☑ Changes to national legislation
☑ Poor coordination between regulatory bodies

Market

☑ Availability and/or increased cost of raw materials
☑ Changing customer behavior
☑ Other market, please specify :disruptive technologies and new market entrants with alternative business models

Technology

☑ Transition to lower emissions technology and products

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers
☑ Employees
☑ Investors
☑ Suppliers
☑ Regulators
☑ Local communities

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:
☑ No

(2.2.2.16) Further details of process

The management of climate-related policy risks is integrated into the multi-disciplinary company-wide risk management process. ITP Aero Group has established identification, assessment and response processes as follows: 1. Identification: The identification of a risk is accomplished in a straightforward manner, becoming apparent to those responsible as it derives directly from the Company's activity. The Risk responsible must ensure that all risks in their area are identified and incorporated into the ITP Aero Group risk register. 2. Assessment: Once a risk has been identified, its degree of criticality must be understood. This involves assessing the likelihood of occurrence and its impact are assessed on a 5-level scale, ranging from very low to very high. Additionally, consideration is given to the effect if nothing is done to mitigate it, analysing the possible negative impacts. The evaluation is carried out by the person in charge of the area in which the risk has the greatest effect and is agreed upon with other managers who have knowledge of the risk, following the criteria of the "Risk scoring scheme" related to the categorisation and assessment of probability and impact. 3. Treatment and monitoring: Once the risk has been identified and assessed, along with its appointed owner, the actions to be taken are decided upon. There are three possible options: detailing a mitigation plan, transferring the risks to a third party such as a bank or insurance company; or accepting the risk, understanding it, and provisioning for it. Mitigation plans must include a responsible person for the actions outlined within them and a deadline for completion of said actions. 4. Report and documentation: Risks are reported every three or four months to the Risk Committee, made up of the Executive Committee, the Head of Legal and the Head of Risks and at least once a year to the Board of Directors. 5. Assessment: The risk management process is reviewed to achieve continuous improvement,incorporating suggestions and comments from all areas of ITP Aero Group, thus ensuring that it is efficient and meets the objectives described in the Risk Policy, as well as in the Risk Management Plan. The process is audited by the certifying entities of the management systems that ITP Aero Group has in place and audits are also received from our clients, giving rise to actions to improve the methodology. Risk Examples per category: Technology: Climate-related technology risks relate to the risks of failing to develop/adapt to alternative technologies associated with the decarbonisation of the aviation industry, which can lead to missed opportunitities or disatisfied customers Market: Risk of losing of competitiveness as the peers in the market and/or new entrants are capable of developing alternative technology solutions for the market. Policy: Risk of not complying with current or future regulation such as CSRD Corporate Sustainability Reporting Directive, EU Taxonomy, CSDDD Due Diligence, CBAM, Climate change and Energy Transition Raised in Oct 2023.

Row 4

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative only

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.11) Location-specificity used

Select all that apply

☑ Not location specific

(2.2.2.12) Tools and methods used

Other

☑ Scenario analysis

☑ Desk-based research

☑ External consultants

☑ Materiality assessment

☑ Internal company methods

☑ Partner and stakeholder consultation/analysis

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Employees

☑ Local communities

☑ Investors
☑ Suppliers
☑ Regulators

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:
☑ No

(2.2.2.16) Further details of process

The management of climate-related opportunities is integrated into the multi-disciplinary company-wide management process. ITP Aero Group has established identification, assessment and response processes as follows: 1. Identification: The identification of an opportunity is accomplished, becoming apparent to those responsible as it derives directly from the Company's activity. 2. Assessment: Once an opportunity has been identified, its potential value and benefits are evaluated. Depending on the level of information available, this can include assessing the likelihood of its success and its impact, ranked on a 5-level scale from very low to very high. The evaluation is carried out by the Head responsible for the area where the opportunity presents itself, following the criteria of the "Opportunity Scoring Scheme" related to the categorization and assessment of potential benefits and feasibility. Depending on the type of opportunity it can require a Business case and be presented to the Investment Committee by following the Investment Process. 3. Treatment and monitoring: After an opportunity has been identified and assessed, along with its appointed owner, actions to capitalize or execute on the opportunity are decided. 4. Reporting: Opportunities are reported in the specific Committees depending on the type of Opportunities (ESG, Innovation, etc.). Specifically Climate-related and Environmental-related Opportunities can be followed in the ESG Committee, Operations Committee, Environmental Committee, Net Zero Committee, Engineering & Technology Committee, Strategy Committee, Business Development Committee, within others. Opportunity Example: Reputation: Leading in climate action and sustainability efforts enhances ITP Aero Group's reputation, improving customer perception and building stronger stakeholder trust. This can drive customer loyalty, and position the company as a trusted sustainability partner, while also increasing investor confidence and brand value. As a result, the ESG strategy approved in 2023 includes the ITP Aero's Group ambition and strategic lines regarding climate action, identifies decarbonization as a priority and defines targets to improve the carbon emissions of the ITP operations and products.

Row 5

(2.2.2.1) Environmental issue

Select all that apply
☑ Water

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Impacts

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative only

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☑ Medium-term

(2.2.2.11) Location-specificity used

Select all that apply

☑ Local

(2.2.2.12) Tools and methods used

International methodologies and standards

☑ ISO 14001 Environmental Management Standard

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Local communities

☑ Regulators

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

The requirements outlined below apply to all those activities, past, present, or potential that are carried out in ITP Aero centers with an ISO 14001 Environmental Management certificate and/or EMAS III Regulation, including those related to the contracted processes externally on those who have influence. The process below is documented in procedure P-0032 for environmental aspects. 1. Identification: When identifying environmental impacts, past, present and future activities must be considered. The identification and evaluation of environmental impacts, both under normal operating conditions and abnormal conditions, will be conducted annually, except in the case of extraordinary reviews that are due to changes or modifications of activities, projects, installations, generated aspects and regulations or other applicable requirements. At ITP Aero Group we identify direct (e.g. Discharge to water bodies, soil and groundwater) and indirect impacts. Potential impacts will be identified by observing any potential operating or work situations that fall outside of pre-established conditions due to execution errors, incidents, accidents, emergencies or the current state of the facilities. 2. Assessment: Once an impact has been identified, its degree of criticality must be understood. This involves assessing Nature (e.g. Degree of impact, toxicity per danger of impact itself) and Magnitude of the impact (i.e. expression of quantity, extension or frequency with which the environmental aspect is generated, taking into account its evolution trough time). In the case of direct and indirect environmental aspects, significant aspects are considered when the overall score is equal or greater than 50% of the aspect that has obtained the highest score. Also, an environmental aspect is considered significant if it is equal or exceed the applicable legal limit Each site's environment responsible must analyze the results of the evaluation and review the

criteria together with Corporate Environment and the individuals who provided the data for the evaluation, should the latter yield incoherent results. Potential impacts are assessed according to their probability (likelihood), severity of outcome (nature) and gravity (magnitude). A potential environmental impact is considered to be significant when the result yields an intolerable degree of impact. 3. Treatment & monitoring: In the case of impacts considered significant, it must be indicated whether improvement targets exist or, otherwise, a justification of why such improvement targets have not been defined. Report and documentation: The result of the evaluation is reflected in a log that will include, among other information on environmental impact, activity that has generated the impact and location, data used to evaluate each of the criteria.

Row 6

(2.2.2.1) Environmental issue

Select all that apply

☑ Water

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Risks

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ EcoVadis

International methodologies and standards

☑ Environmental Impact Assessment

☑ ISO 14001 Environmental Management Standard

Other

☑ External consultants

☑ Internal company methods

(2.2.2.13) Risk types and criteria considered

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Local communities

☑ Regulators

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

The management of water-related liability risks is integrated into the multi-disciplinary company-wide risk management process, ITP Aero Group has established identification, assessment and response processes as follows: 1. Identification: The identification of a risk is accomplished in a straightforward manner, becoming apparent to those responsible as it derives directly from the Company's activity. The Risk Responsible must ensure that all risks in their area are identified and incorporated into the ITP Aero Group risk register. 2. Assessment: Once a risk has been identified, its degree of criticality must be understood. This involves assessing the likelihood of occurrence and its impact are assessed on a 5-level scale, ranging from very low to very high. Additionally, consideration is given to the effect if nothing is done to mitigate it, analysing the possible negative impacts. The evaluation is carried out by the person in charge of the area in which the risk has the greatest effect and is agreed upon with other managers who have knowledge of the risk, following the criteria of the "Risk scoring scheme" related to the categorisation and assessment of probability and impact. 3. Treatment and monitoring: Once the risk has been identified and assessed, along with its appointed owner, the actions to be taken are decided upon. There are three possible options: detailing a mitigation plan, transferring the risks to a third party such as a bank or

insurance company; or accepting the risk, understanding it, and provisioning for it. Mitigation plans must include a responsible person for the actions outlined within them and a deadline for completion of said actions. 4. Report and documentation: Risks are reported every three or four months to the Risk Committee, made up of the Executive Committee, the Head of Legal and the Head of Risks and at least once a year to the Board of Directors. 5. Assessment: The risk management process is reviewed to achieve continuous improvement,incorporating suggestions and comments from all areas of ITP Aero Group, thus ensuring that it isefficient and meets the objectives described in the Risk Policy, as well as in the Risk Management Plan. The process is audited by the certifying entities of the management systems that ITP Aero Group has in place and audits are also received from our clients, giving rise to actions to improve the methodology. Exemplary liability risk: Potential liabilities for ITP Aero Group due to spills in water discharges.

Row 7

(2.2.2.1) Environmental issue

Select all that apply

☑ Water

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Risks

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ EcoVadis

International methodologies and standards

☑ Environmental Impact Assessment

☑ ISO 14001 Environmental Management Standard

Other

☑ External consultants

☑ Internal company methods

(2.2.2.13) Risk types and criteria considered

Reputation

☑ Impact on human health

☑ Increased partner and stakeholder concern and partner and stakeholder negative feedback

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Local communities

☑ Regulators

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

The management of water related reputational risks is integrated into the multi-disciplinary company-wide risk management process, ITP Aero Group has established identification, assessment and response processes as follows: 1. Identification: The identification of a risk is accomplished in a straightforward manner, becoming apparent to those responsible as it derives directly from the Company's activity. The Risk Responsible must ensure that all risks in their area are identified and incorporated into the ITP Aero Group risk register. 2. Assessment: Once a risk has been identified, its degree of criticality must be understood. This involves assessing the likelihood of occurrence and its impact are assessed on a 5-level scale, ranging from very low to very high. Additionally, consideration is given to the effect if nothing is done to mitigate it, analysing the possible negative impacts. The evaluation is carried out by the person in charge of the area in which the risk has the greatest effect and is agreed upon with other managers who have knowledge of the risk, following the criteria of the "Risk scoring scheme" related to the categorisation and assessment of probability and impact. 3. Treatment and monitoring: Once the risk has been identified and assessed, along with its appointed

owner, the actions to be taken are decided upon. There are three possible options: detailing a mitigation plan, transferring the risks to a third party such as a bank or insurance company; or accepting the risk, understanding it, and provisioning for it. Mitigation plans must include a responsible person for the actions outlined within them and a deadline for completion of said actions. 4. Report and documentation: Risks are reported every three or four months to the Risk Committee, made up of the Executive Committee, the Head of Legal and the Head of Risks and at least once a year to the Board of Directors. 5. Assessment: The risk management process is reviewed to achieve continuous improvement,incorporating suggestions and comments from all areas of ITP Aero Group, thus ensuring that it isefficient and meets the objectives described in the Risk Policy, as well as in the Risk Management Plan. The process is audited by the certifying entities of the management systems that ITP Aero Group has in place and audits are also received from our clients, giving rise to actions to improve the methodology. Exemplary reputational risk: Potential spills and discharges occur during operations at ITP Aero Group facilities if are not equipped with the proper infrastructure or in case of failure in the operational control to prevent that spill, leading to adverse impacts on ITP Aero Group's reputation.

Row 8

(2.2.2.1) Environmental issue

Select all that apply

☑ Plastics

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Impacts

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative only

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

(2.2.2.11) Location-specificity used

Select all that apply

☑ Local

(2.2.2.12) Tools and methods used

International methodologies and standards

☑ ISO 14001 Environmental Management Standard

Other

☑ Internal company methods

☑ Other, please specify **:**Environmental Impact Assessment

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Local communities

☑ Regulators

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

The requirements outlined below apply to all those activities, past, present, or potential that are carried out in ITP Aero centers with an ISO 14001 Environmental Management certificate and/or EMAS III Regulation, including those related to the contracted processes externally on those who have influence. The process below is documented in procedure P-0032 for environmental aspects. 1. Identification: When identifying environmental impacts, past, present and future activities must be considered. The identification and evaluation of environmental impacts, both under normal operating conditions and abnormal conditions, will be conducted annually, except in the case of extraordinary reviews that are due to changes or modifications of activities, projects, installations, generated aspects and regulations or other applicable requirements. At ITP Aero Group we identify direct (e.g. generation of waste) and indirect impacts, Potential impacts will be identified by observing any potential operating or work situations that fall outside of pre-established conditions due to execution errors, incidents, accidents, emergencies or the current state of the facilities. 2. Assessment: Once an impact has been identified, its degree of criticality must be understood. This involves assessing Nature (e.g. Degree of impact, toxicity or danger of impact itself) and Magnitude of the impact (i.e.expression of quantity, extension or frequency with which the environmental aspect is generated, taking into account its evolution trough time). In the case of direct and indirect environmental aspects, significant aspects will be considered when the overall score is equal or greater than 50% of the aspect that has obtained the highest score. Also, an environmental aspect will be consider significant if it is equal or exceed the applicable legal limit Each site's environment responsible must analyze the results of the evaluation and review the criteria together with Corporate Environment and the individuals who provided the data for the evaluation, should the latter yield incoherent results. Potential impacts are assessed according to their probability (likelihood), severity of outcome (nature) and gravity (magnitude). A potential environmental impact will be considered to be significant when the result yields an intolerable degree of impact. 3. Treatment & monitoring: In the case of impacts considered significant, it must be indicated whether improvement targets exist or, otherwise, a justification of why such improvement targets have not been defined. Report and documentation: The result of the evaluation will be reflected in a log that will include, among other information on environmental impact, activity that has generated the impact and location, data used to evaluate each of the criteria.
[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☑ No

(2.2.7.3) Primary reason for not assessing interconnections between environmental dependencies, impacts, risks and/or opportunities

Select from:

☑ No standardized procedure

(2.2.7.4) Explain why you do not assess the interconnections between environmental dependencies, impacts, risks and/or opportunities

ITP Aero Group has not yet assessed interconnection between environmental dependencies, impacts and risks or opportunities in 2023, due to the absence of a standardized procedure. Without a consistent and structured approach, it is challenging to systematically identify synergies, contributions and possible trade-offs between climate and nature, and evaluate these interrelationships. We plan to perform an assessment, following the requirements and guidelines and recommendations of the corporate sustainability reporting directive in 2024. This will enable us to effectively analyze and manage these crucial aspects, ensuring a comprehensive understanding.
[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☑ No, and we do not plan to within the next two years

(2.3.7) Primary reason for not identifying priority locations

Select from:

☑ Not an immediate strategic priority

(2.3.8) Explain why you do not identify priority locations

Biodiversity and Water have not been identified as being a material topics in the latest materiality assessment and hence are not of immediate strategic priority. Hence we have not yet identified which and if activities across the value chain have interfaces with nature (e.g. ecologically sensitive locations). Furthermore, ITP Aero Group has not yet identified substantive nature-related impacts, risks, and opportunities. Nature-related dependencies have not yet been assessed. In the process of becoming CSRD aligned, we will revisit our current materiality assessment and follow the double materiality methodology. If both or one of the topics become material and hence of immediate strategic priority, ITP Aero Group will identify priority locations. Our aim is to remain agile and responsive to evolving priorities while maintaining focus on areas that are an immediate strategic priority. As a first step water-related targets for own operations are already included in ITP Aero Group's current ESG strategy.
[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply
☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:
☑ Other, please specify **:**Cash impact on the budget

(2.4.3) Change to indicator

Select from:
☑ Absolute decrease

(2.4.5) Absolute increase/ decrease figure

3000000

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Likelihood of effect occurring

(2.4.7) Application of definition

ITP Aero Group has a corporate risk management process that covers the ITP Aero Group as a whole. The Risk Management Framework defines a methodology for risk identification, assessment and management or response. The risk assessment is performed through a Risk Scoring Scheme, according to which the risk scoring is determined considering two variables: - First, the likelihood of the risks materializing (seen as probability in a period or frequency within with periods of time). - Second, the impact to the business of the risks taking in account Financial, Health, Safety & Environment and/or Reputation dimensions. For the Financial dimension the following thresholds apply (1) medium (i) in terms of likelihood: Probability of 75% or Once in the last year (ii) A cash impact in the budget of 3 million, to 75% and 50% or at least once every 3-5 years (ii) A cash impact in the budget of 5 million, to 10 million, The metrics and their thresholds have been in place since 2020 and will be updated in 2024.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Other, please specify :Cash One-Off

(2.4.3) Change to indicator

Select from:

☑ Absolute increase

(2.4.5) Absolute increase/ decrease figure

3000000

(2.4.6) Metrics considered in definition

Select all that apply

☑ Time horizon over which the effect occurs

(2.4.7) Application of definition

ITP Aero Group has a corporate opportunity management process that covers the ITP Aero Group as a whole. The Opportunity Management Framework defines a methodology for opportunity identification, assessment and management or response. The opportunity assessment is performed through an Opportunity Scoring Scheme, according to which the opportunity scoring is determined considering one variable: - The impact to the business of the opportunities taking in account Financial and/or Reputation dimensions. For the Financial dimension the following threshold applies: (1) medium (i) A cash - One-off impact of 3 million, to 5 million, to 10 million, The metrics and their thresholds have been in place since 2020, and will be updated in 2024.

Risks

(2.4.1) Type of definition

Select all that apply

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Other, please specify **:**cash impact in the medium-term

(2.4.3) Change to indicator

Select from:

☑ Absolute decrease

(2.4.5) Absolute increase/ decrease figure

5000000

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Likelihood of effect occurring

(2.4.7) Application of definition

ITP Aero Group has a corporate risk management process that covers the ITP Aero Group as a whole. The Risk Management Framework defines a methodology for risk identification, assessment and management or response. The risk assessment is performed through a Risk Scoring Scheme, according to which the risk scoring is determined considering two variables: - First, the likelihood of the risks materializing (seen as probability in a period or frequency within with periods of time). - Second, the impact to the business of the risks taking in account Financial, Health, Safety & Environment and/or Reputation dimensions. For the Financial dimension the following thresholds app (1) medium (i) in terms of likelihood: Probability of 75% or Once in the last year (ii) A cash impact in the medium term of 5 million to 15 million 2) high (i) in terms of likelihood: Probability between 75% and 50% or at least once every 3-5 years (ii) A cash impact in the medium term of 15 million to 30 million 3) very high (i)in terms of likelihood: Probability of 30 million The metrics and their thresholds have been in place since 2020 and will be updated in 2024.

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Likelihood of effect occurring

☑ Other, please specify **:**Amount of Health or Safety accidents, Duration of environmental damage and scope of impact

(2.4.7) Application of definition

ITP Aero Group has a corporate risk management process that covers the ITP Aero Group as a whole. The Risk Management Framework defines a methodology for risk identification, assessment and management or response. The risk assessment is performed through a Risk Scoring Scheme, according to which the risk scoring is determined considering two variables: - First, the likelihood of the risks materializing (seen as probability in a period or frequency within with periods of time). - Second, the impact to the business of the risks taking in account Financial, Health, Safety & Environment and/or Reputation dimensions. For the Health, Safety & Environment dimension the following thresholds apply: (1) medium (i) in terms of likelihood: Probability of 75% or Once in the last year (ii) in terms of H&S: Single fatality or terminal condition (iii) in terms of Environment: Significant, medium term (months) environmental damage or has local offsite impact (2) high (i) in terms of likelihood: Probability between 75% and 50% or at least once every 3-5 years (ii) in terms of H&S Multiple fatalities or multiple cases of terminal health conditions (iii) in terms of Environment; Serious, long term (years) environmental damage or has national impact, (3) very high (i)in terms of likelihood: Probability of

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Likelihood of effect occurring

☑ Other, please specify **:**Severity of damage to reputation among ITP Aero Group customers, Severity of damage to stakeholder trust and management attention required

(2.4.7) Application of definition

ITP Aero Group has a corporate risk management process that covers the ITP Aero Group as a whole. The Risk Management Framework defines a methodology for risk identification, assessment and management or response. The risk assessment is performed through a Risk Scoring Scheme, according to which the risk scoring is determined considering two variables: - First, the likelihood of the risks materializing (seen as probability in a period or frequency within with periods of time). - Second, the impact to the business of the risks taking in account Financial, Health, Safety & Environment and/or Reputation dimensions. For the Reputational dimension the following thresholds apply: (1) medium (i) in terms of likelihood: Probability of 75% or Once in the last year (ii) in terms of Reputation –Customer perception, Significant damage to reputation amongst ITP Aero Group customers, (iii) in terms of Reputation- Stakeholder trust, Trust significantly damaged, recovery difficult. (iv) in terms of Management Attention Required, Requires the attention of Business / Function Leader In addition and following the risk assessment framework, Low and Very Low impacts are also defined. Based on the financial impact and probability the full risks are rank between 1 and 30. The most critical risk

are placed in the number 29. The risks which are unassessed are placed in the number 30. (2) high (i) in terms of likelihood: Probability between 75% and 50% or at least once every 3-5 years (ii) in terms of Reputation –Customer perception, Serious damage to reputation amongst ITP Aero Group customers, (iii) in terms of Reputation- Stakeholder trust, Trust seriously damaged, recovery extremely difficult. (vi) in terms of Management Attention Required, Requires the attention of the full ECI/ITP Aero Group Risk Committee or (3) very high (i) in terms of likelihood: Probability of

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Other, please specify **:**Mid Term Plan (5 years) - Net present value

(2.4.3) Change to indicator

Select from:

☑ Absolute increase

(2.4.5) Absolute increase/ decrease figure

5000000

(2.4.6) Metrics considered in definition

Select all that apply

☑ Time horizon over which the effect occurs

(2.4.7) Application of definition

ITP Aero Group has a corporate opportunity management process that covers the ITP Aero Group as a whole. The Opportunity Management Framework defines a methodology for opportunity identification, assessment and management or response. The opportunity assessment is performed through an Opportunity Scoring Scheme, according to which the opportunity scoring is determined considering one variable: - The impact to the business of the opportunities taking in account Financial and/or Reputation dimensions. For the Financial dimension the following threshold applies: (1) medium (i) A cash impact in the medium-term (5 years) with a net present value of 5 million, to 15 million, to 30 million, The metrics and their thresholds have been in place since 2020, and will be updated in 2024.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

(2.4.6) Metrics considered in definition

Select all that apply

☑ Other, please specify **:**Reputation

(2.4.7) Application of definition

ITP Aero Group has a corporate opportunity management process that covers the ITP Aero Group as a whole. The Opportunity Management Framework defines a methodology for opportunity identification, assessment and management or response. The opportunity assessment is performed through an Opportunity Scoring Scheme, according to which the opportunity scoring is determined considering one variable: - The impact to the business of the opportunities taking in account Financial and/or Reputation dimensions. For the Reputational dimension the following thresholds apply: (1) medium (i) in terms of Reputation –Customer perception, Considerable improvement to reputation amongst ITP Aero Group customers, (ii) in terms of Reputation- Stakeholder trust, Considerable improvement in trust. (2) high (i) in terms of Reputation –Customer perception, Significant improvement to reputation amongst ITP Aero Group customers, (ii) in terms of Reputation- Stakeholder trust, Significant improvement in trust. (3) very high (i) in terms of Reputation –Customer perception, Significant improvement to reputation amongst ITP Aero Group customers, (ii) in terms of Reputation- Stakeholder trust, Special improvement in trust. The metrics and their thresholds have been in place since 2020, and will be updated in 2024.
[Add row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:

☑ Yes, we identify and classify our potential water pollutants

(2.5.2) How potential water pollutants are identified and classified

Pollutants are identified and classified in accordance to the European Pollutant Release and Transfer Register (E-PRTR). The sites in Zamudio, Ajalvir (both in Spain) and Hucknall (UK) report their pollutants yearly. The register contains information on releases of pollutants to air, water and land, as well as off-site transfers of pollutants present in waste-water and waste. The register covers 91 pollutants as listed in Annex II of Regulation (EC) No 166/2006. The pollutants are measured in the unit kg/year.
[Fixed row]

(2.5.1) Describe how your organization minimizes the adverse impacts of potential water pollutants on water ecosystems or human health associated with your activities.

