



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

CDP Corporate Climate and Water Security Questionnaire 2025

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.

[Read full terms of disclosure](#)

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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 24 subsidiaries domiciled in the following countries: Spain, Mexico, United Kingdom, United States of America, Malta and India. All the companies of the ITP Aero Group operate under the brand name "ITP Aero", with the exception of BP Aero companies, a new company acquired in 2024. 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. As mentioned above in 2024 a new company was acquired in USA, BP Aero, which is included in the scope of the CDP assessment.

[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

12/30/2024

(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?**

1612432000

(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?
	<i>Select from:</i> ☒ 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

[Add row]

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

Select all that apply

- | | |
|--|--|
| ☒ India | ☒ United Kingdom of Great Britain and Northern Ireland |
| ☒ Malta | |
| ☒ Spain | |
| ☒ Mexico | |
| ☒ United States of America | |

(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

-10.043523

(1.8.1.4) Comment

In 2024, within the Queretaro site, ITP Aero Group has launched a new facility dedicated to Castings processes.

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

Row 15**(1.8.1.1) Identifier**

BP Aero, USA

(1.8.1.2) Latitude

33.92371

(1.8.1.3) Longitude

-84.84077

(1.8.1.4) Comment

M&A

[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 3 suppliers**(1.24.7) Description of mapping process and coverage**

Tools & methods used and information collected: ITP Aero Group maintains a digitized supply chain database used to collect and store information related to the procurement of direct materials, indirect materials, and services. This tool captures data such as supplier identity, geographic location, commodity group, material type, and associated product family. The database is updated monthly and is a key input for the calculation of Scope 3 Category 1 (Purchased Goods and Services) emissions. Coverage of the mapping: The current mapping provides full visibility of Tier 1 suppliers and high coverage of Tier 2 and Tier 3 suppliers. For many sub-tier suppliers—particularly those involved in raw materials and special processes—technical validation is required in accordance with ITP Aero specifications, even in the absence of a direct commercial relationship. In some instances, direct commercial agreements are established with raw material suppliers via umbrella contracts that support Tier 1 suppliers. Furthermore, as part of our First Article Inspection Report (FAIR) approval process, suppliers are required to declare their complete sub-tier supply chain, including traceability down to the raw material level. This requirement strengthens our visibility into the lower tiers of the value chain and reinforces our oversight of critical inputs. Our influence over these lower tiers is primarily exercised through technical oversight and approval processes, ensuring alignment with ITP Aero's quality, performance, and sustainability standards.

[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
	<i>Select from:</i> ☒ Yes, we have mapped or are currently in the process of mapping plastics in our value chain	<i>Select all that apply</i> ☒ Direct operations ☒ 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 a SHORT-TERM HORIZON of one year for the identification, assessment, and management of environmental dependencies, impacts, risks, and opportunities. This time horizon is aligned with the Corporate Risk Management Process, which ensures that short-term environmental risks are systematically identified and addressed. The choice of a one-year horizon is directly linked to our annual financial planning cycle, which includes budget planning and the definition of yearly operational objectives. These objectives incorporate ESG targets, including climate and environmental goals, ensuring that sustainability considerations are embedded in our core business planning. Our selection of a one-year short-term horizon is also guided by the Corporate Sustainability Reporting Directive (CSRD), specifically section 6.4, paragraph 77(a), which defines the short-term time horizon as the period adopted by the undertaking as the reporting period in its financial statements. By aligning with this regulatory framework, we ensure consistency between our sustainability disclosures and financial reporting, enhancing transparency and compliance. While our strategic and financial planning may also consider medium- and long-term factors, the one-year horizon is most appropriate for managing immediate environmental risks and opportunities, and for setting and tracking progress against annual ESG objectives.

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 evaluates MEDIUM-TERM environmental dependencies, impacts, risks, and opportunities through its Strategic Planning process, which is reviewed at least every five years. This process defines specific action lines and goals that guide the company's direction and long-term value creation. The medium-term horizon is closely linked to our financial planning frameworks, including the business plan, industrial plan, R&D plan, and both organic and inorganic growth strategies. These planning instruments are designed to ensure that medium-term risks and opportunities—particularly those related to environmental and climate factors—are integrated into the company's broader strategic vision. In addition, ITP Aero Group sets medium-term ESG targets to establish a clear direction for sustainability performance and to align with stakeholder expectations and regulatory developments. Our definition of the medium-term horizon is consistent with the Corporate Sustainability Reporting Directive (CSRD), specifically section 6.4, paragraph 77(b), which defines the medium-term as the period from the end of the short-term reporting period up to five years. This alignment ensures that our sustainability disclosures are consistent with European regulatory expectations and supports coherent integration of ESG considerations into our strategic and financial planning.

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 Group evaluates LONG-TERM environmental dependencies, impacts, risks, and opportunities as part of its strategic planning process, which is reviewed at least every five years. Long-term considerations are integrated into the company's business plan, ensuring that emerging environmental trends, regulatory developments, and climate-related risks are factored into long-range decision-making. This long-term perspective supports the company's ability to remain resilient and competitive in a rapidly evolving global context, particularly in relation to sustainability transitions, technological innovation, and climate adaptation. Our definition of the long-term horizon is aligned with the Corporate Sustainability Reporting Directive (CSRD), specifically section 6.4, paragraph 77(c), which defines the long-term as a period of more than five years. By adopting this definition, we ensure consistency between our sustainability disclosures and regulatory expectations, while also reinforcing the integration of ESG considerations into our long-term strategic and financial planning.

[Fixed row]

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

	Process in place	Dependencies and/or impacts evaluated in this process
	<i>Select from:</i> ☒ Yes	<i>Select from:</i> ☒ Both dependencies and impacts

[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?
	<i>Select from:</i> ☒ Yes	<i>Select from:</i> ☒ Both risks and opportunities	<i>Select from:</i> ☒ 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
- ☒ Water
- ☒ Biodiversity

(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

- ☒ Dependencies
- ☒ Impacts
- ☒ Risks
- ☒ 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
- ☒ Tier 2 suppliers

(2.2.2.7) Type of assessment

Select from:

- ☒ Qualitative and quantitative

(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

(2.2.2.10) 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
- ☒ Not location specific

(2.2.2.12) Tools and methods used

International methodologies and standards

- ☒ Environmental Impact Assessment
- ☒ IPCC Climate Change Projections
- ☒ ISO 14001 Environmental Management Standard

Other

- ☒ Desk-based research
- ☒ External consultants
- ☒ Materiality assessment
- ☒ Internal company methods
- ☒ Partner and stakeholder consultation/analysis
- ☒ Other, please specify :**Encore, UNP, TCFD, SASB**

(2.2.2.13) Risk types and criteria considered

Policy

- ☒ Carbon pricing mechanisms
- ☒ Increased pricing of water
- ☒ Changes to national legislation
- ☒ Regulation of discharge quality/volumes
- ☒ Changes to international law and bilateral agreements
- ☒ Increased difficulty in obtaining water withdrawals permit
- ☒ Statutory water withdrawal limits/changes to water allocation

Market

- ☒ Availability and/or increased cost of certified sustainable material
- ☒ Availability and/or increased cost of raw materials
- ☒ Changing customer behavior

Reputation

- ☒ Impact on human health
- ☒ Increased partner and stakeholder concern and partner and stakeholder negative feedback
- ☒ Stigmatization of sector

Technology

- ☒ Transition to lower emissions technology and products
- ☒ Unsuccessful investment in new technologies

Liability

- ☒ Exposure to litigation
- ☒ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

- | | |
|--|--|
| ☒ Customers | ☒ Local communities |
| ☒ Employees | ☒ Other, please specify : Shareholders and Trade Unions |
| ☒ Investors | |
| ☒ Suppliers | |
| ☒ Regulators | |

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

Select from:

- ☒ Yes

(2.2.2.16) Further details of process

ITP Aero Group has implemented a robust, recurring process to IDENTIFY, ASSESS, MANAGE environmental dependencies, impacts, risks, and opportunities across its operations, value chain, and strategic activities. This process aligns with the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS), and is grounded in the principle of double materiality as defined by EFRAG. 1. Double Materiality Assessment (DMA) In 2024, ITP Aero Group conducted a comprehensive DMA aligned with CSRD. The process began with identifying 57 potentially material ESG topics, narrowed to 25 through internal screening. Over 100 internal and 50 external stakeholders (including suppliers and clients) were engaged via surveys and interviews. The assessment covered both impact materiality (effects on people and the environment) and financial materiality (risks and opportunities affecting financial performance). Standardized criteria were applied to evaluate severity, scope, irremediability, and likelihood of impacts, as well as probability and magnitude of financial effects. This led to the identification of 22 material topics to be reported in 2028 (2027FY), including CLIMATE CHANGE AND GHG EMISSIONS AND WATER. 2. Integration into

Risk Management and Strategy The DMA is planned to be considered in the ITP Aero's enterprise risk management and strategic planning processes. Environmental risks and opportunities will be assessed over short-, medium-, and long-term horizons and aligned with strategic goals such as the Clean Aviation roadmap and decarbonization targets. The outputs of the assessment are intended to inform the identification and prioritization of key environmental risks and opportunities, particularly in areas such as climate change, pollution, circular economy, and resource use. 3. Value Chain and Stakeholder Engagement ITP Aero maps its full value chain—from raw material sourcing to end-user product use—to identify environmental dependencies and impacts. This includes upstream suppliers, internal manufacturing, and downstream logistics and usage. Stakeholder engagement is central to the process, ensuring that the views of affected communities, workers, and customers are reflected in the assessment. 4. Recurrence and Transparency The DMA is reviewed and updated at least annually, or more frequently if significant changes occur in the business, regulations, or stakeholder expectations to ensure it remains valid. The methodology, thresholds, and data sources are transparently documented. Data is gathered from internal systems, stakeholder input, and external sources such as ENCORE, UNEP, and SASB. 5. Decision-Making and Strategic Use DMA results directly inform ITP Aero's sustainability strategy, target setting, and CSRD reporting. The insights guide decision-making across the organization. Conclusion ITP Aero's approach reflects a high level of ambition and alignment with best practices in environmental risk and opportunity management. The integration of double materiality into core business processes, supported by biannual updates and stakeholder engagement, positions the company to manage long-term uncertainties and seize sustainability-driven opportunities. As a next step, we are conducting a deeper climate change risk and opportunity assessment and will also perform a more detailed analysis of water-related risk and opportunities.

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

☒ 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

☒ Tier 2 suppliers

(2.2.2.7) Type of assessment

Select from:

☒ Qualitative and quantitative

(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:

- ☒ A specific environmental risk management process

(2.2.2.11) Location-specificity used

Select all that apply

- ☒ Site-specific
- ☒ Not location specific

(2.2.2.12) Tools and methods used

International methodologies and standards

- ☒ Environmental Impact Assessment
- ☒ IPCC Climate Change Projections
- ☒ ISO 14001 Environmental Management Standard

Other

- ☒ Scenario analysis
- ☒ Desk-based research
- ☒ External consultants
- ☒ Materiality assessment
- ☒ Internal company methods
- ☒ Partner and stakeholder consultation/analysis
- ☒ Other, please specify :**Encore, UNP, TCFD, SASB**

(2.2.2.13) Risk types and criteria considered

Acute physical

- ☒ Flood (coastal, fluvial, pluvial, ground water)
- ☒ Heavy precipitation (rain, hail, snow/ice)
- ☒ Landslide
- ☒ Storm (including blizzards, dust, and sandstorms)

Chronic physical

- ☑ Heat stress
- ☑ Soil erosion
- ☑ Water stress
- ☑ Sea level rise
- ☑ Changing wind patterns
- ☑ Temperature variability
- ☑ Precipitation or hydrological variability
- ☑ Increased severity of extreme weather events
- ☑ Changing temperature (air, freshwater, marine water)
- ☑ Changing precipitation patterns and types (rain, hail, snow/ice)

Policy

- ☑ Carbon pricing mechanisms
- ☑ Changes to international law and bilateral agreements
- ☑ Changes to national legislation

Market

- ☑ Availability and/or increased cost of certified sustainable material
- ☑ Availability and/or increased cost of raw materials
- ☑ Changing customer behavior

Reputation

- ☑ Increased partner and stakeholder concern and partner and stakeholder negative feedback
- ☑ Stigmatization of sector

Technology

- ☑ Transition to lower emissions technology and products
- ☑ Unsuccessful investment in new technologies

Liability

- ☑ Exposure to litigation
- ☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

- ☒ Employees
- ☒ Investors
- ☒ Regulators
- ☒ Suppliers

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

Select from:

- ☒ Yes

(2.2.2.16) Further details of process

ITP Aero has initiated a comprehensive and structured process to IDENTIFY, ASSESS, AND MANAGE ENVIRONMENTAL DEPENDENCIES, IMPACTS, RISK AND OPPORTUNITIES across its operations and value chain. This process is part of a broader ambition to align with international best practices, including the TCFD recommendations, and to meet evolving regulatory requirements such as the EU Taxonomy, CSRD, and ISSB standards. As a result of our double materiality assessment, ITP Aero has launched a CLIMATED-RELATED RISK AND OPPORTUNITY (R&O) ANALYSIS in collaboration with an external consultant. This initiative is designed to integrate climate considerations into our enterprise risk management framework and to enhance our resilience and strategic foresight in the face of climate change. The R&O assessment covers both physical and transition risks and is based on scenario analysis using internationally recognized climate models. For physical risks, we are leveraging the platform of our external consultants, which uses spatial data and climate indicators to assess exposure and vulnerability of our assets under multiple climate scenarios (e.g., RCP 2.6 and RCP 8.5). Transition risks are evaluated through a general equilibrium model that considers carbon pricing, regulatory developments, market shifts, and reputational factors. Our methodology includes: Mapping of the value chain and screening of key sites and suppliers. Stakeholder engagement through surveys and data collection from business units to assess adaptation capacity and risk perception. Annual review of climate risks and opportunities, with updates based on new data, regulatory changes, and stakeholder feedback. Integration into risk management via a climate risk heatmap and scoring system that quantifies financial impacts and materiality. The preliminary phase of the assessment has been completed, identifying key risks such as increased operational costs due to extreme temperatures, supply chain disruptions, and regulatory pressures. Opportunities identified include energy efficiency improvements, development of low-carbon technologies, and enhanced access to sustainable finance. Scenario analysis plays a central role in our approach. We have modeled both pessimistic (SSP5-8.5) and optimistic (SSP1-2.6) scenarios to understand the range of potential impacts on our business. These insights are being used to inform strategic planning, investment decisions, and adaptation measures, such as the installation of high-efficiency HVAC systems, flood sensors, and business continuity insurance. The outputs of this process will be fully integrated into our risk register and disclosed in alignment with TCFD and EU Taxonomy requirements. As we progress, we aim to expand the scope to include financed activities and deepen our engagement with suppliers and partners across the value chain. This initiative reflects ITP Aero's commitment to proactive climate risk management and sustainable value creation. It positions us to better navigate long-term uncertainties, comply with regulatory expectations, and seize emerging opportunities in the transition to a low-carbon economy.

Row 3

(2.2.2.1) Environmental issue

Select all that apply

- ☒ Climate change
- ☒ 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 through 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 exceeds 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 4

(2.2.2.1) Environmental issue

Select all that apply

- ☒ Climate change
- ☒ 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

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 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 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. 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. Exemplary liability risk: Potential liabilities for ITP Aero Group due to spills in water discharges.^{oo}

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:

☒ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☒ Short-term

☒ Medium-term

(2.2.2.10) Integration of risk management process

Select from:

☒ A specific environmental risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☒ Local

(2.2.2.12) Tools and methods used

Other

☒ Other, please specify :WRI Aqueduct

(2.2.2.13) Risk types and criteria considered

Chronic physical

☒ Water availability at a basin/catchment level

☒ Water stress

(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:

☒ Yes

(2.2.2.16) Further details of process

The ITP Aero Group has used the WRI Aqueduct Water Risk Atlas tool to conduct an initial identification and assessment of all its locations, determining those experiencing water stress. 1. Identification: The locations of the sites within the scope of ITP Aero have been identified. For these purposes, a 'site' is defined as a manufacturing site or office under operational control, excluding any supplier or third-party facilities. 2. Assessment: Aqueduct tool covered the following categories: physical risk (quantity and quality), regulatory risk, and reputational risk. The following indicators were used to identify sites at risk: Baseline water stress (ratio of total annual water withdrawals to available renewable water supply) – if indicator equal to/greater than 'High': 40-80%. Baseline water depletion (ratio of total annual water consumption to available renewable water supply) – if indicator equal to/greater than 'High': 50-75%. 3. Treatment and monitoring: Once the risk has been identified and assessed, the next step will be to consider the results for conducting a specific DIROs water assessment at facility level, which the ITP Aero Group will carry out within the next two years. In the meantime, these results will inform action relating to tracking water withdrawal at affected sites and establishing water-saving plans.

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

☒ Environmental Impact Assessment

☒ 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 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 through 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 considered significant if it is equal or exceeds 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:

☒ Yes

(2.2.7.2) Description of how interconnections are assessed

In 2024, ITP Aero conducted a comprehensive Double Materiality Assessment to identify and evaluate the most relevant environmental, social and governance topics affecting and affected by our operations. This assessment was aligned with the European Sustainability Reporting Standards (ESRS) and included a detailed mapping of environmental impacts, dependencies, risks, and opportunities across our value chain. As part of this process, we explicitly assessed the interconnections between these elements. For each environmental impact identified, we analyzed the underlying dependencies that contribute to it, and the resulting risks or opportunities. For example, we recognized that our dependency on certain raw materials increases our exposure to price volatility and supply chain disruptions, which are linked to both environmental and financial risks. Our impact, risk and opportunities and dependencies assessment includes a structured evaluation of whether each risk or opportunity originates from an impact or a dependency. This approach enabled us to understand not only the direct environmental consequences of our operations but also how our reliance on natural systems and ecosystem services can create vulnerabilities or strategic opportunities. For instance, our reliance on fossil fuels contributes to GHG emissions (impact), which in turn creates regulatory and reputational risks (risk), while transitioning to renewable energy sources presents opportunities for cost savings and improved stakeholder perception. We also identified synergies and trade-offs between climate and nature-related issues. For example, energy efficiency projects reduce both GHG emissions and resource consumption, while certain decarbonization strategies may have implications for

land use or biodiversity. These interconnections are being used to inform our sustainability roadmap and to ensure that our future strategy considers the full spectrum of environmental interdependencies. Although this assessment has not yet been fully integrated into our core sustainability strategy (and it will also be expected to be completed for other specific assessments, such as water-related DIROs), it represents a foundational step toward embedding a holistic, interconnected view of environmental performance into our decision-making processes. It also supports the alignment of our disclosures with stakeholder expectations and regulatory requirements, including the CSRD.