Row 1

(2.5.1.1) Water pollutant category

Select from:

☑ Inorganic pollutants

(2.5.1.2) Description of water pollutant and potential impacts

Heavy metals

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

(2.5.1.5) Please explain

'ITP Aero sites discharge to the sewerage system. Each site has discharge limits for pollutant parameters. The parameters vary from site to site depending on regulations and processes. Prior to discharge, treatment systems are in place to minimize environmental impact (oil and grease separators, neutralizers, etc.). Discharge analyses are carried out periodically (every 3 months at some sites) to ensure that the parameters are within the limits. In the event of occasional deviations, the causes are identified and measures are taken to prevent recurrence. All this is reported to the competent authority.

Row 2

(2.5.1.1) Water pollutant category

Select from:

☑ Other synthetic organic compounds

(2.5.1.2) Description of water pollutant and potential impacts

Total hydrocarbons

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

(2.5.1.5) Please explain

'ITP Aero sites discharge to the sewerage system. Each site has discharge limits for pollutant parameters. The parameters vary from site to site depending on regulations and processes. Prior to discharge, treatment systems are in place to minimize environmental impact (oil and grease separators, neutralizers, etc.). Discharge analyses are carried out periodically (every 3 months at some sites) to ensure that the parameters are within the limits. In the event of occasional deviations, the causes are identified and measures are taken to prevent recurrence. All this is reported to the competent authority.
[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☑ Yes, only within our direct operations

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(3.1.3) Please explain

ITP Aero Group performed a preliminary physical risk assessment on direct operations. In 2024 will perform a comprehensive Climate Change Risk Assessment. Due to a lack of resources identifying environmental risks in our upstream and downstream value chain is deprioritized.

Water

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Evaluation in progress

(3.1.3) Please explain

The identification of risks related to water is a detailed and methodical process that involves multiple stages of data collection, stakeholder engagement, regulatory review, and comprehensive analysis. The ongoing evaluation ensures that the risks are accurately identified and validated, ultimately providing stakeholders with reliable and actionable information. In 2024 ITP Aero Group plans to perform a water withdrawal audit, calculate the baseline and define targets related to water.

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Evaluation in progress

(3.1.3) Please explain

The evaluation process regarding the identification of risks associated with plastic is still ongoing. ITP Aero Group aims to follow a thorough and comprehensive approach to ensure that all potential risks are accurately identified and assessed. ITP Aero Group during 2023 started an evaluation of the use of plastics in response to Law 7/2022, of April 8, on waste and contaminated soils for a circular economy.
[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Reputation

☑ Increased partner and stakeholder concern or negative partner and stakeholder feedback

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Mexico

☑ Spain

☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.9) Organization-specific description of risk

There is a risk associated with not achieving the Net Zero Decarbonization plan which could prevent achieving the proposed SBTI reduction objectives by 2030. This risk can arise for various reasons: i) the planned gross investments of 20 million Euros by 2030 may not be executed as planned. The gross plan of the investments

was defined in 2023. In terms of CAPEX, all the investments plan occur in Zamudio, Ajalvir, Barakaldo plants (in Spain) and in Hucknall (UK). Each decarbonization initiative requires individual approval. There is a risk that the lack of definition and details of the investments from a technical and financial perspective could delay the approval of the investments. In addition, these investments have a tight timeline to be executed. ii) An alternative technology may not be available, or the alternative technology may not achieve the required reduction. a) Options to reduce process-related emissions are limited and require technological changes and they might have an impact on our product quality requirements. For example certain processes, such as foundry furnaces, currently do not have a viable alternative to gas. b) Engine test beds: Currently there is no alternative to reduce emissions apart from using SAF, which is a limited resource. This mainly effects the plant in Mexico. As indicated in points i) and ii), decarbonisation solutions currently focus on addressing gas consumption for heating, which is the focus of point i).

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Brand damage

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ More likely than not

(3.1.1.14) Magnitude

Select from:

☑ Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Expected CapEx of 20 million Euro by 2030

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ No

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☑ Improve monitoring of direct operations

(3.1.1.27) Cost of response to risk

2000000

(3.1.1.28) Explanation of cost calculation

ITP Aeros Group current estimated global cost for achieving our scope 12 targets to achieve net zero is 20 M. In this first investment phase we focus our efforts on finding the best solutions to replace natural gas for comfort heating in ITP Aero factories. After analyzing both the technical and market availability of solutions, we decided to install electric heating systems to achieve the required working temperatures. The investments have been calculated taking into account the obsolescence of the machinery, current and future energy prices, available grants, etc.

(3.1.1.29) Description of response

In order to mitigate and control the risk of not achieving Net Zero targets, ITP Aero Group is increasing the frequency of monitoring of our direct operations. On a monthly basis, we monitor our Scope 1 and 2 greenhouse gas emissions, and on a quarterly basis, we monitor overall progress against the net zero plan submitted to SBTi.
[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:

☑ Revenue

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.7) Explanation of financial figures

Financial metric vulnerable to TRANSITION risks is zero, as ITP Aero Group has not done yet a complete physical climate risk assessment, only preliminary. ITP Aero Group plans to perform a comprehensive transition risk analysis in year 2024. However, in regards to the risk disclosed in 3.1.1, ITP Aero Group has invested 1.3 million euros in CAPEX for the replacement of 2 gas boilers by electric heat pump in its Hucknall plant in UK, as part of its decarbonization plan. Financial metric vulnerable to PHYSICAL risks is zero, as ITP Aero Group has not done yet a complete physical climate risk assessment, only preliminary. ITP Aero Group plans to perform a comprehensive transition risk analysis in year 2024.
[Add row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

(3.3.1) Water-related regulatory violations

Select from:

☑ No

(3.3.3) Comment

At ITP Aero Group we regularly submit water-related data that is requested by governmental bodies. Occasionally, small exceedances of some parameters have been obtained in the water and emissions analyses. In these cases, the relevant administration is informed of the incidence, the cause and measures to avoid recurrence.
[Fixed row]

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

Select from:

☑ No, and we do not anticipate being regulated in the next three years

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.6.1) Environmental opportunities identified

Select from:

☑ Yes, we have identified opportunities, and some/all are being realized

Water

(3.6.1) Environmental opportunities identified

Select from:

☑ No

(3.6.2) Primary reason why your organization does not consider itself to have environmental opportunities

Select from:

☑ Evaluation in progress

(3.6.3) Please explain

In 2022 ITP Aero Group started a water audit. The results are currently being analyzed and we will analyze if there are any opportunities with substantive effects in 2024.
[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

☑ Development of new products or services through R&D and innovation

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Mexico

☑ Spain

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

ITP Aero Group sees an OPPORTUNITY in developing new products and services such as sustainable future-flight technologies and endorsing sustainable aviation fuels (SAF) to contribute to a sustainable aerospace industry. In order to realize this opportunity, ITP Aero Group has an R&D plan and actively collaborates in regional, national and international industry initiatives focused on reducing air transport emissions and developing sustainable future-flight technologies together, towards alternative products for lower carbon transportation such as: Ultra-efficient gas turbines, electric and hybrid propulsion technologies, conditioning and combustion of hydrogen and SAF, and new configurations and/or diversification of other products that are critical for a more sustainable aviation. Example: ITP Aero is a partner in the development of the IPT of the UltraFan technology demonstrator, an ultra-high bypass ratio engine developed by Rolls Royce within Clean Sky 2. Throughout 2023, validation tests have been carried out on at R-R facility in UK. The results from ITP Aero turbine have been successful. This technology will be 100% SAF compatible and available for EIS in 2035. In 2023, ITP Aero Group advanced in several R&T projects focused in a) turbine efficiency, b) achieving thermal management solutions for hybrid-electric regional aircraft, c) developing demonstrators for electric aircraft with batteries d) related to hydrogen technologies applied to aircraft propulsion.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ About as likely as not (33–66%)

(3.6.1.12) Magnitude

Select from:

☑ High

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The effect has not been quantified financially.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

14460000

(3.6.1.25) Explanation of cost calculation

ITP Aero Group commitment to R&D&i has materialised through the investment of more than 486 million euros over the last 11 years - around 7% of its total income. This commitment resulted in 66.2 million euros in R&D&i in 2023, of which the development of proprietary technology was 14.46 million euros, R&T budget 2023FY.

(3.6.1.26) Strategy to realize opportunity

ITP Aero's Group strategy to realize this opportunity includes the following initiatives: Examples for Short term initiatives: 1) UltraFan: The specific technologies that the ITP Aero Group is developing in this project are, among others, mainly improvements in the turbomachinery, using lightweight materials, a second generation of noise reduction features, more efficient transonic blades and advanced concepts of more efficient stators, always considering the design criteria of maintainability and ease of assembly and disassembly. 2) Support development and use of Sustainable aviation fuels 3) Component repair technology: The ITP Aero Group develops component repair technology that allows both the correction of defects in manufacturing processes, avoiding costly scrapping, and the restoration of high-value alloy components for their return to service, increasing their useful life, improving their durability and reducing consumption. In the FAKTORIA project, developed within the framework of the Basque Government's Hazitek programme, and led by the ITP Aero Group, repair technologies have been developed using additive welding processes, with low heat input that allow the useful life of metal parts to be extended before their end of life and final recycling. Examples for a Medium Term initiatives: 4) Advanced thermal management technologies: The ITP Aero Group is working on the development of thermal conditioning systems technology by exploring solutions that can be industrialized and that are functionally optimised for each type of application. Along these lines, the ITP Aero Group is participating in the THEMA4Era a project within the framework of the EU's Clean Aviation Joint Undertaking. This is a project aimed at achieving thermal management solutions for hybrid-electric regional aircraft applications. 5) Electric and hybrid-electric propulsion technologies: The ITP Aero Group is involved in the development of this technology through two projects Example for a Long Term initiative: 6) Hydrogen technologies applied to propulsion and energy management in aircraft: The ITP Aero Group is fully committed to developing the aeronautical technologies, systems and test facilities necessary to introduce hydrogen into aircraft through the following projects currently under development: CAVENDISH researches hydrogen combustion in aircraft turbines.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☑ Use of new technologies

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Spain

(3.6.1.8) Organization specific description

Advanced manufacturing technologies enable sustainability improvements a) by increasing the efficiency of the operations themselves (reduction of consumption and waste, recovery of materials...) for example additive manufacturing reduces the use of raw material, and has a reduced energy consumption than other manufacturing processes b) Optimized and lighter products which have a direct impact in fuel consumption due to component efficiency and/or reduced weight Example: In 2023, ITP Aero launched the construction of the Admire Technology Center in ITP Aeros Group facilities in Zamudio. It is expected to be fully operational and staffed to deliver targeted technology projects by year end 2024. The ADMIRE center (Advance Manufacturing Aerospace Centre), benefited from an investment of 24 million euros. Designed to the highest standards of sustainability, this new R&D facility will focus on the digital and advanced manufacturing technologies (additive manufacturing, welding tech...) needed to manufacture the products requested by the aircraft engine market, in line with ITP Aero Group's commitment to sustainable aviation.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced direct costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ More likely than not (50–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium-high

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The effect has not been quantified financially.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

24000000

(3.6.1.25) Explanation of cost calculation

ITP Aero Group invested 24 million euros of CapEx in the building of the Admire center.

(3.6.1.26) Strategy to realize opportunity

The ITP Aero Group has been and continues to be the promoter of numerous projects for the development of advanced manufacturing technologies (casting, forging, machining, special processes, additive manufacturing, powder metallurgy, etc.). It is also a partner and leader of the Advanced Aeronautics Manufacturing Centre - CFAA (further details to follow) and has started in 2023, within the ITP Aero Group's facilities in Zamudio, the construction of its own centre for the development of additive manufacturing, casting and welding technology called ADMIRE (Advanced Manufacturing Aeronautics Centre), which will start its activity during 2024. The ITP Aero Group works in the UK with ATI (Aerospace Technology Institute), which develops the technology strategy and R&D portfolio of activities for the UK aerospace industry. As a significant milestone in 2023, the ITP Aero Group is leading for the first time a project called LADDER (Laser Automation and Design Development for future Engine Requirements), aimed at developing advanced manufacturing technologies, specifically to implement an innovative laser beam welding solution as a robust joining technology for complex sheet metal fabrications of aero engines The Admire Centre will allow ITP Aero Group a more focused facility, with more independence and speed, which will allow to preform the development quicker and more efficient.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp3

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Reputational capital

☑ Improved ratings by sustainability/ESG indexes

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ India

☑ Malta

☑ Mexico

☑ Spain

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

Opportunity for ITP Aero Group to be a reliable top sustainability aerospace company. Obtain ESG ratings for ITP Aero Group and be positioned as a top sustainability aerospace company. In addition, ensure that ITP Aero Group acts with transparency with the stakeholders and follows international best practices in reporting to increase reliability and trust, resulting in increased revenues. Examples: (1) Ratings: Ecovadis: In 2023, ITP Aero received a 71/100 score, including a

Gold Medal, awarded to companies in the top 5% performance. CDP: In 2023, ITP Aero achieved a B score, at the management level, awarded to companies that demonstrate they are taking coordinated actions regarding climate change to minimise risks and take advantage of opportunities. (2) Certifications: Some of the most sustainability relevant certifications include Environment (ISO 14001 and EMAS); Health and Safety (ISO 45001); Criminal Compliance (UNE 19601) and Anti-bribery (ISO 37001); Product Safety (DOA Part 21J; POA Part 21G and as MOA Part 145) and Quality (AS9100, AS 9110, ISO 9001, PECAL 2310).

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ More likely than not (50–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The effect has not been quantified financially.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

ITP Aero Group in 2023 setup a ESG function including ESG Workstreams to implement ESG strategy, including the performance of ESG ratings and implementing reporting best practices. Hence there are no specific costs associated to realize this opportunity.

(3.6.1.26) Strategy to realize opportunity

ITP Aeros ESG Strategy is in line with our purpose "Together, find better ways to power flight and keep its magic alive" and with our ambition to become a leading model. ITP Aero Group wants to be a reliable top sustainability aerospace company for our customers and other key stakeholders. Therefore ITP has two action lines: a) Obtain ESG ratings for ITP Aero Group and be positioned as a top sustainability aerospace company and b) to ensure transparency following international best practices in reporting. Examples: In 2023, Rolls-Royce requested ITP Aero to participate in Ecovadis as part of their engagement program, in addition Airbus requested in 2023 to ITP Aero to perform CDP Climate Change as part of their engagement program with their suppliers. ITP Aero Group ESG Report follows GRI and its externally verified. In 2024, we are planning to add another rating.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp4

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Markets

☑ Improved supply chain engagement

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Upstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ India

☑ Malta

☑ Mexico

☑ Spain

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☑ Other, please specify **:**Not applicable

(3.6.1.8) Organization specific description

At ITP Aero Group, we establish long-term contracts with suppliers, leveraging volumes, mitigating risk and generating a strategic relationship that guarantees sustained growth over time. In this regard, LTAs (Long Term Agreements) include sustainability clauses that demonstrate due diligence regarding environmental, social and ethical risks in their commercial relationships. To increase customer trust, resulting in increased revenues it becomes increasingly important to demonstrate good governance practices in our own supply chain (e.g., collaborating together with suppliers on a sustainable supply chain.)

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ About as likely as not (33–66%)

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The effect has not been quantified financially.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

ITP Aero Group in 2023 setup a ESG function including ESG Workstreams to implement ESG strategy, including a specific workstream dedicated for developing and improving our Sustainable Procurement strategy. Hence there are no specific costs associated to realize this opportunity.

(3.6.1.26) Strategy to realize opportunity

In order to maximize this opportunity ITP Aero works closely with suppliers. Sustainable Procurement has become a priority, and ITP Aero Group has defined targets: Define criteria to assess the supply chain regarding ESG aspects, as well as the sustainable procurement strategy and operating model to be implemented by 2027. Adherence to the Code of Conduct for partners.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp5

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Energy source

☑ Use of renewable energy sources

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Mexico

☑ Spain

☑ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

In ITP Aero's 2023 CDP response increased direct costs of energy was disclosed as a risk. In 2023 sourcing renewable energy and implementing energy saving measures as a response to the risk turned into an opportunity: The opportunity to diversify electricity supply strategy considering Power Purchase Agreements (PPAs)

as well as on-site and off-site and hedging policies. In 2023, of the total energy consumed (natural gas and electricity), approximately 67% is of renewable origin. Considering only electricity consumption, the percentage rises to 95%. Due to the sourcing of renewable energy as well as introducing energy saving measures, energy consumption and costs reduced. In Spain the natural gas consumption was reduced by 9.1% and in the UK by 11.05%. The reduction of costs is disclosed in the following columns.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ The opportunity has already had a substantive effect on our organization in the reporting year

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.13) Effect of the opportunity on the financial position, financial performance and cash flows of the organization in the reporting period

In 2023 energy expenditure reduced by 4.578.000 Euros.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.16) Financial effect figure in the reporting year (currency)

4578000

(3.6.1.23) Explanation of financial effect figures

ITP Aero Group calculated the difference between 2022 and 2023 expenses for energy.

(3.6.1.24) Cost to realize opportunity

501000

(3.6.1.25) Explanation of cost calculation

The disclosed costs to realize this opportunity cover: a) The energy purchasing policy that was implemented in 2022 when the energy prices where identified as a company risk, this has had a effect of reduced cost of the energy purchased. This does not have an additional cost in 2023. b) The expense of ensuring purchasing renewable energy in 2023 was 500k. c) Leasing expenses for the PV in Albacete, starting November 2023 was 1k. d) Multiple energy efficient measures have been implemented in 2023, achieving a estimated annual saving of 2.300kWh, with 354k annual saving. However the cost associated to the implementation of these measures have not been included in these estimations.

(3.6.1.26) Strategy to realize opportunity

In order to maximize this opportunity, ITP Aero Group has developed a plan to increment the group self-generated energy throughout the PPA on site strategy in Spain, UK and Mexico in the following years. Furthermore we will install photovoltaic panels at our centers in Spain (Zamudio, Derio, Sestao, Ajalvir), Mexico and the United Kingdom (Hucknall)
[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:
☑ Other, please specify **:**Investment in low carbon R&D

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

34510000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ 51-60%

(3.6.2.4) Explanation of financial figures

ITP Aero Group invested in 2023 66 million euros in R&D. Of which 52% is dedicated to low carbon R&D, in line with our opportunity 1. This is in line with question 5.5

[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ Quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ No

[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

Climate change

(4.1.1.1) Board-level oversight of this environmental issue

Select from:

☑ Yes

Water

(4.1.1.1) Board-level oversight of this environmental issue

Select from:

☑ No, but we plan to within the next two years

(4.1.1.2) Primary reason for no board-level oversight of this environmental issue

Select from:

☑ Not an immediate strategic priority

(4.1.1.3) Explain why your organization does not have board-level oversight of this environmental issue

In the Materiality Assessment conducted by ITP Aero Group in 2022, Water was not identified as a material topic. We plan to update our materiality assessment in alignment with CSRD in 2024. Although it has not been a material topic for ITP Aero, in 2023, as part of the ESG strategy, it has been included within the ESG targets.

Biodiversity

(4.1.1.1) Board-level oversight of this environmental issue

Select from:

☑ No, and we do not plan to within the next two years

(4.1.1.2) Primary reason for no board-level oversight of this environmental issue

Select from:

☑ Not an immediate strategic priority

(4.1.1.3) Explain why your organization does not have board-level oversight of this environmental issue

In the Materiality Assessment conducted by ITP Aero Group in 2022, Biodiversity was not identified as a material topic. We plan to update our materiality assessment in alignment with CSRD in 2024.
[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply
☑ Chief Executive Officer (CEO)
☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:
☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply
☑ Individual role descriptions

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:
☑ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

☑ Approving corporate policies and/or commitments

☑ Monitoring compliance with corporate policies and/or commitments

☑ Overseeing and guiding the development of a business strategy

(4.1.2.7) Please explain

ITP Aero Group's Governance Framework is continuously being refined, to ensure that the appropriate functionality and effectiveness of its policies, processes, procedures, risk management and compliance mechanisms, are adapted to the Group's reality. ITP Aero Group has two main boards: one at Group level (Bain Propulsión Bidco S.L.) and another at ITP Aero level (ITP SAU consolidated with its subsidiaries) level which corresponds almost exclusively to ITP SAU consolidated activities. For historical reasons, the oversight over climate change topics has taken place in the Board of ITP SAU, but not ITP Aero Group, which covers the 100% of the operations. We plan to strengthen the link between these boards in the future. In 2023, Bain Propulsion Bidco Board approved the annual financial accounts and the ESG Report. In addition, all our companies policies are approved by the Bidco Board. There is one director which is member of both Bain Propulsion Bidco Board, and Industria de Turbo Propulsores Board, and has oversight of the ESG progress within our company. The CEO leads the Business strategy development and Risk Management overview with the Board. a) The Executive Committee is composed by the CEO and his first reporting line, i.e: CFO, Managing Director, Civil Business Unit Executive Director, Defence Business Unit Executive Director, Engineering & Technology Executive Director, Operations Executive Director, Internal Governance and Resources Executive Director, Human Resources Executive Director, Strategy and Sustainability Executive Director, Supply Chain Executive Director. In December 2023, the ITP 2027 Strategic plan and new company purpose, defined by the Executive Committee, was approved by the ITP SAU Board of Directors. The Risk Committee is a management mechanism whose objective is to report to the Board of Directors the main risks of the company, its impacts and to assess appropriate mitigation plans, as well as to reinforce the culture of risks controls in ITP Aero. This committee is composed by the Executive Committee, the Head of Risks and Head of Legal. ITP Aero Group CEO is the Risk Leader and has the accountability for managing risks in the company. Additionally, the CEO is responsible for reporting the key company risks to the Board.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)

☑ Other, please specify **:**Regular trainings on ISO 14001 requirements

Water

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ No, but we plan to within the next two years

(4.2.4) Primary reason for no board-level competency on this environmental issue

Select from:

☑ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(4.2.5) Explain why your organization does not have a board with competence on this environmental issue

ITP Aero Group has included Water within its ESG strategy priorities and during 2024 will set the baseline and a plan, including training & awareness.
[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Policies, commitments, and targets

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Implementing a climate transition plan

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Annually

(4.3.1.6) Please explain

The Chief Executive Officer (CEO) is responsible for the Executive Committee, which has the objectives of carrying out the business strategies that are requested by the Board of Directors and the shareholders, and establishing the actions to ensure that these strategies will be carried out. Associated topics are the launching of strategy related projects; strategy-related decision making; and monitoring and control of aspects and projects that are relevant to the business. These issues are climate-related, as ITP Aero Group aims to "Together, find better ways to power flight and keep its magic alive!" and is committed to contributing to the decarbonisation of the global economy in its current ITP2027 Strategic Plan.