[Fixed row]

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

(2.3.1) Identification of priority locations

Select from:

☒ Yes, we are currently in the process of identifying priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

☒ Direct operations

(2.3.3) Types of priority locations identified

Sensitive locations

☒ Areas of limited water availability, flooding, and/or poor quality of water

(2.3.4) Description of process to identify priority locations

The ITP Aero Group conducted an initial water stress assessment using the WRI Aqueduct Water Risk Atlas tool. This determined which of our facilities are located in areas experiencing water stress due to limited water availability, as indicated by a "Water Stress" or "Water Depletion" risk score of "Medium-High" or higher. In response to these results, we plan to conduct a more in-depth analysis of water-related issues, which may include identifying priority locations across our operations and value chain where the impacts, dependencies or risks related to water are most significant. This work forms part of our broader efforts to align with the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS), ensuring that our environmental strategy remains responsive to evolving material topics.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☒ No, we do not have a list/geospatial map of priority locations

[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 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 1% or at least once every 10 years (or less) (ii) A cash impact in the medium term of 30 million The current risk assessment thresholds have been consistently applied since 2020. In 2024, the organization initiated a comprehensive revision of its corporate risk methodology. This update aims to reflect recent organizational changes and growth, while simplifying the framework. As the review is still in progress, the existing thresholds remain unchanged for the current reporting cycle.

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

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 apply (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 1% or at least once every 10 years (or less) (ii) A cash impact in the medium term of 30 million The current risk assessment thresholds have been consistently applied since 2020. In 2024, the organization initiated a comprehensive revision of its corporate risk methodology. This update aims to reflect recent organizational changes and growth, while simplifying the framework. As the review is still in progress, the existing thresholds remain unchanged for the current reporting cycle.

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 <1% or at least once every 10 years (or less) (ii) in terms of H&S Catastrophic event (iii) in terms of Environment; Severe, long term (decades) or permanent environmental damage or has international impact, The current risk assessment thresholds have been consistently applied since 2020. In 2024, the organization initiated a comprehensive revision of its corporate risk methodology. This update aims to reflect recent organizational changes and growth, while simplifying the framework. As the review is still in progress, the existing thresholds remain unchanged for the current reporting cycle.

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 (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 Executive Committee /ITP Aero Group Risk Committee or (3) very high (i) in terms of likelihood: Probability of <1% or at least once every 10 years (or less) (ii) in terms of Reputation –Customer perception, Severe damage to reputation amongst ITP Aero Group customers, (iii) in terms of Reputation- Stakeholder trust, Trust completely lost, full recovery questionable. (iv) in terms of Management Attention Required,, Requires the attention of the ITP Aero Group Board. The current risk assessment thresholds have been consistently applied since 2020. In 2024, the organization initiated a comprehensive revision of its corporate risk methodology. This update aims to reflect recent organizational changes and growth, while simplifying the framework. As the review is still in progress, the existing thresholds remain unchanged for the current reporting cycle.

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

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.

[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

POLICIES AND PROCESSES In line with our commitment to strictly complying with the principles of our environmental policy and applicable environmental regulations, all of our processes that have the potential to generate water pollutants are operated in accordance with the requirements of our ISO 14001- and EMAS-certified environmental management system. EMAS is a Regulation (EU) 2017/1505 scheme that encourages organisations to voluntarily participate in a community eco-management and audit scheme. Any discharges containing potential water pollutants generated by our activities are subject to control and monitoring in accordance with the discharge permit requirements applied at each site. Wastewater is pre-treated as needed before being discharged into a third-party local sewer to ensure compliance with all water permit requirements. **STANDARDS AND METHODOLOGIES** Water permits identify physical and chemical pollutants, taking into account the sector and the characteristics of production processes. These permits establish thresholds in accordance with national, regional and local regulations. Sites have established protocols for identifying and pre-treating water pollutants (if needed using the company's treatment plants/facilities), as well as for periodically monitoring them to ensure that limits are not exceeded. These processes are documented in a general procedure (I-0703) and in specific technical instructions for each site. These standards form part of the environmental management system and comply with official requirements. **METRICS/INDICATORS USED** The metrics used to measure water pollutants are units of mass per volume (mg/l), but pH and temperature are measured in degrees Celsius (°C). Additionally, sites in Zamudio and Ajalvir (both Spain) and Hucknall (UK) report annually to the European Pollutant Release and Transfer Register (E-PRTR). In these cases, water pollutants present in wastewater are identified and classified as set out in Annex II of Regulation (EC) No 166/2006. The pollutants are measured in 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. Potential negative impact on environment and human health due to their high toxicity and because can accumulate in aquatic organisms and enter the food chain.

(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

☒ Implementation of integrated solid waste management systems

☒ Industrial and chemical accidents prevention, preparedness, and response

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

(2.5.1.5) Please explain

ITP Aero Group sites discharge into the public sewerage system, which is managed by a third party. Water permits limit the discharge of water pollutants, including 'heavy metals', targeted by sector, processes and regulators. Monitoring and control requirements are established in procedures adapted to the specific site's water permit within the environmental management system (EMS). ITP Aero has implemented preventive measures to minimise environmental impact and ensure compliance with permit requirements. These measures include treatment systems such as water treatment plants in Mexico, Hucknall and Ajalvir, as well as neutraliser plants in Zamudio, Derio and Sestao. In the event of occasional deviations, the causes are identified and corrective measures are taken to prevent recurrence. All this is reported to the relevant local third-party authority. In addition, ITP Aero Group ensures that no hazardous liquid waste containing "heavy metals" that could end up in water discharges from its direct operations and which is unable to meet discharge permit requirements is discharged. Waste is managed by authorised waste contractors. Standards are set out in the certified EMS at each site to ensure that waste is managed in accordance with legislation. There are also protocols in place for the correct management of chemical products including safety measures for handling, transferring and storing them, and managing empty container waste.

Row 2

(2.5.1.1) Water pollutant category

Select from:

☒ Oil

(2.5.1.2) Description of water pollutant and potential impacts

Oil and grease (O&G). Potential negative impact on soil and groundwater reservoirs making them unusable for drinking water production.

(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

☒ Implementation of integrated solid waste management systems

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

(2.5.1.5) Please explain

ITP Aero Group sites discharge into the public sewerage system, which is managed by a third party. The discharge of O&G water pollutants is limited by water permits. Discharge analyses are carried out periodically in accordance with each site's water permit to ensure that the parameters remain within the permitted limits. Monitoring and control requirements are established in procedures adapted to each site's water permit within the environmental management system. ITP Aero has oil and grease separators at its main production sites to ensure compliance. If occasional deviations occur, the causes are identified and measures are taken to prevent recurrence. All of this is reported to the relevant authority. ITP Aero Group ensures that O&G waste generated from its direct operations is managed by an authorised waste contractor to prevent unauthorised discharge and pollution. Each site has standards set out in its certified EMS to ensure that waste is managed in accordance with applicable legislation.

Row 3

(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. Potential negative impact on soil and groundwater reservoirs making them unusable for drinking water production.

(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

- ☒ Implementation of integrated solid waste management systems
- ☒ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

(2.5.1.5) Please explain

ITP Aero Group sites discharge into the public sewerage system, which is managed by a third party. The water permits limit the discharge of hydrocarbons targeted by sector, processes and regulators. Discharge analyses are carried out periodically in accordance with water permit to ensure that the parameters are within the limits. Monitoring and control requirements are established in procedures duly adapted to the site within the EMS. ITP Aero has implemented preventive measures to minimise environmental impact, avoid hydrocarbon pollution and ensure compliance with permit requirements. These measures include treatment systems such as water treatment plants in Mexico, Hucknall and Ajalvir, as well as neutraliser plants in Zamudio, Derio and Sestao. Other measures include oil and grease separators and underground interceptors at the end of the rainwater drainage system, as at the Zamudio site, to ensure compliance. 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. ITP Aero Group ensures that no liquid waste containing "total hydrocarbons", derived from its direct operations and unable to meet discharge permit requirements, is discharged. All types of waste generated are managed by authorised waste contractors. Each site has standards set out in the certified EMS to ensure that wastes are managed in accordance with applicable legislation.

[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:

☒ Evaluation in progress

(3.1.3) Please explain

In 2024, ITP Aero Group undertook a comprehensive Double Materiality Assessment (DMA) in alignment with the Corporate Sustainability Reporting Directive (CSRD). This process led to the identification of 22 material topics, including Climate Change and Greenhouse Gas (GHG) Emissions as a key area of focus. As a direct outcome of this assessment, ITP Aero launched a Climate-Related Risks and Opportunities (R&O) Analysis in collaboration with an external sustainability consultancy. This initiative, which encompasses the entire value chain, aims to identify, assess, and prioritize climate-related risks and opportunities in line with the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD). The analysis is currently underway and is expected to be completed in 2025.

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

Water was included as a topic in the high-level Double Materiality Assessment process carried out at a corporate level, where it was identified as 'material'. This assessment was aligned with the European Sustainability Reporting Standards (ESRS). As part of this process, we evaluated general water-related risks and determined that our reliance on water resources in certain geographical areas could result in operational risks due to potential water scarcity. The results, which applied only to direct operations, showed a potential risk for the site in Mexico. For the purposes of this assessment, a 'site' is defined as a manufacturing site or office under our operational control, excluding any supplier or third-party facilities. However, as these results are 'high level' and we recognise the importance of a comprehensive, in-depth understanding of water-related risks, we are committed to integrating the previous results into a specific water-related DIROs assessment within the next two years to assess if any water-related risks have a substantive effect on our organization.

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

Although ITP Aero Group only uses plastic for product packaging, so it is not considered a business priority, the evaluation process regarding risks associated with plastic is still ongoing. The aim is to take a thorough and comprehensive approach to ensure that all potential risks are accurately identified and assessed. In order to comply with EU regulations on packaging and packaging waste, information is being collected on Spanish facilities in 2024. The mapping process is ongoing, and work will continue in 2025 to gather information on plastic packaging suppliers.

[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

☒ United States of America

(3.1.1.9) Organization-specific description of risk

The risk associated with not achieving the Net Zero Decarbonization plan which could prevent achieving the SBTi reduction objectives by 2030 remains substantive. This risk can arise due to: 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. ii) An alternative technology may not be available, or it 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. Example processes like 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. This mainly effects the plant in Mexico and Ajalvir, Albacete (Spain). As indicated in points i) and ii), decarbonisation solutions currently focus on addressing gas consumption for heating, which is the focus of point i). iii) Increased activity due to M&A activity (BP Aero acquisition in 2024), increased activity in Zamudio, Castings, MRO

(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

16300000

(3.1.1.28) Explanation of cost calculation

ITP Aero's Group current estimated global cost for achieving our scope 1 and 2 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 our 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 were calculated considering the obsolescence of the machinery, current and future energy prices, available grants, etc. ITP Aero Group has progressed in the execution of the Net Zero plan for Scope 1 and 2: In 2023 it invested 1.3 M€ 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. In 2024, ITP Aero Group has invested 2.4 M€ in CAPEX in for the replacement of conventional gas boiler with aerothermal energy at the Zamudio centre. Total remaining investment of 16.3 M€.

(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. In 2024, governance was reinforced. The Net Zero decarbonization plan is managed through the Net Zero project, reviewed quarterly by the Net Zero Committee under the oversight of key Executive Committee Directors. Progress is also reported quarterly to the Executive Team via the ESG Roadmap Committee.
[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 and PHYSICAL risks is zero, as ITP Aero Group has not yet completed its comprehensive Climate Risk and Opportunity project launched in 2024 covering physical and transition risk. During 2024, progress has been made in identifying physical and transitional risks and opportunities relevant to ITP Aero Group and value chain. During 2025, the exercise will be completed by assessing the quantitative or qualitative impact of risks and opportunities on each of the Group's assets and geographies, as well as across the prioritised time horizons and scenarios. However, in regards to the risk disclosed in 3.1.1, ITP Aero Group has progressed in the execution of the Net Zero plan for Scope 1 and 2: In 2023 it 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. In 2024, ITP Aero Group has invested 2.4 million euros in CAPEX in for the replacement of a conventional gas boiler with aerothermal energy at the Zamudio centre. This change of technology will lead to a significant reduction in both natural gas consumption and CO2 emissions.

[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

Occasionally, slight exceedances of a few water pollutant limit values, required in the discharge permits, have been shown in punctual discharge controls. In such cases, the relevant third-party local authority has been notified, and actions, which are properly recorded in an internal tool according to the general procedure P-0002 and the requirements of the environmental management system, have been taken if necessary. These situations are, however, NOT significant, and ITP has NOT been subject to any fines, enforcement orders or penalties for water-related regulatory violations.

[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:

☒ Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

☒ Other carbon tax, please specify :State-level carbon tax – Querétaro, Mexico

(3.5.3) Complete the following table for each of the tax systems you are regulated by.

Other carbon tax, please specify

(3.5.3.1) Period start date

12/31/2023

(3.5.3.2) Period end date

12/30/2024

(3.5.3.3) % of total Scope 1 emissions covered by tax

19

(3.5.3.4) Total cost of tax paid

57365.99

(3.5.3.5) Comment

Our operations in Mexico are impacted by a state-level carbon pricing mechanism implemented by the government of Querétaro. This regulation, known as the Impuesto Ecológico por Emisión de Gases a la Atmósfera, functions similarly to a carbon tax and applies exclusively to Scope 1 emissions. Scope 1 emissions at our ITP facilities in Mexico have been reported annually through the Cédula de Operación Anual and the corresponding tax has been paid accordingly. Starting this year, the local authority has introduced a new requirement: both the emissions reported and the tax calculation must be verified by third-party organizations authorized by

the state government. This adds a layer of regulatory oversight and ensures consistency between environmental reporting and fiscal obligations. This regulation reflects the growing trend of subnational carbon pricing initiatives and highlights the potential for future expansion of such schemes in Mexico.
[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

ITP Aero has developed a multi-tiered strategy to ensure compliance with current and anticipated carbon pricing regulations. Our approach integrates emissions reduction initiatives, regulatory monitoring, and proactive risk management to align with both national and subnational carbon pricing mechanisms. 1. Compliance with the Querétaro State Carbon Tax (Mexico) In Mexico, our operations are subject to the Impuesto Ecológico por Emisión de Gases a la Atmósfera, a state-level carbon pricing mechanism in Querétaro. This regulation applies exclusively to Scope 1 emissions. To comply, we report emissions annually through the Cédula de Operación Anual and pay the corresponding tax. Starting in 2025, the local authority has mandated third-party verification of both the emissions data and tax calculations. We are working with government-authorized entities to ensure full compliance with this new requirement. This process strengthens the integrity of our reporting and aligns our fiscal and environmental responsibilities. 2. Anticipated Regulation: EU ETS II We are actively assessing the potential impact of the EU ETS II, which is expected to extend carbon pricing to additional sectors, including buildings and transport. To prepare, we have launched a strategic project titled High-level Impact Assessment of EU ETS II. This initiative includes: A review of carbon pricing regimes in key customer and supplier jurisdictions. A detailed analysis of EU ETS II applicability, compliance requirements, cost mechanisms, and expected pricing. A quantitative assessment of potential costs for Scope 1 emissions from our operations in Spain. Identification of strategic and operational implications, including next steps for policy implementation. This assessment will inform our long-term compliance strategy and help us anticipate regulatory risks and cost exposures. While we are not yet regulated under EU ETS II, we are preparing to adapt our operations and reporting systems accordingly. 3. Anticipated Regulation: CBAM (Carbon Border Adjustment Mechanism) We are also preparing for the full implementation of the Carbon Border Adjustment Mechanism (CBAM) following the end of its transitional phase. Although final obligations are pending clarification due to the OMNIBUS amendments, we have taken proactive steps to ensure readiness: We are conducting training sessions with our suppliers to build awareness and capacity for CBAM compliance. We are implementing due diligence procedures for data collection from non-EU sites. We are compiling and submitting quarterly CBAM reports to our clients, ensuring transparency and traceability of embedded emissions. These efforts are part of our broader strategy to support our customers in meeting their CBAM obligations and to position ITP Aero as a responsible and compliant supplier. 4. Long-Term Compliance and Risk Management Strategy Our long-term strategy includes the following components: Emissions Reduction Initiatives: We are continuously exploring opportunities to reduce our emissions through operational efficiency and cleaner technologies. Regulatory Monitoring: A dedicated team tracks developments in carbon pricing policies across jurisdictions where we operate or have supply chain exposure. Third-Party Verification: We engage accredited entities to validate our emissions data and ensure compliance with evolving regulatory standards. Stakeholder Engagement: We collaborate with customers and suppliers to align on carbon reporting and compliance expectations. Internal Carbon Pricing (under evaluation): We are currently evaluating the implementation of an internal carbon price to guide investment decisions and assess climate-related risks. Details will be provided in response to question 5.10.1 once finalized. Through this integrated approach, ITP Aero aims to not only comply with current regulations but also anticipate future developments in carbon pricing. Our strategy reflects a commitment to environmental responsibility, regulatory transparency, and long-term resilience in a carbon-constrained economy.

(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 2024, a water audit was carried out in Zamudio, analysing water usage and main consumption processes. The installation of smart metering devices was identified as a key area for improvement. A comprehensive water strategy will be developed in 2025 based on the results of this audit. This strategy will include annual quantitative water withdrawal targets based on business growth forecasts and KPIs, as well as measures to be implemented at various levels between 2025 and 2027. The aim of these measures is to improve data quality and performance by installing smart meters, reduce water withdrawal, increase the use of reused water and raise staff awareness of water use. Although water was included as a topic in the high-level process of Double Materiality Assessment, which was carried out at a corporate level to identify, assess and manage environmental dependencies, impacts, risks and opportunities across its operations, value chain and strategic activities, the ITP Aero Group has not yet identified any significant water-related opportunities. This process was aligned with the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS). However, the ITP Aero Group recognises the importance of a comprehensive understanding of water-related opportunities. We are therefore committed to carrying out a specific DIROs assessment for water, which will provide a more detailed analysis of these opportunities and their positive impact on our operations.

[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. 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. This includes

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 or diversification of other products critical for sustainable aviation. In 2024, ITP Aero Group advanced in several R&T projects. An example of turbine efficiency is ULTRAFAN: ITP Aero Group 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. After the successful initial test campaign the engine was disassembled, and the turbine was sent to the Ajalvir facilities for inspection during 2024. In 2024 Rolls-Royce has decided to launch a Single-Aisle Ultrafan Demonstrator targeting the single-aisle market by 2030.

(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**

15350000

(3.6.1.25) Explanation of cost calculation

ITP Aero Group commitment to R&D&i has materialised through the investment of 102,5 million euros in R&D&i in 2024 (representing 6% of total income in the last three years), of which the development of proprietary technology was 15,35 million euros, R&T budget 2024FY.

(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 Aero's Group facilities in Zamudio, which in 2024 is now fully operational and staffed to deliver targeted technology. 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 four key technologies: 1) Additive manufacturing 2) Advanced casting. 3) Advanced repair and welding, a key factor for sustainability, reducing waste in the manufacturing of original equipment and extending the service life of components. 4) Industry 4.0. Implementation of machine learning and AI for complete process optimization. In 2024, the ITP Aero Group became the first aeroengine company to obtain EASA (European Union Aviation Safety Agency) and AESA (Spanish Air Security Agency) certifications for an additive-manufactured structural component, for the TP400 rear engine structure vanes.