Water

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Other committee, please specify **:**Environmental Committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Operating Officer (COO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Not reported to the board

(4.3.1.6) Please explain

There is an Environmental Committee with global scope, which is the body for decision-making and management review of the environmental system (including water) at highest level. The COO (Executive Director of Operations), member of the Executive Committee who reports directly to the CEO, participates in this committee.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Other committee, please specify **:**Environmental Committee

(4.3.1.2) Environmental responsibilities of this position

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Setting corporate environmental policies and/or commitments

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Operating Officer (COO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Not reported to the board

(4.3.1.6) Please explain

There is an Environmental Committee with global scope, which is the body for decision-making and management review of the environmental system at highest level. The COO (Executive Director of Operations), member of the Executive Committee who reports directly to the CEO, participates in this committee. Although Biodiversity is not a priority, it is included within the topics evaluated in this Committee.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Other committee, please specify **:**Executive Committee

(4.3.1.2) Environmental responsibilities of this position

Policies, commitments, and targets

☑ Setting corporate environmental policies and/or commitments

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Managing annual budgets related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ As important matters arise

(4.3.1.6) Please explain

The Executive Committee is responsible for designing the ESG company strategy, implementing the ESG strategy across the company and the organization, and making decisions on strategic ESG topics. During 2023, on a monthly basis the Executive Committee reviewed the progress on the ESG plan. In addition, each of the Executive Directors are sponsors for the specific ESG workstreams that were created to implement the ESG strategy and its associated initiatives.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Developing a business strategy which considers environmental issues

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ As important matters arise

(4.3.1.6) Please explain

The Executive Director of Strategy and Sustainability is responsible for the defining, overseeing and managing ITP Aeros Group Strategy, including ESG. This position was appointed in 2023. In 2023 an ESG organizational unit was created, led by the Head of ESG and within the Executive Directorate of Strategy and Sustainability. The ESG function leads the definition and implementation of the ESG Strategy, working with those responsible for each of the ESG elements, according to the defined governance model.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Operating Officer (COO)

(4.3.1.2) Environmental responsibilities of this position

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Managing environmental reporting, audit, and verification processes

☑ Managing major capital and/or operational expenditures relating to environmental issues

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ As important matters arise

(4.3.1.6) Please explain

The Executive Director of Operations is responsible for overseeing and managing the Operations of ITP Aero Group, including the Environmental Function and Net Zero plan related to Operations.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Technology Officer (CTO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

Strategy and financial planning

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ As important matters arise

(4.3.1.6) Please explain

The Executive Director of Engineering and Technology is responsible for overseeing and managing ITP Aero Product Innovation, including the R&D plan and the Net Zero plan related to Product.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Risk committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Annually

(4.3.1.6) Please explain

The Risk Committee is a management mechanism which its objective is to report the main risks of the company, know its impact and assess appropriate mitigation plans, as well as to reinforce the culture of risks controls in ITP Aero Group. Additionally, it approves the risk management methodology and continuity of business. Climate change is part of the scope.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Other committee, please specify **:**Net Zero Committee

(4.3.1.2) Environmental responsibilities of this position

Policies, commitments, and targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Not reported to the board

(4.3.1.6) Please explain

There is a Net Zero Committee, which is the body for decision-making and management review of the Net Zero plan covering scope 1, 2 and 3. Several Executive Directors are members of this Committee: Executive Director of Operations (COO), Executive Director of Strategy and Sustainability (CSO), Executive Director of Engineering and Technology (CTO). In addition, shareholder ESG advisor also participates on a regular basis. This Committee was created in 2022 as a result of the launch of the Net Zero project when ITP Aero joined the "Business Ambition to 1.5C" programme. During 2023, this Committee was responsible for the SBTi-target definition and submission to SBTi, along with the definition of the Net Zero decarbonization plan and associated investments.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Other committee, please specify **:**Supply Chain ESG Committee

(4.3.1.2) Environmental responsibilities of this position

Engagement

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Setting corporate environmental policies and/or commitments

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Operating Officer (COO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Not reported to the board

(4.3.1.6) Please explain

There is a Supply Chain ESG Committee, which is the body for decision-making and management review of the ESG plan applied to Supply Chain. The Executive Director of Supply Chain, member of the Executive Committee, participates in this committee. This Committee was created in 2023 as a result of the approval of the Company ESG Strategy, that includes Sustainable Procurement as a priority.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

7.5

(4.5.3) Please explain

The percentage disclosed is applicable to ITP Aero Group's C-Suite (i.e., ITP Aero Group Executive Committee). The annual bonus scheme for non-unionized employees, which include ITP Aero's C-Suite is based on the level of fulfilment of objectives across the group. The group objectives are structured in the chapters: financial, company and area. The company chapter includes a section for ESG where we included in 2023 ESG activity related to Climate and Net Zero Plan, CO2 emissions reduction. Hence the annual bonus payment for the non-unionized employees is influenced by the completion of the ESG related target (weighing 7.5% over the totality of the group objectives). The nominal on target bonus ranges from 5% to 30% of their base salary.

Water

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ No, but we plan to introduce them in the next two years

(4.5.3) Please explain

Water-related incentives will take place in 2024.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

☑ Other targets-related metrics, please specify **:**Defining targets

Strategy and financial planning

☑ Other strategy and financial planning-related metrics, please specify **:**Defining ESG roadmap, including transition plan and execution.

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

On an annual basis, the Executive Commitee defines Global Objectives for the ITP Aero Group, which cover Financial, Company and Area specific objetives. In 2023, the ESG company objectives were the definition of ESG targets and roadmap and the launch of the execution of the associated initiatives.

(4.5.1.6) How the position’s incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The incentives contributed in 2023 to ITP Aero Group's achievements of defining an ESG roadmap, including climate related targets and the development of our climate transition plan, disclosed in question 5.2.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

(4.6.1.4) Explain the coverage

Health, safety and environmental policy establish the responsibility of prevent and minimize Environmental impacts of ITP Aero Group's activities, products and services and support the sustainable use of sources. Aligned with ISO14001, EMAS and ISO45001.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to stakeholder engagement and capacity building on environmental issues

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ No, but we plan to align in the next two years

(4.6.1.7) Public availability

Select from:

☑ Not publicly available

(4.6.1.8) Attach the policy

ITP_Aero_Health_Safety_and_Environmental_Policy.pdf

Row 4

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(4.6.1.4) Explain the coverage

The Code of Conduct set out among their principles the responsibility of regarding the environment and acting against climate change, particularly leading the decarbonisation of aero engines by committing to product innovation towards more sustainable mobility. Through the principles set forth in its code of conduct ITP Aero Group assumes the responsibility to prevent and minimise environmental impact in critical elements such as climate change, water and biodiversity.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

Climate-specific commitments

☑ Commitment to net-zero emissions

Social commitments

☑ Commitment to respect internationally recognized human rights

Additional references/Descriptions

☑ Description of grievance/whistleblower mechanism to monitor non-compliance with the environmental policy and raise/address/escalate any other greenwashing concerns

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

ITP-Aero-Code-of-Conduct-comprimido.pdf

Row 7

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Upstream value chain

(4.6.1.4) Explain the coverage

The Code of Conduct for suppliers for ITP Aero Group requires that its suppliers comply with the principle of environmentally responsible particularly reducing emissions and energy consumption, and ITP Aero promotes within the suppliers to implement environmental management systems aligned to ISO 14001 or equivalents.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Other environmental commitment, please specify **:**Suppliers must commit to reducing waste, emissions, energy consumption and the use of controlled materials.

Social commitments

☑ Commitment to respect internationally recognized human rights

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ No, but we plan to align in the next two years

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Code-of-conduct-suppliers.pdf
[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ Science-Based Targets Initiative (SBTi)

☑ Other, please specify **:**-Business Ambition for 1.5°C -Race to Zero Campaign -Clean Aviation -AZEA (Alliance for Zero-Emission Aviation) -Alianza para el Uso del Hidrógeno Verde en la Aviación -Global Compact -Cyber Green Proof

(4.10.3) Describe your organization’s role within each framework or initiative

In 2021, ITP Aero Group joined the United Nations "Race to Zero" campaign through the "Business Ambition to 1.5 ºC" programme. Hand in hand with the SBTi, it committed to reducing emissions by setting science-based emission reduction targets across the entire value chain. The ITP Aero Group is managing this commitment through the Net Zero project and one of the important milestones in 2023 was the submission to SBTi of the carbon footprint corresponding to the years 2019 and 2022, as well as the proposal of emission reduction targets in line with this commitment. ITP Aero Group is a founding member of the Clean Aviation programme, which is a European public-private partnership with an ambitious research and innovation agenda for a sustainable aviation sector that contributes to the EU Green Deal and the EU’s Industrial Strategy. Based on the objectives of the European Green Deal, Clean Aviation has set the following general objectives for the air transport sector: (i) 55% reduction of net GHG emissions by 2030 (ref. 1990), and (ii) establishment of a roadmap to achieve emission neutrality in air transport by 2050. In this programme, ITP Aero Group participates in three projects (HEAVEN, CAVENDISH and TheMa4HERA), for the development of more sustainable solutions, aimed at developing ultra-efficient engines and laying the foundations for hybrid-electric and hydrogen-based propulsion systems. ITP Aero Group joined the European initiative AZEA (Alliance for Zero-Emission Aviation), in 2022, to prepare the ecosystem for hybrid-electric and hydrogen-powered aircraft. ITP Aero Group is part of the United Nation's (UN) Race to Zero campaign through the "Business Ambition to 1.5C" programme and has committed to becoming a net zero carbon company by 2050. This aligns with AZEA's aim to contribute to Europe's 2050 climate neutrality target through hybrid-electric and hydrogen-powered aircraft. In this context, ITP Aero Group is developing research programmes to investigate hydrogen-powered aircraft and hybrid-electric solutions. Alianza para el Uso del Hidrógeno Verde en la Aviación is a Spanish initiative to promote the usage of green hydrogen in aviation through a set of working groups. ITP Aero Group participates in two working groups: (1) devoted to promoting the development of synthetic fuels and (2) dedicated to the analysis of the technologies required to integrate hydrogen into the aircraft. The whole air transport value chain is present in this alliance: aircraft manufacturers, engine manufacturers, airport operators, airlines, fuel producers and suppliers. "The United Nations Global Compact is the world's largest voluntary corporate sustainability initiative, based on ten universal principles in the areas of human rights, labour, environment and anti-corruption. Additionally, it promotes that participating companies take action to implement the Sustainable Development Goals and to report their progress publicly (COP). ITP Aero Group was a founding member of Pacto Mundial España, the Spanish office of

this initiative and participation has been reactivated in 2023." "The ITP Aero Group is aware of the environmental impact as result of the use of its systems. For this reason, in 2023 the ITP Aero Group signed an endorsement for Sustainable Cybersecurity. Cyber green proof. This pact seeks to promote practices and measures that promote online security, while adhering to the principles of sustainability, thus recognising of the need to protect the environment as well as to achieve an appropriate balance between technological development and the preservation of the environment."
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

☑ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ No, but we plan to have one in the next two years

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ Yes

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☑ Non-government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

AZEA members, SBTi, Global Compact

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

ITP Aero Group holds Net Zero Committees quarterly through which feedback on ITP Aero Group's climate transition plan is provided and used for realignment of the climate-related strategy. Net Zero team members are present in the external engagement activities, which supports consistency in ITP Aero Group's approach towards climate-related topics. As an example, externally relevant partnerships are: In 2022, ITP Aero Group joined the European initiative Alliance for Zero-Emission Aviation (AZEA), to prepare the aviation ecosystem for hybrid-electric and hydrogen-powered aircraft. This is contextualized by ITP Aero Group being part of the United Nation's (UN) Race to Zero campaign through the "Business Ambition to 1.5C" programme since 2021 and having committed to becoming a net zero carbon company by 2050, which aligns with AZEA's aim to contribute to Europe's 2050 climate neutrality target through hybrid-electric and hydrogen-powered aircraft. As another example, ITP Aero Group was a founding member of Pacto Mundial España, the Spanish office of the United Nations Global Compact initiative and participation was reactivated in 2023. Also, in 2021, ITP Aero Group joined the United Nations "Race to Zero" campaign through the Business Ambition to 1,5ºC programme. Hand in hand with the SBTi, it committed to reducing emissions by setting science-based emission reduction targets across the entire value chain. The ITP Aero Group in managing this commitment through the Net Zero project and one of the important milestones in 2023 was the submission to SBTi of the carbon footprint corresponding to the years 2019 and 2022, as well as the proposal of emission reduction in line with this commitment.
[Fixed row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:
☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☑ Other trade association in Europe, please specify **:**Izaite (Asociación de Empresas Vascas por la Sostenibilidad/association of basque companies for sustainability)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

☑ Water

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Izaite is a non-profit association comprising a group of private companies committed to sustainability. Izaite seeks to design actions that add value in these three fields: economic growth, environmental policies, and social policies. Izaite's vision is to be acknowledged, at the regional level, as a leading association in promoting sustainable development.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

900

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

Annual Membership

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Another global environmental treaty or policy goal, please specify **:** Support implementation of 2030 Basque Agenda

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☑ Other trade association in Europe, please specify **:**TEDAE (Asociación Española de Tecnologías de Defensa, Seguridad, Aeronáutica y Espacio)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

TEDAE's Environment Committee is a forum for the exchange of opinions on issues of common interest and serves to establish initiatives or actions by consensus. The Committee is not only dedicated to REACH regulation, although this is currently a priority, but there are a number of other emerging issues affecting the environment which are considered by the Committee. The Environment Committee serves as a forum for discussion of the transition that companies must face in terms of the technological change that will impact on the substitution of different substances in their production processes due to the imposition of REACH and in the search for financial support for this. The Environment Committee generates opinion and awareness-raising documents for society and the Administration (REACH, CO2, etc.). Others actions: - TEDAE participates in ASD (Aerospace, Security and Defense Industries Association of Europe) (mentioned below) which has participated in responses papers. - TEDAE has joined in April 17th 2023 an alliance called Alianza para la Sostenibilidad del Transporte Aéreo en España (Alliance for the Sustainability of Air Transport in Spain (AST) with the aim of promoting the development of sustainable aviation from an environmental, economic and social perspective. TEDAE is part of the Governing Council. Among the objectives of this Alliance are to lead the decarbonization of the sector, covering all possible solutions and technologies to achieve it and enhancing Spain's industrial capacity to offer disruptive technologies, as well as other low-carbon alternatives and circular economy projects. Also encourage public-private collaboration to promote R & D & i and accelerate the development of low carbon aircraft. Promoting the large-scale production of sustainable aviation fuels (SAF) in Spain is another of its objectives; In addition to promoting the development of initiatives that guarantee the circularity of the waste generated by the sector.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

80000

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

Annual Membership

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Another global environmental treaty or policy goal, please specify **:**Influence climate legislation through participation in ASD

Row 3

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☑ Other trade association in Europe, please specify **:**ASD (Aerospace, Security and Defence Industries Association of Europe)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

ITP participates in ASD through its TEDAE membership. ITP Aero Group personnel represent TEDAE in ASD Environment Committee. ASD has prepared response papers to: - Papers to demonstrate potential of Urban Air Mobility as contributor to sustainable development (Developed in 2022, and communicated in Jan 2023) - Response to EU Taxonomy Consultation (May 2023) - Public Consultation on 2040 Climate Target Submission (June 2023) -Public Consultation for Non-Co2 MRV (2023)

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Another global environmental treaty or policy goal, please specify :- EU Taxonomy regulation and aviation - Refuel UE - Monitoring, reporting and verification for non-CO2 aviation effects, as laid down by the revised EU Emissions Trading System (ETS) Directive.

[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☑ Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☑ In other regulatory filings

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Emission targets

☑ Emissions figures

☑ Risks & Opportunities

☑ Value chain engagement

☑ Content of environmental policies

(4.12.1.6) Page/section reference

p. 56 p. 92-98 p. 112 - 116 p. 16 p. 118 - 119 p. 38-47 p. 38-47

(4.12.1.7) Attach the relevant publication

ITPAeroGroup ESG 2023 Report (Bain Propulsion Bidco EINF Consol 2023 _ENG).pdf

(4.12.1.8) Comment

ESG Report of ITP Aero Group

Row 2

(4.12.1.1) Publication

Select from:

☑ Other, please specify **:**EMAS

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Underway - previous year attached

(4.12.1.5) Content elements

Select all that apply

☑ Strategy

☑ Emissions figures

☑ Dependencies & Impacts

☑ Biodiversity indicators

☑ Water accounting figures

☑ Content of environmental policies

☑ Other, please specify **:Energy consumption**

(4.12.1.6) Page/section reference

p.16 p. 3, 15, 22-26 p.19-21, 29-30, 57-58, 91 p.38-42, 67-71, 98 p. 44- 47, 75-76, 99-100 p. 48-49, 79, 101 p.47-48, 78, 100

(4.12.1.7) Attach the relevant publication

DA-ITP-Aero-2022-2 (1).pdf

(4.12.1.8) Comment

Environmental Statement of ITP SAU

Row 3

(4.12.1.1) Publication

Select from:

☑ Other, please specify **:**EMAS

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Underway - previous year attached

(4.12.1.5) Content elements

Select all that apply

☑ Content of environmental policies

☑ Dependencies & Impacts

☑ Strategy
☑ Emissions figures
☑ Other, please specify :Energy consumption

(4.12.1.6) Page/section reference

p. 12 p. 3-4, 10-11 p.14-17, 25-27 p.33-36 p. 38-39 p. 42 p. 41

(4.12.1.7) Attach the relevant publication

DA-Casting-2022-1.pdf

(4.12.1.8) Comment

Environmental Statement of Castings
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

☑ Yes

(5.1.2) Frequency of analysis

Select from:

☑ Every three years or less frequently

Water

(5.1.1) Use of scenario analysis

Select from:

☑ No, and we do not plan to within the next two years

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:

☑ Not an immediate strategic priority

(5.1.4) Explain why your organization has not used scenario analysis

ITP Aero Group has not yet conducted a water-related scenario analysis to inform its strategy. Although water is an ESG priority within the ESG strategy, ITP Aero Group is prioritizing the implementation of more sophisticated Climate scenarios for now.
[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization’s scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ Bespoke climate transition scenario

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Reputation

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0ºC and above

(5.1.1.7) Reference year

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Stakeholder and customer demands

☑ Other stakeholder and customer demands driving forces, please specify **:**Societal change

Regulators, legal and policy regimes

☑ Other regulators, legal and policy regimes driving forces, please specify **:**Political conflict

Relevant technology and science

☑ Other relevant technology and science driving forces, please specify **:**- Technology adoption - Application of data and Artificial Intelligence

Macro and microeconomy

☑ Other macro and microeconomy driving forces, please specify **:**Global trade

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Assumptions: A globalized world where Western nations, specifically the United States of America (USA) and the European Union (EU) lead; China is key for the global economy; globalization is maintained, and digitalization has advanced; and sustainability is being addressed but is not a driving force. Parameters: Climate-related parameters include light environment-related regulations and taxes (1-10/ton CO2); and air travel scenario with some environmental concern and increased air travel. Analytical choices: Porter analysis and SWOT analysis considering a time horizon until 2040.

(5.1.1.11) Rationale for choice of scenario

Five plausible scenarios are considered for the year 2040 worldwide: Evolutionary, High Connectivity, Tri-polar World, Digitally Divided, and Global Pandemic. The Evolutionary scenario corresponds to "business as usual", while the other four refer to different "business unusual" contexts. Different assumptions, parameters (i. percental GDP growth, ii. regulations and taxes, iii. air travel context, iv. defense budgets, v. civil, and vi. defense & security & space) and analytical choices are used for each of them. These exploratory scenarios have been designed internally to test business model resilience of a company according to different external factors such as economic, political conflict, global trade, societal change, environment, technology adoption, data and artificial intelligence. ITP reviewed practices and similar exercises in other companies.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ Bespoke climate transition scenario

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Reputation

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.6ºC - 1.9ºC

(5.1.1.7) Reference year

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Stakeholder and customer demands

☑ Other stakeholder and customer demands driving forces, please specify **:**Societal change

Regulators, legal and policy regimes

☑ Other regulators, legal and policy regimes driving forces, please specify **:**Political conflict

Relevant technology and science

☑ Other relevant technology and science driving forces, please specify :- Technology adoption - Application of data and Artificial Intelligence

Macro and microeconomy

☑ Other macro and microeconomy driving forces, please specify :Global Trade

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Assumptions: A low-carbon highly connected world where efficiency and collaboration are the norm; the speed for innovation is very high; and new business models emerge as well as new ways of work. Parameters: Climate-related parameters include very strict environment-related regulations and taxes (over 100/ton CO2); air travel scenario of lower traveling when it involves CO2 emissions, no business travel, with trains winning over flights; and non-CO2 solutions or current air conditioning & engine are an expensive niche. Analytical choices: Porter analysis and SWOT analysis considering a time horizon until 2040.

(5.1.1.11) Rationale for choice of scenario

Five plausible scenarios are considered for the year 2040 worldwide: Evolutionary, High Connectivity, Tri-polar World, Digitally Divided, and Global Pandemic. The Evolutionary scenario corresponds to "business as usual", while the other four refer to different "business unusual" contexts. Different assumptions, parameters (i. percental GDP growth, ii. regulations and taxes, iii. air travel context, iv. defense budgets, v. civil, and vi. defense & security & space) and analytical choices are used for each of them. These exploratory scenarios have been designed internally to test business model resilience of a company according to different external factors such as economic, political conflict, global trade, societal change, environment, technology adoption, data and artificial intelligence. ITP reviewed practices and similar exercises in other companies.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ Bespoke climate transition scenario

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Reputation

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ Unknown

(5.1.1.7) Reference year

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Stakeholder and customer demands

☑ Other stakeholder and customer demands driving forces, please specify **:**Societal change

Regulators, legal and policy regimes

☑ Other regulators, legal and policy regimes driving forces, please specify **:**Political conflict

Relevant technology and science

☑ Other relevant technology and science driving forces, please specify **:**- Technology adoption - Application of data and Artificial Intelligence

Macro and microeconomy

☑ Other macro and microeconomy driving forces, please specify **:**Global Trade

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Assumptions: A world that is balanced in a new way; where China and India have become superpowers as a result of social reforms, economic growth and opportunities presented by new technologies, with these nations now rivalling with the USA superpower; the EU has collapsed. Parameters: Climate-related parameters include strict but fragmented environment-related regulations and taxes (50/ton CO2); and air travel scenario of moderate decrease in air travel. Analytical choices: Porter analysis and SWOT analysis considering a time horizon until 2040.

(5.1.1.11) Rationale for choice of scenario

Five plausible scenarios are considered for the year 2040 worldwide: Evolutionary, High Connectivity, Tri-polar World, Digitally Divided, and Global Pandemic. The Evolutionary scenario corresponds to "business as usual", while the other four refer to different "business unusual" contexts. Different assumptions, parameters (i. percental GDP growth, ii. regulations and taxes, iii. air travel context, iv. defense budgets, v. civil, and vi. defense & security & space) and analytical choices are used for each of them. These exploratory scenarios have been designed internally to test business model resilience of a company according to different external factors such as economic, political conflict, global trade, societal change, environment, technology adoption, data and artificial intelligence. ITP reviewed practices and similar exercises in other companies.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ Bespoke climate transition scenario

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Reputation

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ Unknown

(5.1.1.7) Reference year

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Stakeholder and customer demands

☑ Other stakeholder and customer demands driving forces, please specify **:**Societal change

Regulators, legal and policy regimes

☑ Other regulators, legal and policy regimes driving forces, please specify **:**Political conflict

Relevant technology and science

☑ Other relevant technology and science driving forces, please specify **:**- Technology adoption - Application of data and Artificial Intelligence

Macro and microeconomy

☑ Other macro and microeconomy driving forces, please specify **:**Global Trade

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Assumptions: A divided world where technology, notably Artificial Intelligence, has transformed the lives of those who were able to take advantage of it and contributed to ruin the prospects of those who were unable to do so. Parameters: Climate-related parameters include moderate environment-related regulations and taxes; and collapsed air travel scenario where flights are a niche for super-rich and business. Analytical choices: Porter analysis and SWOT analysis considering a time horizon until 2040.

(5.1.1.11) Rationale for choice of scenario

Five plausible scenarios are considered for the year 2040 worldwide: Evolutionary, High Connectivity, Tri-polar World, Digitally Divided, and Global Pandemic. The Evolutionary scenario corresponds to "business as usual", while the other four refer to different "business unusual" contexts. Different assumptions, parameters (i.

percental GDP growth, ii. regulations and taxes, iii. air travel context, iv. defense budgets, v. civil, and vi. defense & security & space) and analytical choices are used for each of them. These exploratory scenarios have been designed internally to test business model resilience of a company according to different external factors such as economic, political conflict, global trade, societal change, environment, technology adoption, data and artificial intelligence. ITP reviewed practices and similar exercises in other companies.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ Bespoke climate transition scenario

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Reputation

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ Unknown

(5.1.1.7) Reference year

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Stakeholder and customer demands

☑ Other stakeholder and customer demands driving forces, please specify **:**Societal change

Regulators, legal and policy regimes

☑ Other regulators, legal and policy regimes driving forces, please specify **:**Political conflict

Relevant technology and science

☑ Other relevant technology and science driving forces, please specify **:**- Technology adoption - Application of data and Artificial Intelligence

Macro and microeconomy

☑ Other macro and microeconomy driving forces, please specify **:**Global Trade

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Assumptions: A world that is affected by several pandemic waves, causing an economic and social shock; the situation is addressed globally, but the consequences are deep and create a new economy; society has been changed by travel restrictions and social distancing. Parameters: Climate-related parameters include strict environment-related regulations and taxes; and air travel scenario of growth in air travel but where business travel is considerably reduced. Analytical choices: Porter analysis and SWOT analysis considering a time horizon until 2040.

(5.1.1.11) Rationale for choice of scenario

Five plausible scenarios are considered for the year 2040 worldwide: Evolutionary, High Connectivity, Tri-polar World, Digitally Divided, and Global Pandemic. The Evolutionary scenario corresponds to "business as usual", while the other four refer to different "business unusual" contexts. Different assumptions, parameters (i. percental GDP growth, ii. regulations and taxes, iii. air travel context, iv. defense budgets, v. civil, and vi. defense & security & space) and analytical choices are used for each of them. These exploratory scenarios have been designed internally to test business model resilience of a company according to different external factors such as economic, political conflict, global trade, societal change, environment, technology adoption, data and artificial intelligence. ITP reviewed practices and similar exercises in other companies.
[Add row]

(5.1.2) Provide details of the outcomes of your organization’s scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Strategy and financial planning

☑ Resilience of business model and strategy

☑ Capacity building

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

In 2023, the ITP Aero Group launched the Strategic Plan ITP 2027, which is based on scenarios developed or our Strategic Plan ITP 2025, however building a stronger strategy based on the experience gained through implementation of the previous strategy. Specifically on climate related topics the result of the scenario analysis has been on: - The opportunity to transform ITP Aero Group value proposition towards alternative products for lower carbon transportation such as electric, hybrid, and new configurations and/or diversify in other products critical for a greener aviation, including the decarbonization of its own operations. - The importance of SAF development specially for Widebody and Single Aisle aircrafts since have much higher technical complexity to abate. However, to promote its development together as industry is beneficial to the whole industry. - The relevance of the supply chain, risk of disruption and the need to optimize and work together their resilience and sustainability issues. The scenario analysis furthermore results included more factors than climate-related: - The relevance of a companies' sense of purpose in regard to be a responsible corporation in ESG is important for stakeholders. - Speed for innovation requires changes on ways of work to be more flexible, digital, collaborative. - The opportunity of digitalization as a cross capability to develop better products. - The need to further enhance capabilities and alliances to collaborate to develop technology. These results have been taken in account in key developments such as in 2020 to design a short-term plan called CORE21, which was the recovery roadmap for ITP Aero Group after the Covid-19 pandemic hit, to focus on accelerating the recovery and digital transformation. A decision taken in 2020, was that despite Covid-19, ITP Aero Group has continued investing in technology. R&D investment in 2020 accounted for 34,4M. Over that year, the company announced projects in relevant areas, such as enhancing additive layer or 3D manufacturing, and initial activities towards hybrid electric propulsion. Additionally, the Scenario Analysis results were embedded in the development of the Strategic Plan ITP 2025, which was launched in 2021, covered 2023 and was the basis for the new Strategic Plan ITP 2027 launched in 2023. ITP Aero Group is planning for 2024 a) an update of the scenarios including its execution and b) developing specific scenarios for aviation decarbonization.
[Fixed row]

(5.2) Does your organization’s strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

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

(5.2.3) Publicly available climate transition plan

Select from:

☑ No

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:

☑ No, and we do not plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

ITP Aero Group operates on the field of Aerospace propulsion, which is a hard to abate sector. Our commitment is to work on developing alternative propulsion systems, but given the technology is not yet ready, we continue with the current gas turbine solution but increase the efficiency and use of SAF. Please note that ceasing revenue generation from activities that contribute to fossil fuel expansion would lead to the closing of the company and the job losses of 5007 direct employees and many others in the supply chain.

(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ We have a different feedback mechanism in place

(5.2.8) Description of feedback mechanism

The company's shareholders give feedback and monitor the implementation of the strategy in detail at ITP Aero Group - through monthly meetings with the Executive Committee, - at the Monthly Business Reviews, and - quarterly in the Net Zero Steering Committee and in the ESG Committee

(5.2.9) Frequency of feedback collection

Select from:

☑ More frequently than annually

(5.2.10) Description of key assumptions and dependencies on which the transition plan relies

ITP Aero Group is committed to reducing emissions by setting science-based targets through SBTi, aligned with the 1.5C scenarios. The company aims to cut Scope 1, 2, and 3 greenhouse gas emissions by 90% by 2050, using 2019 as a baseline. To achieve Scope 1 and 2 reductions, ITP Aero has developed a Net Zero Plan

with several key levers: 1. Energy Strategy: Focuses on reducing energy consumption through efficiency measures and diversifying electricity sources using PPAs (Power Purchase Agreements) and hedging policies. 2. Technological Transformation: Primarily aimed at reducing emissions from natural gas consumption for comfort heating and exploring alternatives for process-related emissions. 3. SAF (Sustainable Aviation Fuels): Promoting SAF use in engine test benches. 4. Refrigerant Gas Emissions: Managing refrigerant use to optimize air conditioning systems' efficiency and comply with environmental laws. For Scope 3 reductions, ITP Aero focuses on: 5. Producing state-of-the-art aircraft engine modules and components. 6. Enhancing turbine technology to improve efficiency, reduce weight, and lower noise. 7. Supporting SAF development by using it in test centers and participating in technology programs. 8. Researching disruptive technologies like aircraft electrification, hybridization, and hydrogen fuel use. The aeronautical sector faces significant decarbonization challenges, and success will require innovation, public-private partnerships, and evolutionary and disruptive technologies. Currently, there's no viable alternative to reduce emissions from kerosene in engine tests, apart from SAF introduction. SAF usage in testing is minimal, around 2%, expected to rise to 5% by 2030. In 2024, ITP Aero plans to further advance its transition plan, focusing on mitigation and adaptation strategies.

(5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

In 2023, ITP Aero Group reduced its Scope 1 GHG emissions by 7% compared to 2022. This is mainly due to the significant decrease in Scope 1 emissions in Mexico. In Mexico, it was detected that the estimation of these emissions produced on engine test benches was based on the purchase of kerosene made and that part of the emissions produced in 2023 correspond to fuel purchased in 2022, leading to inaccuracies in the data. From 2024 onwards, the calculation of emissions is modified and is based on the fuel actually consumed in tests. In addition, the engines that were tested in 2023 were more efficient (they consumed approximately 25% less fuel). In 2023, the Scope 2 GHG emissions increased by 78% compared to 2022. This is mainly due to the significant increase in Scope 2 emissions in Mexico are due to the fact that it has only been possible to obtain the certificate guaranteeing the origin of energy sources (IRECS) as of May 2023. However, the supply contract that the ITP Aero Group has in Mexico indicates that 90% of the supply comes from a photovoltaic power plant. Going forward, ITP Aero aims to further reduce Scope 1 and 2 GHG emissions by implementing actions in the following decarbonisation levers: a) Energy strategy, b) Technological transformation, c) CO2 emissions generated on the test benches and d) Emissions from refrigerant gas leaks. In order to achieve its Scope 3 emission reduction targets, the ITP Aero Group is working on all possible strategies and dimensions to reduce the emissions from ITP Products: a) producing state-of-the-art aircraft engine modules and components to replace older fleet. b) continuously working on technology developments that improve the efficiency and reduce the weight and noise of our turbines. c) supporting the development of sustainable aviation fuels (SAF) through their use in our test centres to build customer confidence and participating in technology development programmes that expand the productive possibilities of such fuels. d) researching the development of disruptive technologies such as the electrification or hybridisation of aircraft or the use of hydrogen as an energy source in aircraft.

(5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

☑ No other environmental issue considered

[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☑ Products and services

☑ Upstream/downstream value chain

☑ Investment in R&D

☑ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

ITP Aero Group's 2027 Strategic Plan launched in 2023, include the four strategic drivers on which the ITP Aero Group will focus over the coming years, framed in a phase of intense growth and challenging international expansion. The four drivers are: Future Flight Technologies, Lifecycle Propulsion Services, Smart Delivery at Scale and More Privileged Partnerships, supported by a People and an ESG Strategy. In ITP Aero Group's strategy, the company firmly embodies and integrates its commitment to sustainable development. We recognise the importance of sustainability for our stakeholders in addition to its fundamental role for the aviation industry. We have incorporated ESG aspects into our corporate strategy, in line with ITP Aero Group's purpose: "Together, find better ways to power flight and keep its magic alive! Climate-related opportunities have a huge influence on ITP Aero Group's product strategy, notably in the context of ITP Aero Group aiming to lead the decarbonisation of aeronautical engines. A key opportunities for the conventional comercial civil aviation segment is: a) the development of Ultra-efficient gas turbines such as Ultrafan, which will improve efficiency and reduce noise in aircraft propulsion system gas turbines b) supporting the development of Sustainable Aviation Fuel (SAF). Given its relevance ITP is supporting and endorsing the industry to develop and scale production. At ITP Aero Group level, the company is working with producers of SAF and with Engine OEMs (Original Equipment Manufacturers) on developing, as well as starting to use SAF on the extend possible in ITP Aero Groups Maintenance, Repair and Overhaul (MRO) operations, including dissemination of results to increase public awareness. TWO EXAMPLES: 1) ITP Aero is a partner in the development of the IPT of the UltraFan technology demonstrator, an ultra-high bypass ratio engine developed by Rolls Royce within Clean Sky 2. Throughout 2023, validation tests have been carried out on at R-R facility in UK. The results from ITP Aero turbine have been successful and the testing has been conducted with pure sustainable aviation fuel. This technology will be 100% SAF compatible and available for EIS in 2035. 2) ITP Aero Group has engine test benches at its Ajalvir and Albacete sites in Spain and at the Mexico site, and has the commitment of favouring the use of SAF (Sustainable Aviation Fuels), which ensure a reduction in CO2 emissions compared to conventional kerosene. During 2023, at its Albacete facilities (Spain), ITP Aero Group successfully completed the first tests on GE Aerospace's CT7-8F5 engines, which power the Spanish Ministry of Defence's NH-90 helicopters, using a blend of sustainable aviation fuel (SAF) with conventional aviation fuel. In addition, ITP Aero Group committed to using SAF in all GE CT7 engine tests. This milestone is a further step towards the company's commitment to continue to advance in the use of SAF.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

ITP 2027 Strategic Plan launched in 2023, include the four strategic drivers on which the ITP Aero Group will focus over the coming years, framed in a phase of intense growth and challenging international expansion. The four drivers are: Future Flight Technologies, Lifecycle Propulsion Services, Smart Delivery at Scale and More Privileged Partnerships, supported by a People and an ESG Strategy. In ITP Aero Group's strategy, the company firmly embodies and integrates its commitment to sustainable development. We recognise the importance of sustainability for our stakeholders in addition to its fundamental role for the aviation industry. We have incorporated ESG aspects into our corporate strategy, in line with ITP Aero Group's purpose: "Together, find better ways to power flight and keep its magic alive! Climate-related opportunities have a huge influence on ITP Aero Group's engagement strategy, notably in the context of ITP Aero Group aiming to act ethically and responsibly, following best practices internally and through the supply chain. The strategic line is to work together with our external supply chain to foster a sustainable value chain. Sustainable Procurement has become a priority, and ITP Aero Group has defined targets: Define criteria to assess the supply chain regarding ESG aspects, as well as the sustainable procurement strategy and operating model to be implemented by 2027. Adherence to the Code of Conduct for partners. The ITP Aero Group follows a procedure for the selection, development, and integration of suppliers, detailed in the Process of Developing the Supply Chain, which is one of the Company's core processes. This process aims to guarantee transparency and equal conditions for the different bidders. Supplier qualification is the requirement to participate in purchasing processes. The approval of new suppliers involves a comprehensive initial evaluation, which includes aspects such as adherence to the Code of Conduct, commitment to ESG, technical and operational risks, among other aspects. A checklist is used for this, which was improved in 2023 to include the aforementioned ESG aspects. In the ITP Aero Group, long-term contracts are established with suppliers, leveraging volumes, mitigating risk and generating a strategic relationship that guarantees sustained growth over time. In this regard, LTAs (Long Term Agreements) include sustainability clauses that demonstrate due diligence regarding environmental, social and ethical risks in their commercial relationships.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

ITP 2027 Strategic Plan launched in 2023, include the four strategic drivers on which the ITP Aero Group will focus over the coming years, framed in a phase of intense growth and challenging international expansion. The four drivers are: Future Flight Technologies, Lifecycle Propulsion Services, Smart Delivery at Scale and More Privileged Partnerships, supported by a People and an ESG Strategy. In ITP Aero Group's strategy, the company firmly embodies and integrates its commitment to sustainable development. ITP Aero Group recognises the importance of sustainability for our stakeholders in addition to its fundamental role for the

aviation industry. ITP Aero Group has incorporated ESG aspects into our corporate strategy, in line with ITP Aero Group's purpose: "Together, find better ways to power flight and keep its magic alive! Climate-related opportunities have a huge influence on ITP Aero Group's R&D&i plan and collaborations for future flight technologies, notably in the context of ITP Aero Group aiming to improve ITP Aero Group's products and services, develop sustainable future-flight technology, and actively collaborate in regional, national and international industry initiatives focused on reducing air transport emissions and developing sustainable future-flight technologies together. ITP Aero Group's commitment to R&D&i has materialised through the investment of more than 486 million euros over the last 11 years - around 7% of its total income. This commitment resulted in 66.2 million euros earmarked for R&D&i in 2023 developing proprietary technology. ITP Aero Goup's Product Innovation Strategy with the different perspectives of the short, medium and long term levers will be key to develop future flight technologies to decarbonise the industry, as well as to improve other environmental aspects, its manufacturing, maintainability, repair and use. Product innovation is a priority within the ESG Strategy, which is why the ITP Aero Group has set an ESG strategic Target to define a methodology / criteria to measure R&T and R&D across more sustainable programmes, new sustainable technologies (hybrid-electric, hydrogen...) and environmental efficiency of its products. The objective is to calculate the baseline and set targets in 2024.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

ITP 2027 Strategic Plan launched in 2023, include the four strategic drivers on which the ITP Aero Group will focus over the coming years, framed in a phase of intense growth and challenging international expansion. The four drivers are: Future Flight Technologies, Lifecycle Propulsion Services, Smart Delivery at Scale and More Privileged Partnerships, supported by a People and an ESG Strategy. Climate-related risks have a huge influence on ITP Aero Group's operations strategy, notably in the context of ITP Aero Group aiming to contribute to the decarbonisation of the industry and reduce its overall environmental footprint to lead by example. ITP Aero Group climate change mitigation is part of its ESG strategy. This includes the development of ITP Aero's Net Zero Plan to reduce the CO2 emissions produced directly or indirectly by its operations and products, defining near and long-term targets. In 2023, ITP Aero Group's Net Zero - Carbon Strategy has progressed: In 2021, ITP Aero joined the UN "Race to Zero" campaign through the "Business Ambition to 1.5C" programme, committing to reduce emissions by setting science-based emissions reduction targets by SBTi across the value chain, in line with the 1.5C emissions scenarios. Since then, the ITP Aero Group has

been managing this commitment through the Net Zero project and has made progress in the calculation and verification of its carbon footprint corresponding to Scope 1, 2 and 3 and the definition of objectives focused on reducing CO2 emissions produced directly or indirectly by its operations and products. The near-term decarbonisation roadmap was submitted to the Science Based Targets initiative (SBTi) in December 2023, including the carbon footprint taking into account Scope 1, 2 and 3 emissions in the years 2019 and 2022, as well as proposed measurable, science-based reduction targets in line with limiting global warming to a maximum of 1.5ºC. In order to ensure the implementation of the Net Zero decarbonization roadmap, the governance of the Net Zero project is structured through the Net Zero Committee with the oversight of key Executive Committee Directors. In 2023, the implementation of the Energy Strategy was successful, allowing to mitigate energy costs while achieving 67% of renewable energy of the total energy consumed (natural gas and electricity) or 95% if considering only electricity. Sourcing renewable energy and implementing energy saving measures as a response to the substantive risk in 2022 turned into an opportunity in 2023. The opportunity to diversify electricity supply strategy considering Power Purchase Agreements (PPAs) as well as on-site and off-site and hedging policies. In order to maximize this opportunity, ITP Aero Group has developed a plan to increment the group self-generated energy throughout the PPA on site strategy in Spain, UK and Mexico in the following years. Furthermore, we will install photovoltaic panels at our centres in Spain, Mexico and the UK.
[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply
☑ Capital allocation

(5.3.2.2) Effect type

Select all that apply
☑ Risks
☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply
☑ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

ITP Aero Group has defined the R&T budget and the an Industrial Plan budget (including Net Zero decarbonization plan) to reduce the CO2 emissions produced directly or indirectly by our operations and products in line with SBTi targets, which was identified as an risk in question 3.1.1 and opportunity in question 3.6.1.This plan is reviewed and adjusted annually based on the progress made each year and the milestones to be achieved, within the framework of our targets to 2027 (within the ITP 2027 Strategic plan), and to 2030, and 2050 (within the commitment to be net zero). Examples: (1) The investments required to achieve Science Based Targets for Net Zero reduction plan for scope 1 have been included in the business plan. (2) Several projects in various facilities including new heating pumps in Zamudio or electrification in Hucknall with explicit CO2 emissions reduction (3) Long term PPAs contract has also been included in the business plan.

Row 2

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ Capital expenditures

(5.3.2.2) Effect type

Select all that apply

☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☑ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

ITP Aero Group is currently building ADMIRE, the new ITP Aero Group research and technology centre network for advanced manufacturing. Advanced manufacturing are multiple technologies enabling more sustainable products and capabilities, which was identified as an opportunity in question 3.6.1 The purpose of ADMIRE is: - Accelerate the development of ITP Aero Group's manufacturing technologies, digitalization and sustainable manufacturing process by bringing together all talent and key people in a dedicated Centre. - Exploit digitalization capabilities from simulation to process control and data analysis to decode the DNA of ITP Aero Group's manufacturing processes. - Develop a digital-physical platform to manage interaction between ITP Aero Group stakeholders. - Develop sustainable

manufacturing processes with best use of raw materials and green energy. Building of ADMIRE has extended during 2023 and 2024. Operation is expected to start in November 2024.

Row 3

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ Access to capital

(5.3.2.2) Effect type

Select all that apply

☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☑ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

During 2023, leveraging the opportunity to improve ITP Aero Groups ESG ratings, we have increased our interaction with banks, disclosing our ESG performance and ratings. This resulted in receiving a sustainable loan, that has a premium interest rate linked to the achievement of ITP Aeros decarbonization targets.

Row 4

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ Capital allocation

(5.3.2.2) Effect type

Select all that apply

☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☑ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

ITP Aero Group has defined the R&T budget and the Industrial Plan budget to enable the technology and capabilities needed for more sustainable products and capabilities, which was identified as an opportunity in question 3.6.1. This plan is reviewed and adjusted annually based on the progress made each year and the milestones to be achieved, within the framework of our targets to 2027 (within the ITP 2027 Strategic plan). Examples: (1) Capital allocation for the development of technologies and capabilities are included in the R&T budget for short term and in the ITP Aero Group Business plan for mid-long term developments (Ultrafan technology, Electrification and other alternative architectures, Advanced Manufacturing)
[Add row]

(5.4) 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
	Select from: ☑ No, but we plan to in the next two years

[Fixed row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

(5.5.1) Investment in low-carbon R&D

Select from:

☑ Yes

(5.5.2) Comment

ITP Aero Group develops and manufactures ultra-efficient gas turbines to improve efficiency and reduce weight in order to minimize fuel consumption in the next aircrafts generations. At the same time ITP Aero invests in electric, hybrid-electric and hydrogen fuel cells technologies, and we are supporting sustainable aviation fuel developments, testing them in our products. ITP Aero does a significant investment in transversal technologies to support the previously describe developments: computing & simulation, digitalization, casting, manufacturing, inspections and repairs.
[Fixed row]

(5.5.8) Provide details of your organization’s investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☑ Aviation

(5.5.8.2) Technology area

Select from:

☑ Other propulsion technology, please specify **:** Future-Flight Technologies and Transversal operational capabilities

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Full/commercial-scale demonstration

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

54.3

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

34624641.97

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

54.3

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Aligned with its climate transition plan, relevant research thematic lines and projects for ITP Aero Group strategy are: Distributed electric and hybrid-electric propulsion: - Decarbonisation - electrification: set of key technologies for the future sustainable aviation transition such as electric & hybrid propulsion system, including hydrogen fuel cells as an energy source option. - Compressor: where aerodynamic and aeroacoustics technology developments are focused on distributed propulsion systems. Conditioning and combustion of hydrogen and SAF (sustainable aviation fuel): - Decarbonisation – hydrogen & SAF: set of technologies related with the fuel conditioning and combustion of SAF and hydrogen. - CS3 Demo: To demonstrate the maturation of these technologies ITP Aero Group will design, manufacture and validate an optimised high speed intermediate pressure turbine for Rolls-Royce Ultrafan H2 evolution technology demonstrator (evolution of Ultrafan engine architecture adding hybrid concept and usage of hydrogen as fuel). Ultra-efficient gas turbine to improve efficiency, reduce weight in order to reduce fuel consumption for the different sustainable fuels of the future (SAF, hydrogen, etc.). Transversal technology key for competitiveness and operational sustainability: - High performance computing & simulation: to develop in-house design system to support multi-disciplinary and integrated design, development, validation and manufacturing. - Additive manufacturing: this technology allows to optimise the design, manufacture and certification of aeroengineer components using less resources (raw material, energy). - Advanced manufacturing: to develop technology for near production advanced manufacturing processes, including conventional

and non-conventional machining, welding, tooling, fixturing, inspections and repairs. The technical screening criteria provided in (EU) 2021/2139 of 4 June 2021 and in supplementing Regulation (EU) 2020/852 have been used for this calculation. Aircraft replacement taxonomy rate defined in (EU) 2020/852 case 3.21.b has been applied. Its value has been extracted from February 2023 "European Federation for Transport and Environment AISBL (T&E) analysis of EU taxonomy criteria for aviation", based on data shared by members in the Platform for Sustainable Finance, using Cirium database.
[Add row]

(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?

(5.9.1) Water-related CAPEX (+/- % change)

51.06

(5.9.2) Anticipated forward trend for CAPEX (+/- % change)

-129.41

(5.9.3) Water-related OPEX (+/- % change)

21.04

(5.9.4) Anticipated forward trend for OPEX (+/- % change)

16.31

(5.9.5) Please explain

ITP Aero Group's CAPEX is coming from the installation of the hydrocarbon separator. ITP Aero Group's OPEX is arising from general discharge costs (maintenance, chemicals) and water bills. ITP Aero Group aims to get a better overview of its water related OPEX going forward.
[Fixed row]

(5.10) Does your organization use an internal price on environmental externalities?

(5.10.1) Use of internal pricing of environmental externalities

Select from:

☑ No, but we plan to in the next two years

(5.10.3) Primary reason for not pricing environmental externalities

Select from:

☑ Not an immediate strategic priority

(5.10.4) Explain why your organization does not price environmental externalities

ITP Aero Group has not yet implemented an internal carbon price. ITP Aero Group Group perceives this as important, however, it has not been a strategic priority until now. ITP Aero Group plans to implement an internal carbon price in the next two years. ITP Aero Group will review in 2024 the available methodologies to develop an internal water price and will assess whether it aims to implement it going forward.
[Fixed row]

(5.11) Do you engage with your value chain on environmental issues?

Suppliers

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☑ Yes

(5.11.2) Environmental issues covered

Select all that apply

☑ Climate change

Customers

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☑ Yes

(5.11.2) Environmental issues covered

Select all that apply

☑ Climate change

☑ Plastics

Investors and shareholders

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☑ No, and we do not plan to within the next two years

(5.11.3) Primary reason for not engaging with this stakeholder on environmental issues

Select from:

☑ Other, please specify :ITP Aero shareholders are very engaged and active in our ESG Roadmap.