(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.). In Spain ITP Aero Group is a partner and leader of the Advanced Aeronautics Manufacturing Centre - CFAA. 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. In 2024, within the ITP Aero Group's facilities in Zamudio (Spain), ITP Aero Group completed the construction and started the activity of its own centre for the development of additive manufacturing, casting and welding technology called ADMIRE (Advanced Manufacturing Aeronautics Centre). The Admire Centre will allow ITP Aero Group a more focused facility, with more independence and speed, which will allow to perform the development quicker and more efficient. In 2024 ITP Aero Group acquired BP Aero to increase its MRO, repairing capabilities. In addition in Mexico ITP Aero Group inaugurated a new Castings facility and Logistics center. The expansion of ITP Aero's facilities in Querétaro represents an investment of €28 million and the creation of up to 250 new jobs over the next three years. During 2024, ITP Aero workforce in Mexico surpassed 1,000 employees for the first time in its history. 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. During 2024, the ITP Aero Group continued to lead the LADDER (Laser Automation and Design Development for future Engine Requirements) project, aimed at developing advanced manufacturing technologies, in particular, to implement an innovative laser beam welding solution as a robust joining technology for complex sheet metal fabrications of aero engines.

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
- ☒ Spain
- ☒ Mexico
- ☒ United States of America
- ☒ United Kingdom of Great Britain and Northern Ireland

(3.6.1.8) Organization specific description

Opportunity: ITP Aero Group aims to be recognized as a reliable leader in aerospace sustainability by obtaining top ESG ratings and acting transparently with stakeholders, following international best practices to build trust and drive revenue growth. Examples: (1) Ratings: In 2024, ITP Aero achieved a 91/100 Ecovadis score (Platinum Medal, top 1%), a B in CDP Climate (management level), and engaged for the first time in CDP Water, with a C score (awareness level) (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). In 2024 all certifications have been renewed and additionally new certificates have been obtained: ISO 27001 for Information Security Management Systems, and EMAS registration for the Sestao centre. 3) Awards: In 2024, ITP Aero received several awards: Financial Times “Europe’s Climate Leaders 2024”; EUPD Research: European ESG Transparency Award 2024; Expansion Prize: Transformation towards a Sustainable Economy for its Net Zero Strategy.

(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 an 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. In 2024, within the Supply Chain Team, a new role of ESG Supplier Lead was created to lead the Sustainable Procurement Strategy.

(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. In 2024, ITP Aero Group continues to be part of these engagement programme and has added in 2024 CDP Water Security and S&P CSA evaluations. ITP Aero Group ESG Report follows GRI and its externally verified.

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 | ☒ United Kingdom of Great Britain and Northern Ireland |
| ☒ Malta | |
| ☒ Spain | |
| ☒ Mexico | |
| ☒ United States of America | |

(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 an 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. In 2024, within the Supply Chain Team, a new role of ESG Supplier Lead was created to lead the Sustainable Procurement Strategy.

(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. In 2024, ITP Aero joined as Full Member, the International Aerospace Environmental Group (IAEG), the forum for a responsible and sustainable aerospace industry. IAEG provides a forum for the Aerospace and Defense sector to develop voluntary consensus standards and solutions for environmental regulatory challenges that all member companies face. IAEG's member companies have collaborated to tackle climate change, champion chemical stewardship, engage the supply chain and foster environmental sustainability. By adhering to the IAEG initiative, ITP Aero reaffirms its dedication to sustainable development and industry leadership, benefiting both our organization and the broader aviation community.

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

- ☒ India
- ☒ Malta
- ☒ Spain
- ☒ Mexico
- ☒ United States of America
- ☒ 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 includes reduction of emissions and cost control due to a) Efficiency Measures, b) Diversification of electricity supply strategy considering Power Purchase Agreements (PPAs) as well as on-site and off-site and hedging policies, c) Sourcing renewable electricity and its certificates of guarantee of origin (GdOs) This opportunity remains active in 2024. In 2024, of the total energy consumed (natural gas, electricity, including kerosene for engine test beds), approximately 64% is of renewable origin. Considering only electricity consumption, the percentage rises to 94%. All this despite BP Aero acquisition and integration during 2024. Due to the sourcing of renewable energy as well as introducing energy saving measures, energy consumption and costs reduced. 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 2024 energy expenditure reduced by 5.800.000 Euro versus 2024 Budget, due to 10% lower consumption than budget and 20% average energy price reduction. Energy expenditure 2024 vs 2023, reduced in 1.744.481 euro, approx. -12%.

(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)

5800000

(3.6.1.23) Explanation of financial effect figures

ITP Aero Group calculated the difference between 2024 and 2023 expenses for energy.

(3.6.1.24) Cost to realize opportunity

500000

(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 were 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 2024 was 500k. c) Leasing expenses for the PV in Derio in 2024 were low. d) Multiple energy efficient measures have been implemented in 2024, achieving a annual savings in energy consumption and cost. 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 an Energy Strategy and plan to reduction of emissions and cost control, a) Efficiency Measures b) Diversification of electricity supply strategy considering Power Purchase Agreements (PPAs) as well as on-site and off-site and hedging policies. Specifically the

ITP Aero Group wants to increment the group self-generated energy throughout the PPA on site strategy in Spain (Albacete, Derio, Barakaldo, Zamudio, Ajalvir), Mexico (Queretaro) and the United Kingdom (Hucknall). c) Sourcing renewable electricity and its certificates of guarantee of origin (GdOs) d) Exploration of other potential opportunities

[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)

75996904.41

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

Select from:

☒ 61-70%

(3.6.2.4) Explanation of financial figures

ITP Aero Group invested in 2024, 102 million euros in R&D. Of which 70% 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?

	Board-level oversight of this environmental issue	Primary reason for no board-level oversight of this environmental issue	Explain why your organization does not have board-level oversight of this environmental issue
Climate change	Select from: ☒ Yes	Select from:	Rich text input [must be under 2500 characters]
Water	Select from: ☒ Yes	Select from:	Rich text input [must be under 2500 characters]
Biodiversity	Select from: ☒ No, and we do not plan to within the next two years	Select from: ☒ Not an immediate strategic priority	In the DMA (aligned with CSRD) conducted by ITP Aero Group in 2024, Biodiversity was not identified as a material topic.

[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)
- ☒ Chief Sustainability Officer (CSO)
- ☒ 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

- ☒ Overseeing the setting of corporate targets
- ☒ Monitoring progress towards corporate targets
- ☒ Approving corporate policies and/or commitments
- ☒ Approving and/or overseeing employee incentives
- ☒ Overseeing and guiding the development of a business strategy
- ☒ Monitoring compliance with corporate policies and/or commitments
- ☒ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

ITP Aero Group's Governance Framework is continuously being refined to ensure that its policies, processes, procedures, risk management, compliance mechanisms, certifications, and reporting are effective and adapted to the Group's continually evolving organization and scope. The Code of Conduct and associated policies, as well as the Supplier Code of Conduct, summarise the essence of the principles to which the ITP Aero Group is committed, and which are approved by the Board of Directors. Climate Change is part of the ESG Strategy as key priorities and with associated strategic lines and targets. ITP Aero Group has multiple boards, however the main ones at Group level are (Bain Propulsión Bidco S.L.) and another at ITP Aero level (ITP SAU consolidated with its subsidiaries). 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 95% of the operations. In 2024, governance of ESG issues has been significantly strengthened under the leadership of the Executive Committee and shareholders. 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. EXAMPLES: In 2024, 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 2024 the Board, approved Company Incentives for ITP Aero Group, which included Climate-related objectives. The Executive Director of Strategy and Sustainability reported to the Board the progress of the ESG targets and progress on key projects such as CRSD readiness, Taxonomy, Climate Change R&O projects.

Water

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

Select all that apply

- ☒ Chief Executive Officer (CEO)
- ☒ Chief Sustainability Officer (CSO)
- ☒ 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

- ☒ Overseeing the setting of corporate targets
- ☒ Monitoring progress towards corporate targets
- ☒ Approving corporate policies and/or commitments
- ☒ Overseeing and guiding the development of a business strategy
- ☒ Monitoring compliance with corporate policies and/or commitments
- ☒ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

ITP Aero Group's Governance Framework is continuously being refined to ensure that its policies, processes, procedures, risk management, compliance mechanisms, certifications, and reporting are effective and adapted to the Group's continually evolving organization and scope. The Code of Conduct and associated policies, as well as the Supplier Code of Conduct, summarise the essence of the principles to which the ITP Aero Group is committed, and which are approved by the Board of Directors. Water is part of the ESG Strategy as key priorities and with associated strategic lines and targets. ITP Aero Group has multiple boards, however the main ones at Group level are (Bain Propulsión Bidco S.L.) and another at ITP Aero level (ITP SAU consolidated with its subsidiaries). 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 95% of the operations. In 2024, governance of ESG issues has been significantly strengthened under the leadership of the Executive Committee and shareholders. 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. EXAMPLES: In 2024, 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, Defense 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. The Executive Director of Strategy and Sustainability reported to the Board the progress of the ESG targets, including water-related.

[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

- ☒ Consulting regularly with an internal, permanent, subject-expert working group
- ☒ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)
- ☒ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience

- ☒ Active member of an environmental committee or organization

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:

- ☒ Not an immediate strategic priority

(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 in 2023. During 2024 ITP Aero Group has advanced defining its baseline, performing its first CDP Water Assessment. Training & awareness has been focused first in the Management team.

[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

☒ 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 business strategy which considers environmental issues
- ☒ Implementing a climate transition plan
- ☒ Managing annual budgets related to environmental issues
- ☒ Managing major capital and/or operational expenditures relating to environmental issues

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:

- ☒ Half-yearly

(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

Executive level

- ☒ Chief Executive Officer (CEO)

(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
- ☒ Measuring progress towards environmental science-based targets
- ☒ Setting corporate environmental targets

Strategy and financial planning

- ☒ Developing a business strategy which considers environmental issues
- ☒ Implementing a climate transition plan
- ☒ Managing annual budgets related to environmental issues
- ☒ Managing major capital and/or operational expenditures relating to environmental issues

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:

- ☒ Half-yearly

(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.

Climate change**(4.3.1.1) Position of individual or committee with responsibility**

Executive level

☒ Chief Financial Officer (CFO)

(4.3.1.2) Environmental responsibilities of this position

Strategy and financial planning

☒ Managing annual budgets related to environmental issues

☒ 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:

☒ Half-yearly

(4.3.1.6) Please explain

The CFO is responsible for overseeing and managing the Strategy and Financial planning of ITP Aero Group, including the operational expenditures and major capital investments related to Net Zero plan.

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
- ☑ Assessing future trends in 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)

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:

- ☒ Half-yearly

(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. The ESG organisational unit, headed by the Head of ESG, is part of the Strategy and Sustainability Executive Directorate. This unit is responsible for leading the definition and implementation of the ESG Strategy, collaborating with those responsible for each of the ESG elements according to the established governance model. In 2024, governance of ESG issues has been significantly strengthened under the leadership of the Executive Committee and shareholders. The frequency to report to the Board has been increased to Bi-annual.

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. In addition it is responsible for overseeing other environmental aspects such as Water.

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:

- ☒ Other, please specify :Audit and Compliance Committee, which report to the board

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

Select from:

- ☒ Quarterly

(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 and Water 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
- ☒ Managing annual budgets related to environmental issues
- ☒ Managing major capital and/or operational expenditures relating to environmental issues

(4.3.1.4) Reporting line

Select from:

- ☒ Reports to the Chief Sustainability Officer (CSO)

(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

TTThere 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, the 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" program. 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. During 2024 these committee was held quarterly.

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:

- ☒ Other, please specify :Chief Product Officer (CPO)

(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.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

- ☒ Chief Procurement Officer (CPO)

(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 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

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.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

- ☒ Other committee, please specify :ESG Roadmap 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:

- ☒ Half-yearly

(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. During 2024 these committee was held quarterly.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Other

☒ Other, 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. During 2024 these committee was held quarterly.

Water

(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
- ☒ Assessing future trends in 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)

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:

☒ Half-yearly

(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. The ESG organisational unit, headed by the Head of ESG, is part of the Strategy and Sustainability Executive Directorate. This unit is responsible for leading the definition and implementation of the ESG Strategy, collaborating with those responsible for each of the ESG elements according to the established governance model. In 2024, governance of ESG issues has been significantly strengthened under the leadership of the Executive Committee and shareholders. The frequency to report to the Board has been increased to Bi-annual.

Water

(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. In addition it is responsible for overseeing other environmental aspects such as Water.

Water

(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:

☒ Other, please specify :Audit and Compliance Committee, which report to the board

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

Select from:

☒ Quarterly

(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 and Water is part of the scope.

Water

(4.3.1.1) Position of individual or committee with responsibility

Other

☒ Other, please specify :ESG Roadmap 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:

- ☒ Half-yearly

(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. During 2024 these committee was held quarterly.

Water

(4.3.1.1) Position of individual or committee with responsibility

Other

- ☒ Other, 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. During 2024 these committee was held quarterly.

[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

4.75

(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 2024 ESG activity related to Climate and Net Zero Plan, CO2 emissions reduction and a section for "Future Flight Technologies", where execution of the R&D plan and execution of key projects such as ADMIRE Technology center were included. Hence the annual bonus payment for the non-unionized employees is influenced by the completion of the ESG related target (weighing 4.75% 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

ITP Aero Group is in process of defining its Water Roadmap, which will contemplate water-related incentives.
[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

- ☒ Progress towards environmental targets
- ☒ Achievement of environmental targets
- ☒ Organization performance against an environmental sustainability index

Strategy and financial planning

- ☒ Achievement of climate transition plan
- ☒ Increased investment in environmental R&D and innovation

Emission reduction

- ☒ Implementation of an emissions reduction initiative

(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 Committee defines Global Objectives for the ITP Aero Group, which cover Financial, Company and Area specific objectives. In 2024, within the Company Objectives framework, a section is included related to the driver "We care for People and the World Around Us", with a weighting of 15% and a section related to the driver "Future Flight Technologies" with a weighting of 20%. This means that ESG objectives represent 10.5% of the total global objectives of the ITP Aero Group in 2024, of which 4.75% are related to Climate Change objectives. Some specific objectives where a) the development and execution of the Net Zero plan and the emission reduction objectives applicable for the year, b) maintaining or improving specific ESG ratings, c) R&D plan execution for specific milestones of the year, d) have ADMIRE (Advanced Manufacturing Aeronautics Centre) in operation.

(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 2024 to ITP Aero Group's achievements of Net Zero plan and targets, 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

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, Science Based Targets. In 2024, the Environmental Policy was updated and approved by the Board. The commitments to Net Zero and water were included. This policy applies to all employees and contractors and visitors on company premises.

(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

Climate-specific commitments

- ☒ Commitment to net-zero emissions

Water-specific commitments

- ☒ Commitment to reduce or phase out hazardous substances
- ☒ Commitment to reduce water consumption volumes
- ☒ Commitment to water stewardship and/or collective action

(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

Environmental-Policy-1.pdf

Row 2

(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 sets 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 3

(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, Alliance for Zero-Emissions Aviation, Alianza para el Uso de Hidrógeno Verde en la Aviación, UN Global Compact, IAEG

(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 °C" 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 2024 was the validation of the near-term targets for scope 1 and 2 and scope 3 category 11 product use. 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. In 2023 the ITP Aero Group signed an endorsement for Sustainable Cybersecurity. Cyber green proof, as it is aware of the environmental impact as result of the use of its systems. For this reason, 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. In 2024, ITP Aero joined IAEG (International Aerospace Environmental Group) as a full member, a forum for the aerospace and defence sector to develop standards and solutions to the regulatory and environmental challenges faced by aerospace and defence companies. ITP Aero participates in several working groups WG14 Circular Economy, WG1 Material and substances, WG11 Aerospace Industry ESG, WG12 Life cycle assessment, WG2 Replacement technologies, WG3 GHG management, WG 5 Reach authorisation, WG7 ISO 14001 and EMS implementation, WG9 Impact Analysis of global environmental and chemical regulations, policies and standards.

[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, IAEG

(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 1,5°C 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. In 2024 ITP Aero group received the validation of its SBTi targets for near-term. In addition ITP Aero Group joined International Aerospace Environmental Group (IAEG) as a full member, reaffirming our commitment to sustainable development and leadership in the industry. IAEG provides a forum for the aerospace and defence sector to develop standards and

solutions to the regulatory and environmental challenges facing companies in the sector. For more than 10 years, IAEG members have worked together to address climate change, engage the supply chain and promote environmental sustainability.

[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)

151000

(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). In 2024, sent opinion from the DESTINATION 2050 alliance to the EU commission in states about inclusion of aviation within the forthcoming Clean Industrial Deal.

(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.

Row 4

(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 :IAEG International Aerospace Environmental Group

(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

In 2024 ITP Aero Group joined International Aerospace Environmental Group (IAEG) as a full member reaffirming our commitment to sustainable development and leadership in the industry. IAEG provides a forum for the aerospace and defence sector to develop standards and solutions to the regulatory and environmental challenges facing companies in the sector. For more than 10 years, IAEG members have worked together to address climate change, engage the supply chain and promote environmental sustainability.

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

9500

(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 IAEG

[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 | ☒ Value chain engagement |
| ☒ Governance | ☒ Dependencies & Impacts |
| ☒ Emission targets | ☒ Public policy engagement |
| ☒ Emissions figures | ☒ Content of environmental policies |
| ☒ Risks & Opportunities | ☒ Other, please specify : Water withdrawal |

(4.12.1.6) Page/section reference

page 26-42 2.1. ESG at ITP Aero Group 2.2. Materiality Analysis page 43-77 3.1. The challenge of decarbonisation and innovation 3.1.1. Net zero - Carbon Strategy 3.1.2. Product Innovation 3.1.3. Active participation in partnerships and with strategic partners 3.2. Reducing the environmental footprint of our operations 3.2.1. Environmental Management System 3.2.2. Impact of our operations page 121-130 5.3. Our supply chain page 133-136 5.5. Non-financial risk management system

(4.12.1.7) Attach the relevant publication

ITP-Aero-Group-ESG_Report_2024-ENG-comprimido (1).pdf

(4.12.1.8) Comment

ESG Report of ITP Aero Group

Row 2

(4.12.1.1) Publication

Select from:

- ☒ Other, please specify :Environmental Statement validated by an environmental verifier according EMAS registration

(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 | ☒ Water accounting figures |
| ☒ Emission targets | ☒ Content of environmental policies |
| ☒ Emissions figures | ☒ Other, please specify : Waste figures, Energy consumption, noise |
| ☒ Dependencies & Impacts | |
| ☒ Biodiversity indicators | |

(4.12.1.6) Page/section reference

page 14-15 1.3 Política de ITP Aero page 16-17, 21-34 1.4 Sistema de gestión ambiental 1.6 Actuaciones ambientales de ITP Aero page 18-20, 35-40, 68-74 1.5 Aspectos ambientales significativos 2.1 / 3.1 / 4.1 Aspectos ambientales significativos 2.2 / 3.2 / 4.2 Programa ambiental page 40-60, 75-92, 103-107, 108-117 2.3 / 3.3 / 4.3 Comportamiento ambiental de ITP Aero: indicadores

(4.12.1.7) Attach the relevant publication

DA ITP Aero 2023 (2).pdf

(4.12.1.8) Comment

Environmental Statement of ITP SAU for the year 2023 has been validated by AENOR (Registration number as an EMAS verification entity: AENOR ES-V-0001) in accordance with Regulation (EC) N° 1221/2009 on the voluntary participation by organisations in a Community eco-management and audit scheme (EMAS) and Commission Regulation (EU) 2018/2026 of 19 December 2018 amending Annex IV to Regulation (EC) No 1221/2009.