(5.11.4) Explain why you do not engage with this stakeholder on environmental issues

ITP Aero Group shareholders are very engaged in our ESG Roadmap and promotors of many of ITP initiatives.

Other value chain stakeholders

(5.11.1) Engaging with this stakeholder on environmental issues

Select from:

☑ Yes

(5.11.2) Environmental issues covered

Select all that apply

☑ Climate change

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Contribution to supplier-related Scope 3 emissions

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 76-99%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

A substantive impact on supplier-related Scope 3 emissions (Scope 3.1) have - suppliers in the forged and cast purchase families due to higher emission rates compared to other materials. - the top 20 suppliers with highest purchasing volume. - suppliers which not provide highly recyclable materials.

(5.11.1.5) % Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

Select from:

☑ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

8

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

(5.11.2.4) Please explain

ITP Aero Group Group assesses and classifies suppliers based on their climate related impacts. This evaluation is crucial to ITP Aero Group's commitment to sustainability and reducing its carbon footprint. The classification process includes several key aspects: Prioritization of recyclable materials: Suppliers that provide

highly recyclable materials, such as INCO718, are prioritized. ITP Aero Group engages these suppliers in its revert program to promote the recycling of materials and reduce carbon emissions. This program helps ITP Aero Group to close the loop on material usage and supports its sustainability goals. Prioritization of materials with lower emission rates: ITP Aero Group has calculated the emission rates associated with its direct material purchasing families. Specifically, ITP Aero Group has identified that forgings and castings have higher emission rates compared to other materials. This knowledge allows ITP Aero Group to target its efforts in reducing emissions in these high-impact areas.
[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:
☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:
☑ No, we do not have a policy in place for addressing non-compliance

(5.11.5.3) Comment

Long-term contracts are established with suppliers, leveraging volumes, mitigating risk and generating a strategic relationship that guarantees sustained growth over time. In this regard, LTAs (Long Term Agreements) include sustainability clauses that demonstrate due diligence regarding environmental, social and ethical risks in their commercial relationships. Regarding the environment, the ITP Aero Group requires its supply chain to comply with current legal regulations and to have an environmental management system in accordance with international standards such as ISO14001. Likewise, it requires a commitment to comply with regulation (EC) 1907/2006, relating to the registration, evaluation, authorization, and Restriction of Chemical Substances (REACH). While ITP Aero does not have a policy in place for addressing supplier non-compliance, ITP Aero conducts a supply chain risk assessment with a due diligence process including audits that also address ESG criteria. If necessary, corrective and preventive action plans will be required.
[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization’s purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Compliance with an environmental certification, please specify **:**ISO14001

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ First-party verification

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 51-75%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☑ 51-75%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☑ 1-25%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

The ITP Aero Group follows a procedure for the selection, development, and integration of suppliers, detailed in the Process of Developing the Supply Chain, which is one of the Company's core processes. This process aims to guarantee transparency and equal conditions for the different bidders. Supplier qualification is the requirement to participate in purchasing processes. The approval of new suppliers involves a comprehensive initial evaluation, which includes aspects such as adherence to the Code of Conduct, commitment to ESG, technical and operational risks, among other aspects. A checklist is used for this, which was improved in 2023 to include the aforementioned ESG aspects. In addition, ITP Aero Group reviews practices and certifications documentation. In the ITP Aero Group, long-term contracts are established with suppliers, leveraging volumes, mitigating risk and generating a strategic relationship that guarantees sustained growth over time. In this regard, LTAs (Long Term Agreements) include sustainability clauses that demonstrate due diligence regarding environmental, social and ethical risks in their commercial relationships. Additionally, selected suppliers undergo onsite audits as part of integrated quality audits to verify ongoing adherence to ITP Aero Group's standards. ITP Aero Group does not perform audits for all suppliers, but for selected suppliers. If necessary, corrective and preventive action plans will be required. [Add row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Circular economy

(5.11.7.3) Type and details of engagement

Innovation and collaboration

☑ Collaborate with suppliers to develop reuse infrastructure and reuse models

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 1-25%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 1-25%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

The Revert program is an initiative by ITP Aero Group to enhance sustainability through recycling and cost reduction. In supplier contracts engaged with the Revert program, ITP Aero Group agrees on a specific percentage of material to be reverted and a corresponding price reduction agreement. For forged products, ITP Aero Group manages the recycling flow itself to facilitate logistics, ensuring efficient and sustainable material reuse.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement **:**Agreement with specific suppliers to recycle and reduce cost through the revert initiative

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Innovation and collaboration

☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ Unknown

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ Unknown

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

ITP Aero Group has a collaborative engagement with its customers through the Research and Innovation department. ITP Aero Group has built a solid network of collaboration initiatives with companies, universities and technological centers. Public-private collaboration initiatives are of vital importance when it comes to addressing the challenges faced by the industry.

(5.11.9.6) Effect of engagement and measures of success

In 2023, ITP Aero Group worked with customers, suppliers, and technology centres on innovative projects like the UltraFan. ITP Aero is involved as a partner in the development of the intermediate turbine of Rolls-Royce's UltraFan engine, supported by the EU's Clean Sky 2 initiative. Tests were conducted at Test Bed 80 in Derby, UK, showcasing a 25% efficiency improvement over previous engines. UltraFan has earned awards like the ATI Project of the Year and Aviation Week Laureate Award. At its Albacete facility, ITP Aero successfully tested GE Aerospace's CT7-8F5 engines for the Spanish Ministry of Defence's NH-90 helicopters using a blend of sustainable aviation fuel (SAF) and conventional fuel. This milestone is a further step towards the company's commitment to continue to advance in the use of SAF. In 2023 ITP Aero also launched the CRIPICOM project to develop hydrogen propulsion technology in Spain, with a 12-million-euro investment and first bench tests scheduled for 2026. This project involves companies, technological centres, and universities under the Aeronautical Technological Plan. Additionally, ITP Aero announced two R&D projects for electric propulsion systems for urban and regional mobility, ranging from 60 to 600 kilowatts. With a 13-million-euro budget, these projects, APERTURAS and PRELUDIO, are Spain's first in this area, with prototype development and test facility adaptation already underway.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify **:**Business Associations, universities, and technology centers

(5.11.9.2) Type and details of engagement

Innovation and collaboration

☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ Unknown

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ Unknown

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

ITP Aero Group engages with various partners along its value chain, such as business associations, universities and technology centers. ITP Aero Group supports the activities of technology centres and universities through cooperation in key technologies, creating a relationship that promotes the consolidation of the industrial fabric and more efficient investment in R&D&I. Joint R&D&I centres: Centro de Fabricación Avanzada Aeronáutica, Centro de Tecnologías Aeornáuticas and LIFT (Laboratio de Investigación en Fluidodinámica de Turbomáquinas). In Spain: Barcelona Supercomputing Centre (collaboration in high-performance computing and high-fidelity simulations), Centro de Estudios e Investigaciones Técnicas - CEIT (collaboration in projects for the development of advanced mechanical technologies for aviation), IDEKO (collaboration in digitisation of advanced manufacturing systems, Instituto Madrileño de Estudios Avanzados de Materiales, Tecnalia (collaboration in the development of advanced aeronautical materials and control systems). Regarding Universities: Universidad Politécnica de Madrid (field of aeronautics, collaboration in fluid dynamic and simulation technologies for turbines and compressores), Mondragon University (collaboration in research into manufacturing technologies, including machining processes, forming technologies and latest generations materials) and University of the Basque Country -UPV/EHU (collaboration in the development of advacned manufacturing technologies). In UK: AFRC (Advanced Forming Research Centre, The University of Strathclyde, Glasgow), AMRC (Advanced Manufacturing Research Centre at the University of Shefflield), MTC (Manufacturing Technology Centre in Ansty Park, Coventr) and TWI (The Welding Institute in Cambridge). For example, ITP Aero Group is a founding memver of the Clean Aviation programme, the European Union's leading research and innovation programme for a sustainable and climate neutral aviation. The programme has the objetive to develop cutting edge technologies that significantly reduce the impacts of aviation on the planet, by pulling together capabilities from the private and public sector. In 2023, ITP Aero Group was involves in 3 Clean Aviation projects: HEAVEN, THEMA4era and CAVENDISH.

(5.11.9.6) Effect of engagement and measures of success

ITP Aero Group collaborates with technological centres and universities to develop R&D&I projects. For example, in 2023, in the FAKTORIA project, ITP Aero Group collaborated with the CFAA (Centro de Fabricación Aeronáutica Avanzada). The project was developed within the framework of the Basque Goverments Hazitek programme and led by ITP Aero Group. It aims to develop repair technologies within the additive welding processes, allowing the useful life of metal parts to be extended before their end of life and final reclycling. In 2023, ITP Aero Group has worked in 3 Clean Aviation projects: HEAVEN, THEMA4era and CAVENDISH. The climate related project objectives include the reduction of fuel consumption (and therefore GHG emissions) of 30% at aircraft level. The propulsion technolgy will be 100% sustainable fuels compatible and will be available for entry into service in 2035. In addition, the emitted noise will be kept below the foreseeable future regulation, including potential for improvement.
[Add row]

(5.12) Indicate any mutually beneficial environmental initiatives you could collaborate on with specific CDP Supply Chain members.

Row 1

(5.12.1) Requesting member

Select from:

(5.12.2) Environmental issues the initiative relates to

Select all that apply
☑ Climate change

(5.12.4) Initiative category and type

Innovation
☑ New product or service that has a lower upstream emissions footprint

(5.12.5) Details of initiative

The ITP Aero Group is actively participating in the THEMA4Era project, which operates within the framework of the European Union's Clean Aviation Joint Undertaking. This initiative focuses on developing thermal management solutions for hybrid-electric regional aircraft. Specifically, Airbus and ITP Aero Group, in

collaboration with other partners, will engage in a research and technology (R&T) project to design advanced heat exchangers. The aim is to develop a prototype for a hybrid-electric aircraft demonstrator, ultimately contributing to a product with reduced greenhouse gas (GHG) emissions in the future.

(5.12.6) Expected benefits

Select all that apply

☑ Other, please specify **:**The feasibility of hybrid-electric solutions for aviation depends on the development of several key technologies, one of which involves the creation of lightweight, highly efficient heat exchangers.

(5.12.7) Estimated timeframe for realization of benefits

Select from:

☑ 1-3 years

(5.12.8) Are you able to estimate the lifetime CO2e and/or water savings of this initiative?

Select from:

☑ No

(5.12.11) Please explain

This is part of the European funded R&D project TheMa4HERA (Clean Aviation UE). Results are planned for 2025 funded.

Row 2

(5.12.1) Requesting member

Select from:

(5.12.2) Environmental issues the initiative relates to

Select all that apply

☑ Climate change

(5.12.4) Initiative category and type

Innovation

☑ New product or service that reduces customers' products/services operational emissions

(5.12.5) Details of initiative

The ITP Aero Group is participating in the CHALUPA initiative, which is one of several projects focused on applying hydrogen technologies to aircraft propulsion and energy management. The initiative aims to integrate various liquid hydrogen-fueled auxiliary power unit (APU) architectures into aircraft systems. ITP Aero Group is specifically involved in designing the hydrogen conditioning system for combustion in gas turbine APUs, as well as conducting testing and validation activities. In collaboration with Airbus, ITP Aero will contribute to the development of a facility and technologies that enable hydrogen conditioning and the operation of an APU using hydrogen, ultimately leading to zero greenhouse gas (GHG) emissions in the future.

(5.12.6) Expected benefits

Select all that apply

☑ Other, please specify **:**Feasibility of this technology will allow the reduction of end-user's scope 1 & 2 in the future.

(5.12.7) Estimated timeframe for realization of benefits

Select from:

☑ 1-3 years

(5.12.8) Are you able to estimate the lifetime CO2e and/or water savings of this initiative?

Select from:

☑ No

(5.12.11) Please explain

This is part of the European funded R&D project TheMa4HERA (Clean Aviation UE). Results are planned for 2025 funded.
[Add row]

(5.13) Has your organization already implemented any mutually beneficial environmental initiatives due to CDP Supply Chain member engagement?

(5.13.1) Environmental initiatives implemented due to CDP Supply Chain member engagement

Select from:

☑ No, but we plan to within the next two years

(5.13.2) Primary reason for not implementing environmental initiatives

Select from:

☑ Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(5.13.3) Explain why your organization has not implemented any environmental initiatives

In 2023 ITP Aero Group signed the creation of a consortia together with Airbus that includes two projects related to environmental initiatives (TheMa4HERA, CHALUPA) in order to develop the necessary capabilities and expertise. The initial phases of these projects will start in 2024.
[Fixed row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Aligned with the GHG Protocol, ITP Aero Group chose the consolidation approach including companies which are included in the consolidated financial statements, accounting for 100% of emissions from operations over which the group or one of its subsidiaries has operational control. The ITP Aero Group refers to the perimeter of the company Bain Propulsión Bidco S.L. and the consolidation of its subsidiaries.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

In line with the Science-Based Targets Network, ITP Aero Group used the same consolidation approach across environmental issues, including water. Hence water is in line with the operational approach on climate change. The ITP Aero Group refers to the perimeter of the company Bain Propulsión Bidco S.L. and the consolidation of its subsidiaries.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

In line with the Science-Based Targets Network, ITP Aero Group used the same consolidation approach across environmental issues, including plastics. Hence plastics is in line with the operational approach on climate change. The ITP Aero Group refers to the perimeter of the company Bain Propulsión Bidco S.L. and the consolidation of its subsidiaries.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

In line with the Science-Based Targets Network, ITP Aero Group used the same consolidation approach across environmental issues, including biodiversity. Hence biodiversity is in line with the operational approach on climate change. The ITP Aero Group refers to the perimeter of the company Bain Propulsión Bidco S.L. and the consolidation of its subsidiaries.
[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:
☑ No

(7.1.1) 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?

(7.1.1.1) Has there been a structural change?

Select all that apply
☑ Yes, other structural change, please specify :Change in the reporting company

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

Bain Propulsión Bidco, S.L.

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

For organizational purposes the CDP response for this year is for Bain Propulsión Bidco S.L., which is the parent company of the ITP Aero Group. However, this change has no impacts on the reported emissions. Hereinafter, when ITP Aero Group is mentioned refers to the perimeter of the company Bain Propulsión Bidco S.L. and the consolidation of its subsidiaries.
[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

(7.1.2.1) Change(s) in methodology, boundary, and/or reporting year definition?

Select all that apply

☑ Yes, a change in methodology

(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)

ITP Aero Group implemented an external validation process of the GHG emissions, which has implications to the methodology. However, the boundary has changed but this did not affect the emissions in 2023.
[Fixed row]

(7.1.3) Have your organization’s base year emissions and past years’ emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2?

(7.1.3.1) Base year recalculation

Select from:

☑ Yes

(7.1.3.2) Scope(s) recalculated

Select all that apply

☑ Scope 1

☑ Scope 2, market-based

☑ Scope 3

(7.1.3.3) Base year emissions recalculation policy, including significance threshold

Due to change in methodology, the base year emissions were recalculated and validated externally.

(7.1.3.4) Past years' recalculation

Select from:
☑ Yes
[Fixed row]

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

Select all that apply
☑ The Greenhouse Gas Protocol: Public Sector Standard
☑ The Greenhouse Gas Protocol: Scope 2 Guidance
☑ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

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

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: ☑ We are reporting a Scope 2, location-based figure	*Select from:* ☑ We are reporting a Scope 2, market-based figure	*For the sites in India and Whetstone, the company is not yet able to provide market-based emissions. Therefore the location-based emissions are taken.*

[Fixed row]

(7.4) 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?

Select from:
☑ Yes

(7.4.1) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure.

Row 1

(7.4.1.1) Source of excluded emissions

BidCo subsidiary in the US.

(7.4.1.2) Scope(s) or Scope 3 category(ies)

Select all that apply
☑ Scope 1
☑ Scope 3: Franchises
☑ Scope 3: Investments
☑ Scope 2 (market-based)
☑ Scope 3: Capital goods
☑ Scope 3: Use of sold products
☑ Scope 3: Upstream leased assets
☑ Scope 3: Downstream leased assets
☑ Scope 3: Processing of sold products
☑ Scope 3: Purchased goods and services
☑ Scope 2 (location-based)
☑ Scope 3: Business travel
☑ Scope 3: Other (upstream)
☑ Scope 3: Other (downstream)
☑ Scope 3: Employee commuting
☑ Scope 3: Waste generated in operations
☑ Scope 3: End-of-life treatment of sold products
☑ Scope 3: Upstream transportation and distribution
☑ Scope 3: Downstream transportation and distribution
☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)

(7.4.1.3) Relevance of Scope 1 emissions from this source

Select from:
☑ Emissions are not relevant

(7.4.1.4) Relevance of location-based Scope 2 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.5) Relevance of market-based Scope 2 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.6) Relevance of Scope 3 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.8) Estimated percentage of total Scope 1+2 emissions this excluded source represents

0

(7.4.1.9) Estimated percentage of total Scope 3 emissions this excluded source represents

0

(7.4.1.10) Explain why this source is excluded

The BidCO subsidiary in the US had no operations in 2023 and performs only management activities.

(7.4.1.11) Explain how you estimated the percentage of emissions this excluded source represents

As the BidCO subsidiary in the US had no operations in 2023 and performs only management activities, it is estimated to be 0.
[Add row]

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

9491

(7.5.3) Methodological details

For the calculation of Scope 1 emissions, all sources of direct emissions at the various ITP plants for the reference year are identified. Specifically, the following sources have been identified: Fuels: Natural Gas, Diesel, LPG, Kerosene, SAF Kerosene (2%) Refrigerants: R134A, R410A, R407C, R32 Once the emission sources for each plant are identified, the corresponding activity data is collected. The most common approach to calculating GHG emissions is by applying documented emission factors (World Resources Institute & World Business Council for Sustainable Development, 2011). The necessary data for calculating GHG emissions includes the activity data (per plant) and the emission factors. The calculation methodology varies depending on the emission source. However, the basic operation to estimate GHG emissions is the product of the activity data and the emission factors. For the calculation of GHG emissions from the combustion of natural gas and diesel, the activity data of the fuel consumed at the different plants (in cubic meters and liters, respectively) is used. This data must be converted to energy values using the density and Higher Heating Value (HHV) (value obtained from the 2023 edition of the GHG Inventory Report 1990-2022, Ministry for the Ecological Transition and the Demographic Challenge, 2023). The emission factor in tons of CO2 equivalent is obtained from the sum of the emission factors of the emissions produced during combustion (CO2, CH4, and N2O), which are derived from the fifth IPCC report. Regarding emissions from refrigerant gases in air conditioning and industrial machinery, the leaks occurring in the facilities are accounted for, specifically the refills needed to replace the leaked gases. The calculation to be performed is the product of the activity data and the global warming potential of each type of refrigerant, based on the information from the fifth IPCC report. In this case, the same emission factor for refrigerant gases has been assumed for all countries. Finally, emissions from the combustion of kerosene in stationary sources are calculated as the product of the activity data, provided in liters, and the emission factor, obtained from the emissions calculator of MITECO (Ministry for the Ecological Transition and the Demographic Challenge, 2023 edition). The same emission factor for kerosene has been assumed for all countries, including the case of jet fuel in Mexico.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

7956

(7.5.3) Methodological details

The calculation for Scope 2 GHG emissions is based on multiplying the activity data (electricity consumption) by the emission factor corresponding to the consumption. Additionally, the electricity consumed, specifically the electricity supplier, is differentiated across the various ITP plants. Furthermore, Scope 2 (World Resources Institute & World Business Council for Sustainable Development, 2014) recommends using the specific emission factors of the source and supplier (specific electricity provider) to determine the total impact of GHG emissions from electricity use, known as the market-based method. Alternatively, if information on the electricity supply is unavailable, emissions are accounted for using the location-based method, employing average energy generation emission factors for defined locations, including local, subnational, or national boundaries. In this case, a hybrid methodology has been necessary according to the plant and country for which the calculation has been performed. Specifically, the location-based method has been used for plants located in India and the United Kingdom. Conversely, the market-based method is applied to plants in Malta, Mexico, and Spain, as information about the electricity providers was available for these plants. Once the specific emission factor of the plant's supplier and the electricity consumption (taken from invoices, etc.) are available, the calculation is performed, and the total is summed to determine the Scope 2 value for ITP Aero Group Group.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

88828

(7.5.3) Methodological details

The methodology followed varies depending on the classification between direct and indirect goods. The sub-category of Direct goods encompasses all goods necessary for the manufacture of ITP products. The activity data has been provided by ITP after a data processing phase, based on hypotheses assigning economic or mass values depending on the availability of data. In this case, the activity data needed to estimate GHG emissions was the specific alloy of each product purchased by ITP. Thus, after knowing the alloys, and their corresponding chemical composition it is possible to form an inventory of materials. Once the activity data is known, it is necessary to obtain an emission factor to translate it into CO2 equivalent emissions. The emission factor shall reflect all emissions in kg CO2 equivalent per kilogram of product of the production process of that material from cradle to gate. For this purpose, the software SimaPro, has been used, as well as the

ecoinvent database, specifically version 3.7. Once the EFs per material and per family type are obtained, the activity data measured in kg of material are multiplied by these to translate them into kg CO2 equivalent. The Indirect materials subcategory covers goods that are not directly related to the production of ITP. In particular, the Indirect subcategory has been based on a hybrid method, relying on both the expenditure-based method and the average data-based method. The methodology is therefore a mix between activity data with economic values and EF with mass values, using an average value of /kg provided by ITP's Supply Chain department, and calculated on the basis of purchases made () divided by the weight of products (kg) purchased. Alternatively, the calculation of emissions for some services has been done based on the economic or cost method. Once the activity data, i.e. the economic activity values (), are known, it is necessary to obtain an emission factor to translate them into CO2 equivalent emissions. For the method based on average data, the SimaPro software and the life cycle inventory database ecoinvent is used. In contrast, for the method based on spend data, the EF available on the website of the National Statistics Institute (INE) are used (Instituto Nacional de Estadística, 2019a, 2019b).

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

6245.0

(7.5.3) Methodological details

In this case the calculation has been made on the basis of the spend-based method, which consists of collecting economic data on purchased goods and services and multiplying them by the relevant emission factors (emissions per monetary value). ITP has identified the economic activity data for this category. Once the activity data are known, it is necessary to obtain an emission factor to translate them into CO2 equivalent emissions. The Environmentally Extended Input-Output (EEIO) methodology has been used for this purpose. This methodology allows us to calculate CO2 equivalent emissions based on the economic expenditure of a particular good or service. The emissions inventory published by the INE has been used, which shows the CO2 equivalent emissions for each category of the National Classification of Economic Activities (CNAE) and the input-output tables of the Spanish economy that show the interdependencies of the sectors.

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

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

2011

(7.5.3) Methodological details

The variables needed to estimate GHG emissions are the activity data and the emission factors (EF). Specifically, for calculating emissions in this category, the average data method has been followed for both fuel and electricity consumption. For fuels, the activity data used are those obtained for the Scope 1 analysis, while the EFs have been obtained using the SimaPro software and the ecoinvent life cycle inventory database, specifically version 3.7, taking a cradle-to-gate perspective on the fuels. Although the latest version of ecoinvent is 3.9.1, it has been decided to maintain the emission factors modelled with version 3.7, to ensure that the calculations for the 2019 and 2022 HCO are homogeneous and comparable with the 2023 HCO calculations, in order to determine the temporal evolution of the ITP Group's HCO. Similarly, for electricity, the activity data are the same as those obtained for the Scope 2 analysis. However, to maintain the same cradle-to-gate perspective in both cases, the emissions to be calculated here will be those lost in the transmission and distribution of electricity. To do this, an estimated percentage of losses occurring in the country where each ITP plant is located is applied to the electricity consumption. The EFs used in this case will be the specific ones for each supplier/national mix by plant, which are identified in the attached annexes. In 2023, a 2% SAF fuel blend began to be used for engine/turbine testing in Albacete. For the evaluation of this change, the emission factor of kerosene has been modelled considering this percentage and an accumulated SAF efficiency of 70%. In 2024, this blend will continue to be used at the Albacete center and will be expanded to the Ajalvir center as part of the company's decarbonization strategy.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

7094

(7.5.3) Methodological details

To calculate Category 4 emissions, the distance-based method has been chosen. In this method, the distance travelled for each shipment is multiplied by the mass or volume of the goods transported and the relevant emission factors. These factors incorporate the average fuel consumption, average utilization, size and mass or volume of the goods and vehicles, and their associated GHG emissions. The emission factors for this method are generally represented in kilograms of CO2 equivalent per ton-kilometer. A ton-kilometer is a unit of measure representing one ton of goods transported over one kilometer. The distance-based method is particularly useful for an organization that does not have access to fuel or mileage records for transport vehicles or has smaller shipments that do not fill an entire

vehicle or vessel. If the subcontractor's fuel data cannot be easily obtained to use the fuel-based method, the distance-based method should be used. The distance can be tracked using internal management systems or, if not available, through online maps. However, the accuracy is generally lower than the fuel-based method because assumptions are made about average fuel consumption and vehicle load. To calculate emissions, companies should multiply the mass (including packaging and pallets) or volume of goods purchased by the distance traveled, and then multiply that value by a specific emission factor for that transport segment (usually an emission factor specific to the mode of transport or type of vehicle). Since each mode of transport or vehicle type has a different emission factor, transport segments must be calculated separately, and the total emissions aggregated. Focusing on the specific case of ITP's Category 4 calculation, as mentioned, the distance-based method has been employed. In previous years, distance information was extracted from an Excel file provided to ITP Aero Group by CEVA Logistics. However, this year, the logistics company CEVA itself calculated and provided ITP Aero Group with the emissions results for the goods transported in 2023. The methodology and emission factors used in the calculations were performed according to the criteria of the Global Logistics Emission Council Framework (GLEC Framework).

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

3929

(7.5.3) Methodological details

It has been decided to use the waste type specific method, which implies the use of EFs for different types of waste and specific waste treatments. Once the quantities of the different types of waste and their destination were available, an emission factor is assigned to each type of waste. The emissions factors used for each type of waste are sourced from the ecoinvent database in kg CO2eq/kg or kgCO2eq/m3 (for wastewater). Finally, the emissions for each of the wastes are added together to obtain the value for category 5.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

1233

(7.5.3) Methodological details

For the calculation of category 6, the distance-based method has been chosen, in which the distance travelled during the trip is multiplied by the relevant EFs incorporating the average fuel consumption and its associated GHG emissions. For this purpose, the information on the distance travelled has been extracted by ITP Aero Group. This information contained the origin and destination of the journeys. The distance of each of the trips was was multiplied by the corresponding emission factor depending on the type of transport to obtain the kilograms of CO2 equivalent. The EFs used were sourced from ecoinvent database and their emission factor expressed in kg CO2eq/km or kg CO2eq/personkm. Although the latest version of ecoinvent is 3.9.1, it has been decided to maintain the emission factors modeled with version 3.7 to ensure that the calculations for the 2019 and 2022 HCO are homogeneous and comparable with the 2023 HCO calculations, in order to determine the temporal evolution of the ITP Group's HCO.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

9574

(7.5.3) Methodological details

To calculate Category 7 emissions, ITP Aero Group adopted the distance-based method. For most plants, employees' postal codes and towns enabled precise commuting distance calculations using Google Maps. At the ITP Hucknall plant, a new Excel tool was developed to automate distance determination by identifying town coordinates and calculating straight-line distances. When postal or town data were unavailable, an average site-specific commuting distance was applied; for India, this average was set at 30 km per employee. Subcontracted employees without location data were assigned their plant’s average commuting distance. Annual mileage per employee was calculated by doubling the one-way distance for round trips and multiplying by the number of working days in each country where ITP Aero operates. Assuming all employees commute individually by vehicle, vehicle types (cars or motorcycles) and fuel types (gasoline, diesel, electric) were determined using country-specific statistics: Spain: Utilized the 2022 General Statistical Yearbook for vehicle and fuel distributions by autonomous community. UK: Used 2023 Department for Transport data similarly. Malta: Referenced the Q3 2019 National Statistics Office report for vehicle types and energy sources. India: Consulted Telangana State Transport data for vehicle types and estimated fuel types based on emission proportions due to limited data. Mexico: In the absence of local data, approximated vehicle distribution using 2022 statistics from bordering US states (Texas, New Mexico, Arizona) sourced from the US Department of Transportation and Department of Energy. Once total kilometers traveled were determined and vehicle/fuel types established, these distances were multiplied by

emission factors (EFs) from the ecoinvent database, detailed in the report annexes as kg CO_2eq/km or kg CO_2eq/person-km. European-specific EFs were applied, distinguishing between generic cars, electric cars, and motorcycles. This streamlined methodology ensures accurate calculation of commuting-related emissions across ITP Aero Group's global operations, accommodating data variations and enabling consistent future automation.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

4

(7.5.3) Methodological details

In the case of ITP Aero Group, since the company pays for the transport and distribution services of the product after it leaves its manufacturing plants (it is a purchased service, considered upstream), the emissions from such transport and distribution are excluded from category 9 and are included in category 4 instead. However, the impact associated with transporting the product from ITP Aero Group's customer to the final customer in the supply chain is not paid for by ITP Aero Group and would therefore need to be included in this category 9. Therefore, the transport of the turbines to ITP's customer (included in category 4) is not included, but the transport of the engines to the aircraft manufacturers is included. In this case, estimations ware made on the distances covered by these products. The procedure used to calculate the emissions from this transport is the same as that used in the calculation of category 4, i.e. the distance travelled and the weight moved in each of the shipments must be calculated to obtain the tonne-kilometres to be multiplied by the appropriate emission factor. The EFs used were sourced from ecoinvent expressed in kg CO2eq/tkm. Since the type of vehicle used for lorry transport is not known, a heavy vehicle capable of carrying between 7.5 and 16 tonnes is chosen, so that the emission factor has an intermediate value between the largest and smallest vehicles. Once we have the kg CO2 equivalents for each shipment, they were added up to obtain the impact of category 9.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

13888665

(7.5.3) Methodological details

The products sold by ITP are quite unique, as they are intermediate products requiring additional transformations outside the reporting company before they are utilized. Specifically, ITP's products must be assembled into engines, which are then installed in airplanes, which is the final product to be utilized. While ITP's product does not have a use phase per se, it is necessary to account for the attributable emissions of the final product. Therefore, a percentage based on weight is assigned in relation to the emissions of the final product. Emissions for the reporting year are calculated as the total usage emissions over the product's lifetime of all products sold within the reporting year, following the methodology of the Greenhouse Gas Protocol Technical Guidance for Calculating Scope 3 Emissions and the IAEG Guidance for Calculating Civil Aviation Scope 3 Emissions: Category 11 – Use of Sold Products. To calculate the emissions of the products sold by ITP in the reference year, it is necessary to define an attribution methodology. In this case, an attribution by mass has been chosen, so it is necessary to know both the weight of the product sold by ITP and the final product to be utilized. Similarly, if a final product contains more than one intermediate product, the quantity of these products must also be accounted for. Finally, the data needed include the type of fuel for the engine, the engine's fuel consumption, and the flight hours in the reference year. Considering all these data, the GHG emissions in CO2 equivalent are calculated as follows: 1. Calculate the weight ratio of the turbines relative to the airplanes, considering the number of turbines incorporated in the airplanes. 2. Calculate fuel consumption based on flight hours and the specific engine consumption of the final product. 3. Allocate the corresponding fuel consumption according to the attributable weight ratio. 4. Obtain the relevant emission factors (EFs) for the fuel used in the final products. These EFs have been obtained through the website of MITECO (Ministry for the Ecological Transition and the Demographic Challenge, 2022), currently based on the IPCC Guide. a. Convert the CH4 and N2O EFs to kg CO2eq/kg by multiplying by 25 and 298 and dividing by 1000, respectively. 5. Multiply the activity data, measured in kg of fuel used in the final products during the established reference year, by the EFs.

Scope 3 category 15: Investments

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

350

(7.5.3) Methodological details

The specific investment method involves collecting the Scope 1 and Scope 2 emissions of the invested company and allocating the emissions based on the investment share. The company in which ITP Aero Group holds an investment is CTA (Centro de Tecnologías Aeronáuticas). In the reporting year, ITP Aero Group owned 25% of the company. Therefore, in Category 15, 25% of CTA's Scope 1, 2, and 3 emissions must be assigned. ITP Aero Group has provided the activity data,

i.e., the Scope 1 and 2 emissions of CTA. To estimate CTA's total emissions, it is established that the difference between Scope 1 and 2 and Scope 3 is 20% and 80%, respectively, requiring the results of the estimated emissions to be multiplied by 5 to adjust the result. Consequently, the calculation to obtain the emissions proportional to ITP's investment is: 1. Obtain the activity data for Scope 1 and 2, i.e., the energy consumption of CTA. 2. Assign the corresponding emission factors (EFs) according to the methods explained in the Scope 1 and 2 sections. These EFs are those provided in sections 11.a.i and 0 of the annexes. 3. Apply the investment percentage to the product of steps 1 and 2. 4. Multiply the value obtained in the previous step by 5. This method ensures that the emissions attributable to ITP Aero Group's investment in CTA are accurately calculated and reported.
[Fixed row]

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

Reporting year

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

7867

(7.6.3) Methodological details

For the calculation of Scope 1 emissions, all sources of direct emissions at the various ITP plants for the reference year are identified. Specifically, the following sources have been identified: Fuels: Natural Gas, Diesel, LPG, Kerosene, SAF Kerosene (2%) Refrigerants: R134A, R410A, R407C, R32 Once the emission sources for each plant are identified, the corresponding activity data is collected. The most common approach to calculating GHG emissions is by applying documented emission factors (World Resources Institute & World Business Council for Sustainable Development, 2011). The necessary data for calculating GHG emissions includes the activity data (per plant) and the emission factors. The calculation methodology varies depending on the emission source. However, the basic operation to estimate GHG emissions is the product of the activity data and the emission factors. For the calculation of GHG emissions from the combustion of natural gas and diesel, the activity data of the fuel consumed at the different plants (in cubic meters and liters, respectively) is used. This data must be converted to energy values using the density and Higher Heating Value (HHV) (value obtained from the 2023 edition of the GHG Inventory Report 1990-2022, Ministry for the Ecological Transition and the Demographic Challenge, 2023). The emission factor in tons of CO2 equivalent is obtained from the sum of the emission factors of the emissions produced during combustion (CO2, CH4, and N2O), which are derived from the fifth IPCC report. Regarding emissions from refrigerant gases in air conditioning and industrial machinery, the leaks occurring in the facilities are accounted for, specifically the refills needed to replace the leaked gases. The calculation to be performed is the product of the activity data and the global warming potential of each type of refrigerant, based on the information from the fifth IPCC report. In this case, the same emission factor for refrigerant gases has been assumed for all countries. Finally, emissions from the combustion of kerosene in stationary sources are calculated as the product of the activity data, provided in liters, and the emission factor, obtained from the emissions calculator of MITECO (Ministry for the Ecological Transition and the Demographic Challenge, 2023 edition). The same emission factor for kerosene has been assumed for all countries, including the case of jet fuel in Mexico.

Past year 1

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

8432

(7.6.2) End date

12/30/2022

(7.6.3) Methodological details

Same as above.
[Fixed row]

(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

23662.47

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

1949

(7.7.4) Methodological details

The calculation for Scope 2 GHG emissions is based on multiplying the activity data (electricity consumption) by the emission factor corresponding to the consumption. Additionally, the electricity consumed, specifically the electricity supplier, is differentiated across the various ITP plants. Furthermore, Scope 2 (World Resources Institute & World Business Council for Sustainable Development, 2014) recommends using the specific emission factors of the source and supplier (specific electricity provider) to determine the total impact of GHG emissions from electricity use, known as the market-based method. Alternatively, if information on

the electricity supply is unavailable, emissions are accounted for using the location-based method, employing average energy generation emission factors for defined locations, including local, subnational, or national boundaries. In this case, a hybrid methodology has been necessary according to the plant and country for which the calculation has been performed. Specifically, the location-based method has been used for plants located in India and the United Kingdom. Conversely, the market-based method is applied to plants in Malta, Mexico, and Spain, as information about the electricity providers was available for these plants. Once the specific emission factor of the plant's supplier and the electricity consumption (taken from invoices, etc.) are available, the calculation is performed, and the total is summed to determine the Scope 2 value for ITP Aero Group Group.

Past year 1

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

19867

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

1092

(7.7.3) End date

12/30/2022

(7.7.4) Methodological details

The calculation for Scope 2 GHG emissions is based on multiplying the activity data (electricity consumption) by the emission factor corresponding to the consumption. Additionally, the electricity consumed, specifically the electricity supplier, is differentiated across the various ITP plants. Furthermore, Scope 2 (World Resources Institute & World Business Council for Sustainable Development, 2014) recommends using the specific emission factors of the source and supplier (specific electricity provider) to determine the total impact of GHG emissions from electricity use, known as the market-based method. Alternatively, if information on the electricity supply is unavailable, emissions are accounted for using the location-based method, employing average energy generation emission factors for defined locations, including local, subnational, or national boundaries. In this case, a hybrid methodology has been necessary according to the plant and country for which the calculation has been performed. Specifically, the location-based method has been used for plants located in India and the United Kingdom. Conversely, the market-based method is applied to plants in Malta, Mexico, and Spain, as information about the electricity providers was available for these plants. Once the specific emission factor of the plant's supplier and the electricity consumption (taken from invoices, etc.) are available, the calculation is performed, and the total is summed to determine the Scope 2 value for ITP Aero Group Group.
[Fixed row]

(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

173826

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Hybrid method

☑ Average data method

☑ Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

The methodology followed varies depending on the classification between direct and indirect goods. The sub-category of Direct goods encompasses all goods necessary for the manufacture of ITP products. The activity data has been provided by ITP after a data processing phase, based on hypotheses assigning economic or mass values depending on the availability of data. In this case, the activity data needed to estimate GHG emissions was the specific alloy of each product purchased by ITP. Thus, after knowing the alloys, and their corresponding chemical composition it is possible to form an inventory of materials. Once the activity data is known, it is necessary to obtain an emission factor to translate it into CO2 equivalent emissions. The emission factor shall reflect all emissions in kg CO2 equivalent per kilogram of product of the production process of that material from cradle to gate. For this purpose, the software SimaPro, has been used, as well as the ecoinvent database, specifically version 3.7. Once the EFs per material and per family type are obtained, the activity data measured in kg of material are multiplied by

these to translate them into kg CO2 equivalent. The Indirect materials subcategory covers goods that are not directly related to the production of ITP. In particular, the Indirect subcategory has been based on a hybrid method, relying on both the expenditure-based method and the average data-based method. The methodology is therefore a mix between activity data with economic values and EF with mass values, using an average value of /kg provided by ITP's Supply Chain department, and calculated on the basis of purchases made () divided by the weight of products (kg) purchased. Alternatively, the calculation of emissions for some services has been done based on the economic or cost method. Once the activity data, i.e. the economic activity values (), are known, it is necessary to obtain an emission factor to translate them into CO2 equivalent emissions. For the method based on average data, the SimaPro software and the life cycle inventory database ecoinvent is used. In contrast, for the method based on spend data, the EF available on the website of the National Statistics Institute (INE) are used (Instituto Nacional de Estadística, 2019a, 2019b).

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

8409

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

In this case the calculation has been made on the basis of the spend-based method, which consists of collecting economic data on purchased goods and services and multiplying them by the relevant emission factors (emissions per monetary value). ITP has identified the economic activity data for this category. Once the activity data are known, it is necessary to obtain an emission factor to translate them into CO2 equivalent emissions. The Environmentally Extended Input-Output (EEIO)

methodology has been used for this purpose. This methodology allows us to calculate CO2 equivalent emissions based on the economic expenditure of a particular good or service. The emissions inventory published by the INE has been used, which shows the CO2 equivalent emissions for each category of the National Classification of Economic Activities (CNAE) and the input-output tables of the Spanish economy that show the interdependencies of the sectors.

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

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

1205

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

The variables needed to estimate GHG emissions are the activity data and the emission factors (EF). Specifically, for calculating emissions in this category, the average data method has been followed for both fuel and electricity consumption. For fuels, the activity data used are those obtained for the Scope 1 analysis, while the EFs have been obtained using the SimaPro software and the ecoinvent life cycle inventory database, specifically version 3.7, taking a cradle-to-gate perspective on the fuels. Although the latest version of ecoinvent is 3.9.1, it has been decided to maintain the emission factors modeled with version 3.7, to ensure that the calculations for the 2019 and 2022 HCO are homogeneous and comparable with the 2023 HCO calculations, in order to determine the temporal evolution of the ITP Group's HCO. Similarly, for electricity, the activity data are the same as those obtained for the Scope 2 analysis. However, to maintain the same cradle-to-gate perspective in both cases, the emissions to be calculated here will be those lost in the transmission and distribution of electricity. To do this, an estimated percentage of losses occurring in the country where each ITP plant is located is applied to the electricity consumption. The EFs used in this case will be the specific ones for each

supplier/national mix by plant, which are identified in the attached annexes. In 2023, a 2% SAF fuel blend began to be used for engine/turbine testing in Albacete. For the evaluation of this change, the emission factor of kerosene has been modeled considering this percentage and an accumulated SAF efficiency of 70%. In 2024, this blend will continue to be used at the Albacete center and will be expanded to the Ajalvir center as part of the company's decarbonization strategy.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

8022

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

To calculate Category 4 emissions, the distance-based method has been chosen. In this method, the distance traveled for each shipment is multiplied by the mass or volume of the goods transported and the relevant emission factors. These factors incorporate the average fuel consumption, average utilization, size and mass or volume of the goods and vehicles, and their associated GHG emissions. The emission factors for this method are generally represented in kilograms of CO2 equivalent per ton-kilometer. A ton-kilometer is a unit of measure representing one ton of goods transported over one kilometer. The distance-based method is particularly useful for an organization that does not have access to fuel or mileage records for transport vehicles or has smaller shipments that do not fill an entire vehicle or vessel. If the subcontractor's fuel data cannot be easily obtained to use the fuel-based method, the distance-based method should be used. The distance can be tracked using internal management systems or, if not available, through online maps. However, the accuracy is generally lower than the fuel-based method because assumptions are made about average fuel consumption and vehicle load. To calculate emissions, companies should multiply the mass (including packaging

and pallets) or volume of goods purchased by the distance traveled, and then multiply that value by a specific emission factor for that transport segment (usually an emission factor specific to the mode of transport or type of vehicle). Since each mode of transport or vehicle type has a different emission factor, transport segments must be calculated separately, and the total emissions aggregated. Focusing on the specific case of ITP's Category 4 calculation, as mentioned, the distance-based method has been employed. In previous years, distance information was extracted from an Excel file provided to ITP Aero Group by CEVA Logistics. However, this year, the logistics company CEVA itself calculated and provided ITP Aero Group with the emissions results for the goods transported in 2023. The methodology and emission factors used in the calculations were performed according to the criteria of the Global Logistics Emission Council Framework (GLEC Framework).

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

1720

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Waste-type-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

It has been decided to use the waste type specific method, which implies the use of EFs for different types of waste and specific waste treatments. Once the quantities of the different types of waste and their destination were available, an emission factor is assigned to each type of waste. The emissions factors used for each type of waste are sourced from the ecoinvent database in kg CO2eq/kg or kgCO2eq/m3 (for wastewater). Finally, the emissions for each of the wastes are added together to obtain the value for category 5.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

1128

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

For the calculation of category 6, the distance-based method has been chosen, in which the distance travelled during the trip is multiplied by the relevant EFs incorporating the average fuel consumption and its associated GHG emissions. For this purpose, the information on the distance travelled has been extracted by ITP Aero Group. This information contained the origin and destination of the journeys. The distance of each of the trips was was multiplied by the corresponding emission factor depending on the type of transport to obtain the kilograms of CO2 equivalent. The EFs used were sourced from ecoinvent database and their emission factor expressed in kg CO2eq/km or kg CO2eq/personkm. Although the latest version of ecoinvent is 3.9.1, it has been decided to maintain the emission factors modeled with version 3.7 to ensure that the calculations for the 2019 and 2022 HCO are homogeneous and comparable with the 2023 HCO calculations, in order to determine the temporal evolution of the ITP Group's HCO.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

11255

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

To calculate Category 7 emissions for ITP Aero Group, the distance-based method was chosen. Employee commuting distances were measured using Google Maps, except for ITP Hucknall, which used an Excel tool to calculate straight-line distances. For employees without specific location data, an average commuting distance per site was assigned. For the India plant, a company-provided average distance of 30 km per employee was used. For subcontracted employees, since commuting information was unavailable, the average commuting distance of other employees at the same plant was assigned. Once distances were determined, round-trip mileage was calculated by multiplying by 2 and then by the number of working days in each country. It was assumed that all employees commuted individually in their vehicles. Vehicle type (car or motorcycle) and fuel (gasoline, diesel, electric) distributions were determined using country-specific sources. For Spain, the 2022 General Statistical Yearbook was used, and for the UK, 2023 Department for Transport statistics were consulted. In Malta, data from the National Statistics Office (2019) were used. For India, Telangana State Government statistics were referenced, and vehicle fuel proportions were estimated based on pollution data. In Mexico, vehicle distributions were approximated using data from bordering U.S. states (Texas, New Mexico, Arizona) due to lack of local statistics. Once total kilometers and vehicle types were established, distances were multiplied by emission factors (EFs) from the ecoinvent database. These EFs, expressed in kg CO2eq/km or kg CO2eq/person-km, differ for vehicles in Europe versus globally and account for various fuel types (gasoline, diesel, electric) and vehicle categories (cars, motorcycles, generic vehicles). The results give the final Category 7 emissions for ITP Aero Group employees.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

In our case, we have included the impact associated with leased assets in our scopes 1 and 2, therefore we did not consider as relevant this category.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

124

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

In the case of ITP Aero Group, since the company pays for the transport and distribution services of the product after it leaves its manufacturing plants (it is a purchased service, considered upstream), the emissions from such transport and distribution are excluded from category 9 and are included in category 4 instead. However, the impact associated with transporting the product from ITP Aero Group's customer to the final customer in the supply chain is not paid for by ITP Aero Group and would therefore need to be included in this category 9. Therefore, the transport of the turbines to ITP's customer (included in category 4) is not included, but the transport of the engines to the aircraft manufacturers is included. In this case, estimations ware made on the distances covered by these products. The

procedure used to calculate the emissions from this transport is the same as that used in the calculation of category 4, i.e. the distance travelled and the weight moved in each of the shipments must be calculated to obtain the tonne-kilometres to be multiplied by the appropriate emission factor. The EFs used were sourced from ecoinvent expressed in kg CO2eq/tkm. Since the type of vehicle used for lorry transport is not known, a heavy vehicle capable of carrying between 7.5 and 16 tonnes is chosen, so that the emission factor has an intermediate value between the largest and smallest vehicles. Once we have the kg CO2 equivalents for each shipment, they were added up to obtain the impact of category 9.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Since the product sold by ITP Aero Group should not undergo any transformation and should only be introduced in an assembly process whose associated impact will be very small compared to the rest of the manufacturing process, it has been decided to approximate this value to zero, assigning no impact in this category.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

7476466

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify **:**It has been decided to make the attribution by mass, therefore, it is necessary to know the weight of both the product sold by ITP and the final product to be exploited

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

ITP's products are intermediate goods that require further assembly into engines, which are then installed in airplanes. Although ITP's products lack a direct use phase, emissions attributed to the final product (airplanes) must be accounted for. A weight-based percentage is applied to the emissions of the final product to reflect ITP's contribution. Emissions for the reporting year are calculated based on the total usage emissions over the product's lifetime for all products sold within that year, following the Greenhouse Gas Protocol Technical Guidance and the IAEG Guidance for Civil Aviation Scope 3 Emissions (Category 11 – Use of Sold Products). A mass-based attribution method is used, requiring the weight of ITP's product and the final product, as well as the quantity of intermediate products if multiple components are involved. The necessary data include the type of fuel used by the engine, its fuel consumption, and the flight hours in the reference year. The calculation process is as follows: Determine the weight ratio of ITP's turbines relative to the airplanes, accounting for the number of turbines per airplane. Calculate fuel consumption based on flight hours and engine-specific consumption. Attribute the fuel consumption based on the weight ratio of ITP's product. Use relevant emission factors (EFs) for the fuel, obtained from MITECO and based on the IPCC Guide. a. Convert CH4 and N2O EFs to kg CO2eq/kg by multiplying by 25 and 298 and dividing by 1000, respectively. These values, along with CO2 EFs, are listed in Annex 11 of the report. Multiply the total fuel consumed by the relevant EFs to determine the emissions attributable to ITP's products. This approach ensures that the emissions related to ITP's intermediate products are accurately calculated and reported based on their contribution to the final product.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The emissions from the end-of-life treatment of sold products must follow the calculation methods outlined in Category 5 (Waste Generated in Operations). However, unlike Category 5, where companies collect data on the total mass of waste generated from operations, for this category, companies must collect data on the total mass of products sold (and packaging) from the point of sale by the reporting company to the end of life after customer use. Since ITP Aero's product is made from 100% recyclable material, the assumption is made that 100% of the final product is recycled. Similarly, as indicated in the Packaging Declarations of the plants, the packaging used is also assumed to be recyclable. Furthermore, some of the packaging is custom-made for specific ITP parts and is returned for reuse in successive shipments. As explained in the Category 5 section, the impact associated with recycling materials is assigned to the company using the recycled material, and

therefore does not contribute to the carbon footprint of the company generating the waste. Thus, since all products and packaging manufactured and used by ITP Aero are recycled, the impact associated with Category 12 is estimated to be zero.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

As in the case of category 8, emissions from leased assets are included in scopes 1 and 2, therefore the impact associated with category 13 has been assumed to be zero. Otherwise, double counting of impacts would be incurred.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The investment-specific method was used, which consists of compiling the investee's Scope 1 and Scope 2 emissions and allocating the emissions according to the investment's shareholding. Consequently, the calculation to obtain the emissions proportional to ITP's share is: 1. Obtain the activity data for scope 1 and 2, i.e. the energy consumption of investments. 2. Attribute the corresponding EFs, following the same methods used for calculating the Scope 1 and 2 emissions. These EFs were sourced from ecoinvent 3. Apply the percentage share to the product of steps 1 and 2.