Row 3

(4.12.1.1) Publication

Select from:

☒ Other, please specify :Environmental Statement validated by an environmental verifier according EMAS registration

(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

☒ Emission targets

☒ Content of environmental policies

☒ Emissions figures

☒ Dependencies & Impacts

☒ Biodiversity indicators

☒ Water accounting figures

☒ Other, please specify :**Waste figures, Energy consumption, noise**

(4.12.1.6) Page/section reference

page 13-16 1.3 Política de ITP Aero Castings page 17-19, 20-31 1.4 Sistema de gestión ambiental 1.6 Actuaciones ambientales de ITP Aero Castings page 33 - 36, 56-58 2.1 / 3.1 Aspectos ambientales significativos 2.2 / 3.2 Programa ambiental page 37-49, 59-69 2.3 Comportamiento ambiental de castings Barakaldo: indicadores 3.3. Comportamiento ambiental de castings Sestao: indicadores

(4.12.1.7) Attach the relevant publication

4.-Declaracion-Ambiental-PCB-Anexo-VII.pdf

(4.12.1.8) Comment

Environmental Statement of ITP SAU for the year 2023 has been validated by AENOR (Registration number as an EMAS verification entity: AENOR ES-V-0001) in accordance with Regulation (EC) N° 1221/2009 on the voluntary participation by organisations in a Community eco-management and audit scheme (EMAS) and Commission Regulation (EU) 2018/2026 of 19 December 2018 amending Annex IV to Regulation (EC) No 1221/2009.

[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

In 2024, the ITP Aero Group implemented a 'high-level' recurring process to identify, assess and manage environmental dependencies, impacts, risks and opportunities across its operations, value chain and strategic activities. Aligned with the Corporate Sustainability Reporting Directive (CSRD) and the European

Sustainability Reporting Standards (ESRS), this process is based on the principle of double materiality, as defined by EFRAG. Standardised criteria were applied to evaluate the severity, scope, irremediability, and likelihood of impacts, as well as the probability and magnitude of financial effects. This led to the identification of the water topic as material at a high level. While ITP Aero Group has not yet conducted a water-related scenario analysis as this was not a strategic priority, water usage is prioritised within the Environmental, Social and Governance (ESG) strategy. In line with ITP Aero's commitment to best practice in managing environmental risks and opportunities, the next step is to conduct a more in-depth water-related risk assessment. This assessment is fundamental to carrying out water-related scenario analysis. The results of this analysis will inform decision-making processes relating to water issues across the organisation.

[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:

- ☒ 4.0°C 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:

- ☒ 1.6°C - 1.9°C

(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
- ☒ Target setting and transition planning

(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, building upon the scenarios developed for the previous Strategic Plan ITP 2025. This new plan reflects a more robust strategy, informed by the experience gained during the implementation of the earlier plan. The scenario analysis conducted to support these strategic plans included both climate-related and broader business environment factors. Key outcomes of the climate-related scenario analysis included:

Opportunities for transformation: Identification of opportunities to evolve ITP Aero Group's value proposition toward alternative products for lower-carbon transportation, such as electric, hybrid, and new aircraft configurations. This also included diversification into products critical for greener aviation and decarbonization of internal operations. Sustainable Aviation Fuel (SAF): Recognition of the strategic importance of SAF development, particularly for Widebody and Single Aisle aircraft, where technical abatement challenges are greater. Industry-wide collaboration was identified as essential to promote SAF development. Supply chain resilience: Emphasis on the importance of a resilient and sustainable supply chain, with risks of disruption requiring joint optimization efforts. Additional outcomes from the broader scenario analysis included: The growing importance of corporate purpose and ESG responsibility for stakeholders. The need for increased agility and digital collaboration to accelerate innovation. The cross-cutting opportunity of digitalization to enhance product development. The strategic value of strengthening capabilities and alliances for technology co-development. These insights have directly influenced ITP Aero Group's strategic and financial planning. For example, they

informed the design of the CORE21 short-term recovery plan post-COVID-19 and guided continued investment in R&D, including additive manufacturing and hybrid-electric propulsion technologies. The scenario analysis results were also embedded in the development of Strategic Plan ITP 2025 and subsequently in ITP 2027. During 2024 there have been no significant changes to the outcomes of the previous scenario analysis. In 2024, ITP Aero Group has been undertaking a new exercise focused on climate-related risks and opportunities. This includes a dedicated scenario analysis to identify both physical and transition risks and opportunities. The results of this exercise are expected to be disclosed in 2025 and will further inform our risk management, strategic planning, and resilience assessment processes.

[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 5680 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 multiple mechanisms: Bi-annual meetings with the Board of Directors, Bi-annual with the Audit Committee, Quarterly meetings with the Executive Committee ESG Roadmap, Monthly Business Reviews, quarterly in the Net Zero Roadmap Committee. In 2024, governance of ESG issues has been significantly strengthened under the leadership of the Executive Committee and shareholders.

(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

COMMITMENTS: 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. LEVERS: 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 targets focus on cat 11 product use: 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. ASSUMPTIONS AND DEPENDENCIES: 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. GDOs availability for all sites every year. In 2025, 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

PROGRESS ON NET ZERO PLAN TARGETS: In 2024 ITP Aero Group validated with SBTi its near-term targets for scope 1, 2 and scope 3 product use. It closed the year with a reductions of 40% of GHG emissions in Scope 1 and 2 in respect to the 2029 base line. In scope 3 product use, Emissions (weighted ITP share) over the entire engine life associated with ITP delivered engines in 2024 are a 44% reduction from the 2019 baseline. **PHYSICAL AND TRANSITION RISKS AND OPPS:** During 2024, progress has been made in identifying physical and transitional risks and opportunities relevant to ITP Aero Group and its value chain. During 2025, the exercise will be completed by assessing the quantitative or qualitative impact of risks and opportunities on each of the Group's assets and geographies. **KEY MILESTONES OF NET ZERO PLAN in 2024:** • **PPAs Offsite:** Signing of a Power Purchase Agreement for the supply, over 10 years, of 250 GWh of electricity exclusively from renewable sources. • **PPA On-site:** the installation of photovoltaic panels in Derio (Spain) was completed, making it the Group's second centre to generate electricity in a sustainable manner. It generates 10% of the plant's electricity consumption. * **Sourcing of renewable electricity and certificates of origin GdOs / IRECs in Spain, Mexico and UK** In 2024, of the total energy consumed, approximately 64% is of renewable origin. If only electricity consumption, the percentage rises to 94% * **Technological Transformation:** Started the process of replacing a conventional gas boiler with aerothermal energy in Zamudio centre (Spain). It has been estimated that this change will lead to a reduction of about 400 t/year of CO2. * Since may 2024 the ITP Aero Group is using kerosene blended with SAF in its engine test bench at the Ajalvir plant in Spain, joining the Albacete plant which started using Kerosene with SAF in 2023. * In 2024 ITP Aero Group invested 102 million euros in R&D&i developing proprietary technology. * ITP has continued to advance to develop the technology for the ultra efficient next-gen engines (Ultrafan) and electric-hybrid propulsion and hydrogen combustion propulsion. * Completed in 2024, within the ITP Aero Group's facilities in Zamudio, the construction of its own centre for the development of additive manufacturing, casting repairs and digitalisation called ADMIRE (Advanced Manufacturing Aeronautics Centre), which started at the end of 2024. in 2024 ITP Aero Group becomes first aeroengine company to obtain EASA certification for an additive manufactured structural component. **FORWARD LOOKING** ITP Aero Groups continues to reduce further its reduce Scope 1 and 2 GHG emissions by implementing actions in the following decarbonisation levers: a) Energy strategy, b) Technological transformation, c) CO2 emissions from test benches and d) Emissions from refrigerant gas leaks and specifically for Scope 3 product use working on all possible strategies and dimensions to reduce the emissions from ITP Products.

(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, include the four strategic drivers on which the ITP Aero Group will focus, 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, is in line with it'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. Key opportunities such as OPP # 1 for the conventional comercial civil aviation segment are: 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 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. The time horizon for this strategy refers to long-term. TWO EXAMPLES: 1) ITP Aero Group 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. During 2024, after the successful initial test campaign was completed, the engine was disassembled and the turbine was sent from the ITP Aero Group to the Ajalvir facilities for disassembly and inspection of all the components to check its condition after the test campaign. In 2024 Rolls-Royce has decided to launch a Single-Aisle Ultrafan Demonstrator to target single-aisle market by 2030. In 2024, specific milestones of the Ultrafan plan 2025-2027 has become ESG strategic objectives. 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. Since May 2024 the ITP Aero Group is using kerosene blended with SAF in its engine test bench at the Ajalvir plant in Spain, joining the Albacete plant which started using Kerosene with SAF in 2023. While the degree of blending with fossil fuel is very moderate, it exceeds the mandates that will be imposed by the ReFuel EU Aviation regulation for the operation of commercial aircraft in 2025. In addition ITP Aero Group has added as ESG strategic objective 2025 to develop a SAF strategy to maximize the use of SAF in its testing activities.

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 Aero Group's 2027 Strategic Plan, include the four strategic drivers on which will focus: Future Flight Technologies, Lifecycle Propulsion Services, Smart Delivery at Scale and More Privileged Partnerships, supported by a People and an ESG Strategy. Climate-related opportunities such as OPP4 have a huge influence on ITP Aero Group's engagement strategy, where ITP Aero Group is 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. ITP Aero Group has defined target for Sustainable Procurement: 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. 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 during 2023/2024 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. In 2024, ITP Aero Group launched capacity building activities for: a) A comprehensive training plan for ITP Supply Chain team, delivering 353 hours across 8 specialized courses. Topics included risk management, contracts, processes, digitalization, regulations, and ESG. b) Webinars to support suppliers in complying with the new CBAM (Carbon Border Adjustment Mechanism) legislation, offering practical guidance and resources. In addition, ITP Aero Group joined the UN Global Compact's SME training program, launching in 2025, to strengthen ESG capabilities across our supply chain tailored to help small and medium-sized suppliers. In 2024, ITP Aero joined the International Aerospace Environmental Group (IAEG) as a Full Member. IAEG develops standards and solutions for environmental challenges, tackling climate change, chemical stewardship, and sustainability. By adhering to IAEG, ITP Aero reaffirms its commitment to sustainable development and industry leadership. This also support alignment in requirements to the supply chain to be more efficient.