Investments

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

507

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Investment-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

The specific investment method involves collecting the Scope 1 and Scope 2 emissions of the invested company and allocating the emissions based on the investment share. The company in which ITP Aero Group holds an investment is CTA (Centro de Tecnologías Aeronáuticas). In the reporting year, ITP Aero Group owned 25% of the company. Therefore, in Category 15, 25% of CTA's Scope 1, 2, and 3 emissions must be assigned. ITP Aero Group has provided the activity data, i.e., the Scope 1 and 2 emissions of CTA. To estimate CTA's total emissions, it is established that the difference between Scope 1 and 2 and Scope 3 is 20% and 80%, respectively, requiring the results of the estimated emissions to be multiplied by 5 to adjust the result. Consequently, the calculation to obtain the emissions proportional to ITP's investment is: 1. Obtain the activity data for Scope 1 and 2, i.e., the energy consumption of CTA. 2. Assign the corresponding emission factors (EFs) according to the methods explained in the Scope 1 and 2 sections. These EFs are those provided in sections 11.a.i and 0 of the annexes. 3. Apply the investment percentage to the product of steps 1 and 2. 4. Multiply the value obtained in the previous step by 5. This method ensures that the emissions attributable to ITP Aero Group's investment in CTA are accurately calculated and reported.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Not relevant.

Other (downstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

Not relevant.
[Fixed row]

(7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

(7.8.1.1) End date

12/30/2022

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

130733

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

5582

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

1913

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

7607

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

2856.7

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

917.96

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

10842

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

4298

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

6630205

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

328

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

0
[Fixed row]

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

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

[Fixed row]

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

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:
☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.1.4) Attach the statement

Bain Propulsion Bidco EINF Consol 2023 _ENG.pdf

(7.9.1.5) Page/section reference

Page 2 Page 54

(7.9.1.6) Relevant standard

Select from:
☑ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

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

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

Bain Propulsion Bidco EINF Consol 2023 _ENG.pdf

(7.9.2.6) Page/ section reference

Page 2 Page 54

(7.9.2.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

Bain Propulsion Bidco EINF Consol 2023 _ENG.pdf

(7.9.2.6) Page/ section reference

Page 2 Page 54

(7.9.2.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100
[Add row]

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

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Franchises
☑ Scope 3: Investments
☑ Scope 3: Capital goods
☑ Scope 3: Business travel
☑ Scope 3: Employee commuting
☑ Scope 3: Waste generated in operations
☑ Scope 3: End-of-life treatment of sold products
☑ Scope 3: Upstream transportation and distribution
☑ Scope 3: Downstream transportation and distribution
☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
☑ Scope 3: Use of sold products
☑ Scope 3: Upstream leased assets
☑ Scope 3: Downstream leased assets
☑ Scope 3: Processing of sold products
☑ Scope 3: Purchased goods and services

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:
☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.3.5) Attach the statement

Bain Propulsion Bidco EINF Consol 2023 _ENG.pdf

(7.9.3.6) Page/section reference

Page 2 Page 54

(7.9.3.7) Relevant standard

Select from:
☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

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

Select from:
☑ Increased

(7.10.1) 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 renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

824

(7.10.1.2) Direction of change in emissions

Select from:
☑ Increased

(7.10.1.3) Emissions value (percentage)

8.65

(7.10.1.4) Please explain calculation

Increase in Scope 2 emissions in Mexico due to the unavailability of GDOs in a certain period of time in 2023.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

1075

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

11.29

(7.10.1.4) Please explain calculation

Decrease in scope 1 (kerosene usage) in Mexico. Less engines tested and more efficient ones (they require less fuel when testing due to its characteristics and size). On the other hand, the engines that were tested in 2023 were more efficient (consuming aprox 25% less fuel).

Divestment

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

Acquisitions

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

Mergers

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

Change in output

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

Change in methodology

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

Change in boundary

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

673

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

7.07

(7.10.1.4) Please explain calculation

Slight increase in fugitive emissions (refrigerant leaks) due to a better control of operation conditions and a failure detected in one air condition system in Zamudio.

Unidentified

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

1471

(7.10.1.2) Direction of change in emissions

Select from:
☑ Increased

(7.10.1.3) Emissions value (percentage)

15.45

(7.10.1.4) Please explain calculation

Natural gas consumption for comfort heating increased in Zamudio and Hucknall facilities.

[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:
☑ Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:
☑ No

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

Select from:
☑ Yes

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

Row 1

(7.15.1.1) Greenhouse gas

Select from:
☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

7813.202

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fifth Assessment Report (AR5 – 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:
☑ CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

15.174

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fifth Assessment Report (AR5 – 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:
☑ N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

8.613

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Fifth Assessment Report (AR5 – 100 year)

[Add row]

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

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
India	*8*	*660.61*	*660.61*
Malta	*24*	*75.31*	*75.31*
Mexico	*715*	*4374.83*	*1166*
Spain	*5159*	*14150.99*	*0*
United Kingdom of Great Britain and Northern Ireland	*1962*	*4400.73*	*47*
United States of America	*0*	*0*	*0*

[Fixed row]

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

Select all that apply

☑ By facility

(7.17.2) Break down your total gross global Scope 1 emissions by business facility.

Row 1

(7.17.2.1) Facility

Sestao, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

82.71

(7.17.2.3) Latitude

43.308993

(7.17.2.4) Longitude

-2.990947

Row 2

(7.17.2.1) Facility

ITA, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

0

(7.17.2.3) Latitude

43.278198

(7.17.2.4) Longitude

-2.852143

Row 3

(7.17.2.1) Facility

Zamudio, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1046.51

(7.17.2.3) Latitude

43.293019

(7.17.2.4) Longitude

-2.856332

Row 4

(7.17.2.1) Facility

Alcobendas, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

104.49

(7.17.2.3) Latitude

40.534022

(7.17.2.4) Longitude

-3.630312

Row 5

(7.17.2.1) Facility

Hucknall, UK

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1959.78

(7.17.2.3) Latitude

53.019906

(7.17.2.4) Longitude

-1.215932

Row 6

(7.17.2.1) Facility

Ajalvir, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1704.22

(7.17.2.3) Latitude

40.498238

(7.17.2.4) Longitude

-3.47984

Row 7

(7.17.2.1) Facility

Barakaldo, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

2002.75

(7.17.2.3) Latitude

43.303785

(7.17.2.4) Longitude

-2.988387

Row 8

(7.17.2.1) Facility

Lincoln, UK

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1.35

(7.17.2.3) Latitude

53.469779

(7.17.2.4) Longitude

-0.58888

Row 9

(7.17.2.1) Facility

Derio, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

44.86

(7.17.2.3) Latitude

43.301271

(7.17.2.4) Longitude

-2.870675

Row 10

(7.17.2.1) Facility

Malta

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

24.14

(7.17.2.3) Latitude

35.807513

(7.17.2.4) Longitude

14.514937

Row 12

(7.17.2.1) Facility

Whetstone, UK

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1.11

(7.17.2.3) Latitude

52.876866

(7.17.2.4) Longitude

-1.233892

Row 13

(7.17.2.1) Facility

Querétaro, MX

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

714.55

(7.17.2.3) Latitude

20.636092

(7.17.2.4) Longitude

-100.43523

Row 14

(7.17.2.1) Facility

Albacete, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

173.27

(7.17.2.3) Latitude

38.980692

(7.17.2.4) Longitude

-1.881478

Row 15

(7.17.2.1) Facility

India

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

7.62

(7.17.2.3) Latitude

17.500083

(7.17.2.4) Longitude

78.432982
[Add row]

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

Select all that apply
☑ By facility

(7.20.2) Break down your total gross global Scope 2 emissions by business facility.

Row 1

(7.20.2.1) Facility

Albacete, Spain

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

124.7

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 2

(7.20.2.1) Facility

ITA, Spain

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

94.27

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 3

(7.20.2.1) Facility

Alcobendas, Spain

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

461.1

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 4

(7.20.2.1) Facility

Hucknall, UK

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

4068.6

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 5

(7.20.2.1) Facility

Malta

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

75.31

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

75.31

Row 6

(7.20.2.1) Facility

Zamudio, Spain

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

7757.78

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 7

(7.20.2.1) Facility

Sestao, Spain

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

771.42

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 8

(7.20.2.1) Facility

Querétaro, MX

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

4374.83

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1165.96

Row 9

(7.20.2.1) Facility

Whetstone, UK

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

47.39

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

47.39

Row 10

(7.20.2.1) Facility

India

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

660.61

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

660.61

Row 11

(7.20.2.1) Facility

Derio, Spain

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

376.05

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 12

(7.20.2.1) Facility

Ajalvir, Spain

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1977.66

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 13

(7.20.2.1) Facility

Lincoln, UK

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

284.74

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0

Row 14

(7.20.2.1) Facility

Barakaldo, Spain

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

2585.47

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0
[Add row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

7867.26

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

23662.47

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

1949.27

(7.22.4) Please explain

The whole company is included in the consolidated accounting group.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

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

0

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

0

(7.22.4) Please explain

No other entities in the company.
[Fixed row]

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

Select from:
☑ No

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

Row 1

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Other allocation method, please specify :Economic allocation

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Currency

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

9525163

(7.26.9) Emissions in metric tonnes of CO2e

48.73

(7.26.11) Major sources of emissions

Direct emissions from operations

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions have been calculated in accordance with GHG protocol

Row 2

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Other allocation method, please specify :Economic allocation

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Currency

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

9525163

(7.26.9) Emissions in metric tonnes of CO2e

14.22

(7.26.11) Major sources of emissions

Electricity purchase and usage

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions have been calculated in accordance with GHG protocol
[Add row]

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

Row 1

(7.27.1) Allocation challenges

Select from:
☑ Doing so would require we disclose business sensitive/proprietary information

(7.27.2) Please explain what would help you overcome these challenges

It may occur that business sensitive information may arise to the mix of customers in a certain region and the type of programmes they have. The capability of allocating emissions for different customers within ITP Aero is a further step that we are planning. However, at this moment, we do not have yet recommendations to overcome these challenges.

Row 2

(7.27.1) Allocation challenges

Select from:

☑ Diversity of product lines makes accurately accounting for each product/product line cost ineffective

(7.27.2) Please explain what would help you overcome these challenges

ITP Aero activities in Mexico include engine testing, engineering and manufacturing of different products. This also applies to ITP Aero Group. The capability of allocating emissions for different customers within ITP Aero is a further step that we are planning. However, at this moment, we do not have yet recommendations to overcome these challenges.
[Add row]

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

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

Select from:

☑ Yes

(7.28.2) Describe how you plan to develop your capabilities

As a preliminary approach ITP would improve traceability of how the financial information is captured and other sources of internal information. In addition, it is necessary to ensure sensitive data from our customers is protected. Also, ITP will follow GHG protocol guidelines on product carbon footprint. As an example ITP has a initiative to start monitoring each machine to know the individual consumption each one has.
[Fixed row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

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

(7.30) 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)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ No
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ Yes

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

3.95

(7.30.1.3) MWh from non-renewable sources

37023.18

(7.30.1.4) Total (renewable and non-renewable) MWh

37027.08

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

82702.35

(7.30.1.3) MWh from non-renewable sources

4027.6

(7.30.1.4) Total (renewable and non-renewable) MWh

86730.26

Consumption of self-generated non-fuel renewable energy

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

10.07

(7.30.1.4) Total (renewable and non-renewable) MWh

10.07

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

82716.37

(7.30.1.3) MWh from non-renewable sources

41050.78

(7.30.1.4) Total (renewable and non-renewable) MWh

123767.41
[Fixed row]

(7.30.6) 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	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

3.95

(7.30.7.8) Comment

This amount is the SAF share of the blended Kerosene.

Other biomass

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No additional comment

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No additional comment

Coal

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No additional comment

Oil

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

4693.39

(7.30.7.8) Comment

In the case of ITP, Oil contains Kerosene (both pure and the Kerosene with 2% SAF) and Diesel. In the case of kerosene with 2% SAF, the sustainable share was excluded, so that only the fossil share is included in the oil category.

Gas

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

32329.74

(7.30.7.8) Comment

In the case of ITP, Gas contains Natural gas and LPG.

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

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No additional comment

Total fuel

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

37027.08

(7.30.7.8) Comment

No additional comment
[Fixed row]

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

Electricity

(7.30.9.1) Total Gross generation (MWh)

10.07

(7.30.9.2) Generation that is consumed by the organization (MWh)

10.07

(7.30.9.3) Gross generation from renewable sources (MWh)

10.07

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

10.07

Heat

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0
[Fixed row]

(7.30.14) 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 7.7.

Row 1

(7.30.14.1) Country/area

Select from:

☑ Spain

(7.30.14.2) Sourcing method

Select from:

☑ Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Wind

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

54426.88

(7.30.14.6) Tracking instrument used

Select from:

☑ Contract

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

Select from:

☑ Spain

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

Select from:

☑ No

(7.30.14.10) Comment

No additional comment

Row 2

(7.30.14.1) Country/area

Select from:

☑ Mexico

(7.30.14.2) Sourcing method

Select from:

☑ Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Solar

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

7029.9

(7.30.14.6) Tracking instrument used

Select from:
☑ Contract

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

Select from:
☑ Mexico

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

Select from:
☑ No

(7.30.14.10) Comment

No additional comment

Row 3

(7.30.14.1) Country/area

Select from:
☑ United Kingdom of Great Britain and Northern Ireland

(7.30.14.2) Sourcing method

Select from:
☑ Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Sustainable biomass

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

21259.58

(7.30.14.6) Tracking instrument used

Select from:

☑ Contract

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

Select from:

☑ United Kingdom of Great Britain and Northern Ireland

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

Select from:

☑ No

(7.30.14.10) Comment

No additional comment
[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

India

(7.30.16.1) Consumption of purchased electricity (MWh)

802.68

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

802.68

Malta

(7.30.16.1) Consumption of purchased electricity (MWh)

194.1

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

194.10

Mexico

(7.30.16.1) Consumption of purchased electricity (MWh)

10057.09

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

10057.09

Spain

(7.30.16.1) Consumption of purchased electricity (MWh)

54426.88

(7.30.16.2) Consumption of self-generated electricity (MWh)

10.07

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

54436.95

United Kingdom of Great Britain and Northern Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

21259.58

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

21259.58

United States of America

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00
[Fixed row]

(7.45) 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.

Row 1

(7.45.1) Intensity figure

0.00000752

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

9816

(7.45.3) Metric denominator

Select from:
☑ unit total revenue

(7.45.4) Metric denominator: Unit total

1305307000

(7.45.5) Scope 2 figure used

Select from:
☑ Market-based

(7.45.6) % change from previous year

17.33

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

(7.45.9) Please explain

Overall, the company's Scope 1 and 2 emissions have increased compared to the previous year. However, revenue has grown even more significantly, resulting in an overall reduction of 17.33% in emissions intensity compared to the previous year. The Scope 1 and 2 emissions for the last CDP reporting year have changed marginally and were used for this calculation (9524 instead of 9474). The reduced intensity can be attributed to the following reasons: 1. There are no longer any Scope 2 emissions in Spain due to the shift to 100% renewable energy. 2. There has been a significant decrease in Scope 1 emissions in Mexico due to the recalculations done, due to changes in the methodology. For kerosene-related emissions it has been used purchased kerosene and we have changed to account for kerosene used (consumed), which is a more accurate data. On the other hand, the engines that were tested in 2023 were more efficient (consuming aprox 25% less fuel) 3. The higher revenues are due to increased production volumes, which, while raising absolute emissions, have decreased relative emissions due to more efficient production utilization.
[Add row]

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

Row 1

(7.52.1) Description

Select from:

☑ Waste

(7.52.2) Metric value

5225

(7.52.3) Metric numerator

Waste generated in tons.

(7.52.5) % change from previous year

21

(7.52.6) Direction of change

Select from:

☑ Increased

(7.52.7) Please explain

In Spain: o Significant increase in wood waste and chips due to the increased activity in the Zamudio centre. o There were specific incidents in Ajalvir, in one of the treatment lines, as well in Zamudio, due to the start-up of the hydrocarbon separator, which led to extraordinary levels of waste generation. o Reconditioning operations at the Albacete plant during August 2023 generated alkaline solutions and other waste. In Mexico: Increase due to the dismantling and adaptation of facilities. In the United Kingdom: Significant generation of waste due to site transformation activities.
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☑ Absolute target

☑ Intensity target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:

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

(7.53.1.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.1.5) Date target was set

12/19/2023

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Sulphur hexafluoride (SF6)

☑ Nitrogen trifluoride (NF3)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.1.11) End date of base year

12/30/2019

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

9490.73

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

7955.57

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

0.000

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

17446.300

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

100

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

(7.53.1.54) End date of target

12/30/2029

(7.53.1.55) Targeted reduction from base year (%)

65

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

6106.205

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

7867

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

1949

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

9816.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

67.29

(7.53.1.80) Target status in reporting year

Select from:

☑ Underway

(7.53.1.82) Explain target coverage and identify any exclusions

This target applies company-wide and covers 100% of our Scope 1 and 2 emissions. The company did not include any land-related emissions within the target boundaries. During Dec 2023, ITP Aero submitted to SBTi its near term targets for scope 1 and 2 (absolute target) and scope 3 category 11 product use (intensity target). The validation process took place from April to Sept 2024. During the process SBTi requested ITP to review the Scope 3 target and once the process was completed, on Sept 19th 2024 both targets, Scope 1 and 2 and Scope 3 cat 11, were validated by SBTI. Therefore in this CDP submission we have disclosed the validated targets.

(7.53.1.83) Target objective

ITP Aero Group’s strategic objective for its emissions reduction target is closely aligned with its overarching corporate strategy, which emphasizes innovation, sustainability, and operational excellence. The specific goals outlined in their ESG (Environmental, Social, and Governance) strategy reflect a commitment to addressing climate change, reducing environmental impact, and leading the aerospace sector towards a sustainable future. The primary objective of ITP Aero Group Group’s emissions reduction target is to achieve a significant reduction in greenhouse gas (GHG) emissions across all relevant scopes (Scope 1, 2, and 3). This goal is integrated into the company's broader strategic plan, "ITP 2027," which aims to position ITP Aero Group as a leader in sustainable aerospace technologies. ITP Aero commits to reduce absolute Scope 1 and 2 GHG emissions 65% by 2030 from a 2019 base year.

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

1. Implementation Plan Scope 1 and 2 a. Emissions Reduction Initiatives: 1. Energy Strategy: Focuses on reducing energy consumption through efficiency measures and diversifying electricity sources using PPAs (Power Purchase Agreements) and hedging policies. 2. Technological Transformation: Primarily aimed at reducing emissions from natural gas consumption for comfort heating and exploring alternatives for process-related emissions. 3. SAF (Sustainable Aviation Fuels): Promoting SAF use in engine test benches. 4. Refrigerant Gas Emissions: Managing refrigerant use to optimize air conditioning systems' efficiency and comply with environmental laws. b. Anticipated Efforts: Direct: Enhancing industrial processes, reducing fuel consumption, and improving logistics. Indirect: Collaborating with suppliers to lower emissions across the supply chain. 2. Planned Milestones a. Short-Term (by 2025): Transition electricty to renewable sources and Onsite and Offsite PPA Progress on the reduction of Scope 1 and 2 emissions from 2019 baseline b. Medium-Term (by 2030): Reduce absolute Scope 1 and 2 GHG emissions 65% by 2030 from a 2019 base year. Full operationalization of the ADMIRE R&D center for advanced manufacturing technologies. c. Long-Term (by 2050): 90% reduction in Scope 1, 2, and 3 GHG emissions. 3. Influence of International Agreements a. Paris Agreement and Jurisdictional Commitments: Aligning with the Paris Agreement's 1.5C goal. EU Regulations: Complying with the Fit for 55 initiative and ReFuel EU Aviation. IATA and ICAO: Supporting net-zero CO2 emissions by 2050. 4. Target Review Processes a. Monitoring and Reporting: Annual Reports: Tracking ESG progress. Quarterly Reviews: ESG committee oversight. b. Continuous Improvement: Feedback: Establishing stakeholder feedback systems. Audits: Regular third-party audits for accuracy. c. Adaptive Management: Scenario Analysis: Adapting strategies based on future trends. Policy Updates: Incorporating scientific and regulatory advancements. d. Integration with Corporate Strategy: Ensuring alignment between emissions targets and business objectives.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ No

[Add row]

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☑ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

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

(7.53.2.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.2.5) Date target was set

12/19/2023

(7.53.2.6) Target coverage

Select from:

☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Nitrogen trifluoride (NF3)

☑ Sulphur hexafluoride (SF6)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 3

(7.53.2.10) Scope 3 categories

Select all that apply

☑ Category 11: Use of sold products

(7.53.2.11) Intensity metric

Select from:

☑ Other, please specify :CO2 in grams per Available Seat Kilometer (ASK)

(7.53.2.12) End date of base year

12/30/2019

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

1.709909

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

1.7099090000

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

1.7099090000

(7.53.2.46) % 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

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

98

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

98

(7.53.2.55) End date of target

12/30/2029

(7.53.2.56) Targeted reduction from base year (%)

55

(7.53.2.57) Intensity figure at end date of target for all selected Scopes (metric tons CO2e per unit of activity)

0.7694590500

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

45

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

1.260138794

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

1.2601387940

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

1.2601387940

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

47.83

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

"This target applies company-wide and covers 98% of Scope 3, Category 11: Use of sold products. During Dec 2023, ITP Aero submitted to SBTi its near term targets for scope 1 and 2 (absolute target) and scope 3 category 11 product use (intensity target). The validation process took place from April to Sept 2024. During the process SBTi requested ITP to review the Scope 3 target and once the process was completed, on Sept 19th 2024 both targets, Scope 1 and 2 and Scope 3 cat 11, were validated by SBTI. Therefore in this CDP submission we have disclosed the validated targets."

(7.53.2.86) Target objective

Reduce GHG emissions from commercial aviation scope 3 - category 11 Use of Products Sold - by 55% per ASK (Passenger Seat Kilometer) by 2030 vs 2019 baseline. Reference 2019 commercial aviation: 1.71 gCO2e/ASK considering a Business As Usual (BAU) scenario

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

1) ITP Aero Group is focusing on reducing Category 11 emissions, the largest contributor to company-wide emissions, through various strategies: 1. Producing advanced aircraft engine modules and components to replace older fleets. 2. Developing technologies to improve efficiency, reduce weight, and noise of turbines. 3. Supporting sustainable aviation fuels (SAF) by using them in test centers and participating in technology development programs. 4. Researching disruptive technologies like electrification, hybridization, and hydrogen as energy sources for aircraft. These initiatives are developed in collaboration with the entire air services and energy generation value chain, including OEMs, fuel manufacturers, institutions, and technology centers. 2) Planned Milestones: • Short-Term (by 2025): o Deliver more efficient engines. o Advance Ultrafan as a demonstrator for ultra-efficient engines. o Research and test electric and hydrogen

propulsion systems. o Support SAF development and use. • Medium-Term (by 2030): o Reduce Scope 3 GHG emissions Category 11 Product use by 55% per available seat kilometer (ASK) from 2019 levels. o Fully operationalize the ADMIRE R&D center for advanced manufacturing technologies. o Advance electric and hybrid-electric propulsion technologies. o Continue delivering more efficient, less CO2-emitting engines. o Advance thermal management technologies. • Long-Term (by 2050): o Achieve a 90% reduction in Scope 1, 2, and 3 GHG emissions. o Explore widespread adoption of electric and hydrogen propulsion systems in commercial operations. 3. Influence of International Agreements: • Paris Agreement and Jurisdictional Commitments: o Align with the Paris Agreement's 1.5C goal. o Comply with EU's Fit for 55 initiative and ReFuel EU Aviation. o Support IATA and ICAO's net-zero CO2 emissions by 2050. 4. Target Review Processes: • Monitoring and Reporting: o Annual Reports: Tracking ESG progress. o Quarterly Reviews: ESG committee oversight. • Continuous Improvement: o Feedback: Establishing stakeholder feedback systems. o Audits: Regular third-party audits for accuracy. • Adaptive Management: o Scenario Analysis: Adapting strategies based on future trends. o Policy Updates: Incorporating scientific and regulatory advancements. • Integration with Corporate Strategy: o Ensuring alignment between emissions targets and business objectives.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ No

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☑ Net-zero targets

(7.54.3) Provide details of your net-zero target(s).

Row 1

(7.54.3.1) Target reference number

Select from:

☑ NZ1

(7.54.3.2) Date target was set

12/19/2021

(7.54.3.3) Target Coverage

Select from:

☑ Organization-wide

(7.54.3.4) Targets linked to this net zero target

Select all that apply

☑ Abs1

(7.54.3.5) End date of target for achieving net zero

12/30/2049

(7.54.3.6) Is this a science-based target?

Select from:

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

(7.54.3.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Sulphur hexafluoride (SF6)

☑ Nitrogen trifluoride (NF3)

☑ Carbon dioxide (CO2)
☑ Perfluorocarbons (PFCs)
☑ Hydrofluorocarbons (HFCs)

(7.54.3.10) Explain target coverage and identify any exclusions

In 2021 the company set a Net Zero target by 2050. This target applies company-wide and covers all its operations.

(7.54.3.11) Target objective

The target objective of ITP Aero Group's 2050 net zero target is to achieve a 90% reduction in Scope 1, 2, and 3 greenhouse gas (GHG) emissions compared to the 2019 baseline. This ambitious goal is aligned with global efforts to limit warming to 1.5C above pre-industrial levels, as outlined in the Paris Agreement and supported by the Science Based Targets initiative (SBTi). By setting this 2050 net zero target, ITP Aero Group aims to lead the aerospace sector in reducing its environmental impact, supporting global climate goals, and fostering a more sustainable future for the aviation industry.

(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?

Select from:
☑ Unsure

(7.54.3.13) Do you plan to mitigate emissions beyond your value chain?

Select from:
☑ No, we do not plan to mitigate emissions beyond our value chain

(7.54.3.17) Target status in reporting year

Select from:
☑ Underway

(7.54.3.19) Process for reviewing target

a. Emissions Reduction Initiatives: For Scope 1 and 2 1. Energy Strategy: Reducing energy consumption through efficiency measures and diversifying electricity sources using PPAs (Power Purchase Agreements) and hedging policies. 2. Transformation: Primarily aimed at reducing emissions from natural gas consumption for comfort heating and exploring alternatives for process-related emissions. 3. Sustainable Aviation Fuels: Promoting SAF use in engine test benches. 4. Refrigerant Gas Emissions b. For Scope 3 – Category 11 Category Product Use 1. Producing advanced aircraft engine modules and components 2. Developing technologies to improve efficiency, reduce weight, and noise of turbines. 3. Supporting sustainable aviation fuels (SAF) 4. Researching disruptive technologies like electrification, hybridization, and hydrogen as energy sources for aircraft. 2. Planned Milestones a. Short-Term (by 2025): • Transition electricity to renewable sources and Onsite and Offsite PPA • Progress on the reduction of Scope 1 and 2 emissions from 2019 baseline • Deliver more efficient engines. • Advance Ultrafan as a demonstrator • Advance on research and test first R&T demos from electric and hydrogen propulsion b. Medium-Term (by 2030): • Reduce absolute Scope 1 and 2 GHG emissions 65% by 2030 from a 2019 base year. • Reduce scope 3 GHG emissions from the use of sold products 55% per available sear kilometer (ASK) by 2030. • Continue delivering more efficient engines • Continue advancing with Ultrafan as demonstrator for Ultra efficient engine. • Full operationalization of the ADMIRE R&D center c. Long-Term (by 2050): • Achieve a 90% reduction in Scope 1, 2, and 3 GHG emissions from the 2019 baseline. • Explore implementation widespread adoption of electric and hydrogen propulsion 3. Influence of International Agreements a. Paris Agreement and Jurisdictional Commitments: Aligning with the Paris Agreement's 1.5C goal. EU Regulations: Fit for 55 initiative and ReFuel EU Aviation. IATA and ICAO: Supporting net-zero CO2 emissions by 2050. 4. Target Review Processes a. Monitoring and Reporting: Annual Reports and Quarterly Reviews b. Continuous Improvement: Feedback: Establishing stakeholder feedback systems. Audits: Regular third-party audits for accuracy. c. Adaptive Management: Scenario Analysis Policy Updates d. Integration Corporate Strategy ensuring alignment
[Add row]

(7.55) 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.

Select from:
☑ Yes

(7.55.1) 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	*11*	*`Numeric input*
To be implemented	*0*	*0*
Implementation commenced	*1*	*127*
Implemented	*1*	*434*
Not to be implemented	*0*	*`Numeric input*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Machine/equipment replacement

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

434

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

Select all that apply

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:
☑ Voluntary

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

187000

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

140885

(7.55.2.7) Payback period

Select from:
☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 3-5 years

(7.55.2.9) Comment

n.a.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☑ Dedicated budget for low-carbon product R&D

(7.55.3.2) Comment

n.a.

Row 2

(7.55.3.1) Method

Select from:

☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

n.a.
[Add row]

(7.73) Are you providing product level data for your organization’s goods or services?

Select from:

☑ No, I am not providing data

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

Select from:

☑ Yes

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:

☑ Group of products or services

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

Select from:

☑ The EU Taxonomy for environmentally sustainable economic activities

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

Aviation

☑ Geared Turbo Fan/ Ultra-High Bypass Ratio engine

(7.74.1.4) Description of product(s) or service(s)

Engine parts, components and full modules (mainly in Turbines and Compressors)

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

Select from:

☑ No

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

51.5

[Add row]

(7.79) Has your organization canceled any project-based carbon credits within the reporting year?

Select from:

☑ No

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:
☑ Yes

(9.1.1) Provide details on these exclusions.

Row 1

(9.1.1.1) Exclusion

Select from:
☑ Country/geographical area

(9.1.1.2) Description of exclusion

ITP Aero Group measures water withdrawal in all countries in which it operates, with the exception of India and the united states.

(9.1.1.3) Reason for exclusion

Select from:
☑ Data is not available

(9.1.1.4) Primary reason why data is not available

Select from:
☑ Judged to be unimportant or not relevant

(9.1.1.7) Percentage of water volume the exclusion represents

Select from:

☑ 1-5%

(9.1.1.8) Please explain

ITP Aero Group measures water aspects in all countries in which it operates, with the exception of India and the United States. The aggregated data is considered representative, since the centre in India does not have a material volume based on its production size, environmental impact and number of employees (in total no more than 5% of the company's total). In 2023 legal entities in the United States had neither operations nor employees. Both countries are therefore judged to be not material.
[Add row]

(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?

Water withdrawals – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

Water withdrawal data was collected at all Group in 2023 with the exception of India and USA. Monitoring and measurement are conducted at the site level via meters. Only in case there is an issue with the meters, water withdrawal data is collected from the invoices received from the water supply companies. The measuring equipment is monitored and regularly maintained.

(9.2.4) Please explain

ITP Aero Group measures water withdrawals - total volumes at all sites, except in India and USA For these purposes, a 'site' is defined as a manufacturing site or office that is under operational control, excl. any supplier or third-party facilities. Water withdrawals are measured at an internal global level monthly and reported externally on an annual basis.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

Water withdrawal data was collected at all Group in 2023 with the exception of India and USA. Monitoring and measurement are conducted at the site level via meters. Only in case there is an issue with the meters, water withdrawal data is collected from the invoices received from the water supply companies. The measuring equipment is monitored and regularly maintained.

(9.2.4) Please explain

ITP Aero Group measures water withdrawals - volumes by source, except in India and USA. For these purposes, a 'site' is defined as a manufacturing site or office that is under operational control, excl. any supplier or third-party facilities. Water withdrawals are measured at an internal global level monthly and reported externally on an annual basis.

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

☑ 51-75

(9.2.2) Frequency of measurement

Select from:

☑ Yearly

(9.2.3) Method of measurement

Pollutants are identified and classified in accordance to European Pollutant Release and Transfer Register (E-PRTR). Zamudio, Ajalvir and Hucknall sites report pollutants yearly.

(9.2.4) Please explain

ITP Aero Group measures water withdrawals - quality at Zamudio, Ajalvir (Spain) and Hucknall (Uk) sites. For these purposes, a 'site' is defined as a manufacturing site or office that is under operational control, excl. any supplier or third-party facilities. Qater withdrawal quality for other sites were not measures as detailed information on water use (human and industrial water consumption) is not indicated on the receipt.

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.

Water discharges – volumes by destination

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.

Water discharges – volumes by treatment method

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.

Water discharge quality – by standard effluent parameters

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.

Water consumption – total volume

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.

Water recycled/reused

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.

The provision of fully-functioning, safely managed WASH services to all workers

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

This is not currently monitored. ITP Aero Group considers this important, but it has not been an immediate business priority to measure this KPI.
[Fixed row]

(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?

Total withdrawals

(9.2.2.1) Volume (megaliters/year)

195.72

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.2.4) Five-year forecast

Select from:

☑ Unknown

(9.2.2.5) Primary reason for forecast

Select from:

☑ Unknown

(9.2.2.6) Please explain

ITP Aero Group withdraw 4 more megaliters in 2023 compared to 2022. In Spain, consumption has increased due to the production increase in 2023. In addition, there was a considerable, exponential increase in the centre of Ajalvir due to leaks in the cooling tower and in the office hot water system, caused by wiring issues. Once the cause was investigated and the issue detected, the deficiencies were corrected. In the United Kingdom centres, there has been a significant reduction in water consumption, due to the decrease in production activity during 2023. Lower consumption was also observed in Mexico in 2023, mainly due to improvements in the irrigation system. ITP Aero Group compares its water withdrawal with the previous year as it aims to decrese its water withdrawal and monitors this via tracking the water withdrawal KPI. After ITP Aero Group has set quantitative water related targets in 2024, ITP Aero Group will also have a five year forecast. Monitoring and measurement are conducted at the site level via meters. Only in case there is an issue with the meters, water withdrawal data is collected from the invoices received from the water supply companies. The measuring equipment is monitored and regularly maintained.
[Fixed row]

(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.

(9.2.4.1) Withdrawals are from areas with water stress

Select from:

☑ Unknown

(9.2.4.9) Please explain

ITP Aero Group recognizes the importance of analyzing whether water is withdrawn from areas with water stress, but this has not been an immediate business priority. However, ITP Aero Group plans to do this analysis within the next two years.
[Fixed row]

(9.2.7) Provide total water withdrawal data by source.

Fresh surface water, including rainwater, water from wetlands, rivers, and lakes

(9.2.7.1) Relevance

Select from:
☑ Relevant but volume unknown

(9.2.7.5) Please explain

ITP Aero Group uses rainwater in small quantities at some facilities, which causes an error of less than 5 % in the total water withdrawal balance. It is therefore judged to be not material an is not measured.

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

ITP Aero Group does not withdraw brackish surface water/Seawater.

Groundwater – renewable

(9.2.7.1) Relevance

Select from:

☑ Relevant

(9.2.7.2) Volume (megaliters/year)

27.76

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.7.5) Please explain

ITP Aero Group withdraws water from wells. ITP Aero Group withdrew 2 megaliters less in 2023 compared to 2022. ITP Aero Group compares its water withdrawal with the previous year as it aims to decrease its water withdrawal and monitors this via tracking the water withdrawal KPI. The volumetric data has been measured with the help of meters.

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

ITP Aero Group does not withdraw groundwater - non-renewable.

Produced/Entrained water

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

ITP Aero Group does not withdraw groundwater - non-renewable.

Third party sources

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

167.96

(9.2.7.3) Comparison with previous reporting year

Select from:
☑ Higher

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.7.5) Please explain

ITP Aero Group withdraws main water from municipal suppliers. ITP Aero Group withdrew 6 megaliters more in 2023 compared to 2022. ITP Aero Group compares its water withdrawal with the previous year as it aims to decrease its water withdrawal and monitors this via tracking the water withdrawal KPI. The volumetric data has been measured with the help of meters and invoices.
[Fixed row]

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?

Direct operations

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, and are not planning to do so in the next 2 years

(9.3.4) Please explain

ITP Aero Group analyses water related risks and impacts for its direct operations but no dependencies or opportunities. Risks and impacts are identified, assessed and monitored by the organization-wide environmental risk management process. Within the next two years, ITP Aero Group will also assess water-related dependencies and opportunities for its direct operations.

Upstream value chain

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, and are not planning to do so in the next 2 years

(9.3.4) Please explain

ITP Aero Group analyses water related risks in the upstream value chain but no impacts, dependencies or opportunities. Risks are identified, assessed and monitored by the organization-wide environmental risk management process. ITP Aero Group perceives a water-related dependencies, impacts, risks, and opportunities assessment for the upstream value chain as important but not as an immediate business priority.
[Fixed row]

(9.4) Could any of your facilities reported in 9.3.1 have an impact on a requesting CDP supply chain member?

Select from:
☑ No facilities were reported in 9.3.1

(9.5) Provide a figure for your organization's total water withdrawal efficiency.

(9.5.1) Revenue (currency)

1305307000

(9.5.2) Total water withdrawal efficiency

6669257.10

(9.5.3) Anticipated forward trend

ITP Aero Group aims to grow its revenue while improving water withdrawal efficiency. In November 2023, a water audit began at the Zamudio plant to assess water management, identify savings, and provide recommendations. The audit results, expected in early 2024, will guide actions and be extended to other plants with similar processes. As a result, ITP Aero Group expects to further increase its water efficiency.
[Fixed row]

(9.12) Provide any available water intensity values for your organization’s products or services.

Row 1

(9.12.1) Product name

Tubes for hydraulic system for A320 Aircraft

(9.12.2) Water intensity value

1.43

(9.12.3) Numerator: Water aspect

Select from:
☑ Water consumed

(9.12.4) Denominator

Airbus sales in Mexico (EURO)

(9.12.5) Comment

No additional comment
[Add row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances
	Select from: ☑ Yes

[Fixed row]

(9.13.1) What percentage of your company's revenue is associated with products containing substances classified as hazardous by a regulatory authority?

Row 1

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

☑ Annex XVII of EU REACH Regulation

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

☑ Don't know

(9.13.1.3) Please explain

ITP Aero Group uses substances of very high concern in the production process. Its Engineering teams will be investigating ways to replace these sunset chemicals or provide evidence towards derogations (should this be required). This is governed by the REACH regulation and ITP Aero Group keeps abreast of any changes to the regulations and their potential impact on ITP Aero Group. ITP Aero Group ensures that all applicable classification systems are considered in the use of hazardous substances in products, however, the % of revenue associated with these substances and applicable classification lists have not yet been estimated.
[Add row]

(9.14) Do you classify any of your current products and/or services as low water impact?

(9.14.1) Products and/or services classified as low water impact

Select from:

☑ No, but we plan to address this within the next two years

(9.14.3) Primary reason for not classifying any of your current products and/or services as low water impact

Select from:

☑ Important but not an immediate business priority

(9.14.4) Please explain

ITP Aero Group recognizes the importance of analyzing whether products have a low water impact, but this has not been an immediate business priority. However, ITP Aero Group plans to do this analysis within the next two years.
[Fixed row]

(9.15) Do you have any water-related targets?

Select from:

☑ No, but we plan to within the next two years

(9.15.3) Why do you not have water-related target(s) and what are your plans to develop these in the future?

(9.15.3.1) Primary reason

Select from:

☑ We are planning to introduce a target within the next two years

(9.15.3.2) Please explain

ITP Aero Group is planning to introduce a quantitative water target in 2024 with the aim to reduce water withdrawal. Currently, ITP Aero Group is in the process to establish its baseline data and perform a water audit at one exemplary site to identify action related to the management of the water cycle, including water saving measures, recommendations regarding use, etc. Based on that, ITP Aero Group will introduce its quantitative water target in 2024 for the short term to achieve by 2027.
[Fixed row]

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

(10.1.1) Targets in place

Select from:

☑ No, but we plan to within the next two years

(10.1.3) Please explain

ITP Aero Group recognizes the importance of setting plastics-related targets, but this has not been an immediate business priority. However, ITP Aero Group plans to set plastics-related targets within the next two years.
[Fixed row]

(10.2) Indicate whether your organization engages in the following activities.

Production/commercialization of plastic polymers (including plastic converters)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No additional comment

Production/commercialization of durable plastic goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No additional comment

Usage of durable plastics goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No additional comment

Production/commercialization of plastic packaging

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No additional comment

Production/commercialization of goods/products packaged in plastics

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

No additional comment

Provision/commercialization of services that use plastic packaging (e.g., food services)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No additional comment

Provision of waste management and/or water management services

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No additional comment

Provision of financial products and/or services for plastics-related activities

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No additional comment

Other activities not specified

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No additional comment
[Fixed row]

(10.5) Provide the total weight of plastic packaging sold and/or used and indicate the raw material content.

Plastic packaging used

(10.5.1) Total weight during the reporting year (Metric tons)

18.33

(10.5.2) Raw material content percentages available to report

Select all that apply

☑ None

(10.5.7) Please explain

ITP Aero Group produces products packed in plastic packaging such as tubes packed in plastic bags or the envelope with the accompanying documents for the products. ITP Aero Group recognizes the importance of analyzing the raw material content of the plastic packaging it uses, but this has not been an immediate business priority. However, ITP Aero Group plans to analyze the raw material content of the plastic packaging it uses within the next two years.
[Fixed row]

(10.5.1) Indicate the circularity potential of the plastic packaging you sold and/or used.

Plastic packaging used

(10.5.1.1) Percentages available to report for circularity potential

Select all that apply

☑ None

(10.5.1.5) Please explain

ITP Aero Group recognises the importance of analysing the circularity potential of the plastic packaging it uses, but this has not been an immediate business priority. However, ITP Aero Group plans to analyse this within the next two years.
[Fixed row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Actions taken in the reporting period to progress your biodiversity-related commitments
	Select from: ☑ No, and we do not plan to undertake any biodiversity-related actions

[Fixed row]

(11.3) 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
	Select from: ☑ Yes, we use indicators	*Select all that apply* ☑ Other, please specify :Some indicators are reported in the EMAS environmental statement related to areas: - Built surface area - Use of soil

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	*Select from:* ☑ Yes	*No additional comment*
UNESCO World Heritage sites	*Select from:* ☑ No	*No additional comment*
UNESCO Man and the Biosphere Reserves	*Select from:* ☑ No	*No additional comment*
Ramsar sites	*Select from:* ☑ No	*No additional comment*
Key Biodiversity Areas	*Select from:* ☑ No	*No additional comment*
Other areas important for biodiversity	*Select from:* ☑ No	*No additional comment*

[Fixed row]

(11.4.1) Provide details of your organization’s activities in the reporting year located in or near to areas important for biodiversity.

Row 1

(11.4.1.2) Types of area important for biodiversity

Select all that apply

☑ Legally protected areas

(11.4.1.3) Protected area category (IUCN classification)

Select from:

☑ Unknown

(11.4.1.4) Country/area

Select from:

☑ Spain

(11.4.1.5) Name of the area important for biodiversity

Special Protection Area for Birds (Zona de Especial Protección para las Aves) no. 139

(11.4.1.6) Proximity

Select from:

☑ Adjacent

(11.4.1.8) Briefly describe your organization’s activities in the reporting year located in or near to the selected area

"According to the Information, no protected fauna or flora that could be affected by the activity in accordance with Law 42/2007 of 13 December on natural heritage and biodiversity. The ITP Ajalvir facilities are located near the southwest of the Special Protection Area for Birds (Zona de Especial Protección para las Aves) no. 139. “Cereal Steppes of the Rivers Jarama and Henares” (Estepas Cerealistas de los Ríos Jarama y Henares)."

(11.4.1.9) Indicate whether any of your organization’s activities located in or near to the selected area could negatively affect biodiversity

Select from:

☑ No

(11.4.1.11) Explain how your organization’s activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

According to the Information, the activity carried out in the ITP Ajalvir facilities does not affect this protected area nor is it limited by the proximity to this area.
[Add row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

☑ Water

☑ Plastics

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Base year emissions

☑ Electricity/Steam/Heat/Cooling generation

☑ Fuel consumption

☑ Renewable Electricity/Steam/Heat/Cooling generation

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

We carried out our work in accordance with the requirements laid down in the current International Standard on Assurance Engagements (ISAE) 3000 Revised, Assurance Engagements other than Audits or Reviews of Historical Financial Information (ISAE 3000 Revised) issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC) and in the Guidelines for verification engagements of the Statement of Non-Financial Information issued by the Spanish Institute of Auditors ("Instituto de Censores Jurados de Cuentas de España").

(13.1.1.5) Attach verification/assurance evidence/report (optional)

ITPAeroGroup ESG 2023 Report (Bain Propulsion Bidco EINF Consol 2023 _ENG).pdf

Row 2

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Plastics

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Plastics

☑ Waste generated

(13.1.1.3) Verification/assurance standard

General standards

☑ Other general verification standard, please specify :EMAS (Regulation (EC) No 1221/2009 amended by Regulation (EU) 2017/1505 and Regulation (EU) 018/2026)

(13.1.1.4) Further details of the third-party verification/assurance process

The verification takes place annually and is limited to the direct operations of the sites Zamudio, Alcobendas, Ajalvir, Barakaldo and Sestao covering limited assurance. The most up to date public available data is from 2022. The 2023 data is verified but not yet externally communicated.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

DA-Casting-2022-1.pdf

Row 3

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Water

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Water security

☑ Water consumption– total volume

(13.1.1.3) Verification/assurance standard

General standards

☑ Other general verification standard, please specify **:**EMAS (Regulation (EC) No 1221/2009 amended by Regulation (EU) 2017/1505 and Regulation (EU) 018/2026

(13.1.1.4) Further details of the third-party verification/assurance process

The verification takes place annually and is limited to the direct operations of the sites Zamudio, Alcobendas, Ajalvir, Barakaldo and Sestao covering limited assurance. The most up to date public available data is from 2022. The 2023 data is verified but not yet externally communicated.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

DA-ITP-Aero-2022-2 (1).pdf
[Add row]

(13.2) 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.

	Additional information
	No additional information

[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Head of ESG

(13.3.2) Corresponding job category

Select from:

☑ Chief Sustainability Officer (CSO)

[Fixed row]

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub website.

Select from:

☑ No