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 Aero Group's 2027 Strategic Plan, include the four strategic drivers on which the ITP Aero Group will focus, 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, is in line with it's purpose: "Together, find better ways to power flight and keep its magic alive! Climate-related opportunities such as OPP1 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 299 million euros over the last 3 years - around 6% of its total income. This commitment resulted in 102.5 million euros earmarked for R&D&i in 2024 developing proprietary technology (in comparison with 66.2 million in 2023). ITP Aero Group'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 time horizon for this strategy

refers to *SHORT, MEDIUM and LONG-TERM*. *EXAMPLES: Advanced thermal management technologies for new propulsion technologies: Within the THEMA4HERA project (EU Clean Aviation), ITP Aero Group has made progress in the design and validation of an advanced heat exchanger integrated into the aircraft Electric and hybrid-electric propulsion technologies: In 2024, within the PRELUDIO project (Basque Government's Hazitek programme), ITP Aero Group tested its first full electric propulsion system demonstrator. ITP Aero's role in this programme is system integrator.*

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

Within ITP Aero Group's 2027 Strategic Plan, Climate-related risks and opps such as RISK 1 and OPP5 significantly influence ITP Aero Group's operations strategy, particularly in its efforts to decarbonize the industry and reduce its environmental footprint. ITP Aero developed the Net Zero Plan to cut CO2 emissions from its operations and products, setting both near and long-term targets. In 2021, ITP Aero joined the UN's "Race to Zero" campaign through the "Business Ambition to 1.5C" program. Since then, the company has managed this commitment through the Net Zero project, making progress in calculating and verifying its carbon footprint for Scope 1, 2, and 3 emissions and defining objectives to further reduce CO2 emissions. The time horizon for this strategy refers to LONG-TERM. In 2024, ITP Aero Group's Net Zero - Carbon Strategy has progressed on SCOPE 1 AND 2: In 2024 ITP Aero Group validated with Science Based Targets initiative (SBTi) its near-term TARGETS for scope 1 and 2 and scope 3 product use. It closed the year with a reductions of 40% of GHG emissions in Scope 1 and 2 in respect to the 2029 baseline. In 2024, GOVERNANCE was reinforced. The Net Zero decarbonization plan is managed through the Net Zero project, reviewed quarterly by the Net Zero Committee under the oversight of key Executive Committee Directors. Progress is also reported quarterly to the Executive Team via the ESG Roadmap Committee In 2024, the implementation of the Energy Strategy was successful, allowing to mitigate energy costs while achieving 64% 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 which still is being executed in 2024. The opportunity to diversify electricity supply strategy considering PPAs 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. 2024 achievements: A) Signing of a PPA OFF-SITE for the supply, over 10 years, of 250 GWh of electricity exclusively from renewable sources. Installation of photovoltaic panels (PPAs ONSITE) in Derio (Spain) was completed, making it the Group's second centre to generate electricity in a sustainable manner. It generates 10% of the plant's electricity consumption. B) Started the process of replacing

a conventional gas boiler with aerothermal energy in Zamudio centre (Spain). It has been estimated that this change will lead to a reduction of about 400 t/year of CO2. C) Since may 2024 the ITP Aero Group is using kerosene blended with SAF in its engine test bench at the Ajalvir plant in Spain, joining the Albacete plant which started using Kerosene with SAF in 2023.

[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 allocation
- ☒ 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

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 long term developments (Ultrafan technology, Electrification and other alternative architectures, Advanced Manufacturing). 2) Public-private collaboration is essential to carry out different initiatives and R&D projects. During 2024, ITP Aero Group received a total of 5,4 million euros in grants. 3) ITP Aero Group's commitment to R&D&i has materialised through the investment of more than 229,15 million euros over the last 3 years - around 6% of its total income. This commitment resulted in 102,5 million euros (66.2 million euros in 2023) earmarked for R&D&i in 2024. Case Study: One key investment has been Ultrafan technology demonstrator, where ITP is partner with R-R, and in which In 2024 Rolls-Royce has decided to launch a Single-Aisle Ultrafan Demonstrator to target single-aisle market by 2030. In 2024, specific milestones of the Ultrafan plan 2025-2027 has become ESG strategic objectives.

Row 3

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

- ☒ Capital expenditures
- ☒ Acquisitions and divestments

(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 in 2024 completed the construction and started the activity of 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. In 2024 ITP Aero Group acquired BP Aero to increase its MRO, repairing capabilities.

Row 4

(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 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 Aero decarbonization targets. In 2024 ESG ratings have improved achieving a Platinum Medal in Ecovadis and a B in CDP Climate change and C in CDP Water Security.

[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**

62.5

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

75996904

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

70

(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 for 2022 and 2023 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. Its value for 2024 has been extracted from EU communication C/2025/1373, Question 36, published on 3rd May 2025.

[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)

-44.15

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

94

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

49.51

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

7

(5.9.5) Please explain

As part of its water roadmap, ITP Aero Group aims to gain a clearer overview of both KPIs going forward. Data for 2024 (excluding Malta, India and BP to ensure comparability): OPEX. Water treatment expenses and wastewater monitoring increased by 49 % compared to 2023. CAPEX Investments includes various water improvement projects at treatment plants, as well as the installation of devices such as tanks, filters and decanters. An additional neutraliser plant was also installed for new processes and implemented in Zamudio. FUTURE TREND: Capital expenditure will vary on an annual basis due to the type of project (e.g. smart meter installation, treatment plant improvements), but in line with our commitment to reducing water withdrawal and improving efficiency, we expect an increase in our forward water-related CAPEX trend. Due to expected business growth, our forward OPEX trend is also set to increase.

[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 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.

[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 promoters 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

☒ Water

[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.

(5.11.1.5) % Tier 1 suppliers meeting the threshold 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

11

[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

☒ Strategic status of suppliers

(5.11.2.4) Please explain

ITP Aero 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. For strategic suppliers, ITP Aero Group prioritizes engagement by conducting audits focused on assessing compliance with our ESG (Environmental, Social, and Governance) requirements. When non-compliances are identified, suppliers are required to submit and implement corrective action plans within defined timeframes. This targeted approach ensures that our most critical suppliers are aligned with our sustainability expectations and commitments.
[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:

☒ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

ITP Aero Group integrates environmental requirements into its purchasing process through long-term agreements (LTAs) with suppliers. These contracts aim to leverage volumes, mitigate risks, and build strategic relationships for sustainable growth. Sustainability clauses are systematically included in LTAs and Purchase Order Terms & Conditions, reflecting our commitment to managing environmental, social, and ethical risks. In 2024, we strengthened these clauses. Suppliers are required to: -Comply with all applicable environmental laws and regulations. -Implement an environmental management system aligned with standards like ISO 14001. - Comply with Regulation (EC) No 1907/2006 (REACH) on chemical substances. A risk-based due diligence process is applied to verify compliance, including onsite ESG audits for selected Tier 1 suppliers (per procedure ID-1250). When non-compliance is identified, suppliers must implement corrective and preventive actions, which are closely monitored. If unresolved within a defined period, we reserve the right to terminate the agreement. Clause 32.3 of our contracts allows termination if a breach remains unremedied 30 days after written notice.

[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 or Evidences of implementation of environmental management system align with 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:

- ☒ 76-99%

(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:

☒ 76-99%

(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:

☒ 76-99%

(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

ITP Aero Group follows a structured “Supply Chain Development Process” to ensure transparency and equal conditions for all potential suppliers. Qualification is mandatory for procurement participation and includes a comprehensive evaluation covering adherence to the Supplier Code of Conduct, ESG commitment, and technical and operational risks. A standardized audit checklist—updated in 2023 and 2024—includes ESG criteria. Supplier practices and certifications are also reviewed. Long-Term Agreements (LTAs) are signed with selected suppliers to leverage volumes, mitigate risks, and foster strategic relationships. These contracts include sustainability clauses addressing environmental, social, and ethical risks. Selected suppliers undergo onsite audits as part of integrated quality programs. When non-compliances are found, according to the procedure ID-1250 Supply chain audit, suppliers must implement corrective and preventive actions, which are closely monitored. If unresolved within a defined timeframe, ITP Aero may terminate the agreement. Clause 32.3 of our standard contract allows termination if a breach remains unremedied 30 days after written notice. Calculation method: % Non-compliant suppliers: Spends on suppliers that we found non-compliance in the audit/total spends of audited suppliers % Compliance: Based on the audit results

[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 on innovations to reduce environmental impacts in products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☒ Tier 1 suppliers

☒ Tier 2 suppliers

☒ Tier 3 suppliers

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

Select from:

☒ 51-75%

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

Select from:

☒ 51-75%

(5.11.7.8) Number of tier 2+ suppliers engaged

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

The REVERT program is an ITP Aero Group initiative aimed at enhancing sustainability and reducing costs through material recycling. The initiative focuses on engaging suppliers of raw materials, castings, and forgings in recycling efforts—particularly for nickel-based alloys, which are highly recyclable. The program prioritizes high-volume suppliers, representing approximately 75% of total spend in these categories, who are actively involved through contractual agreements. For participating suppliers, contracts include defined targets for the percentage of material to be reverted, along with associated price reduction clauses. As this engagement program is not applicable to all suppliers, the percentage disclosed reflects only those suppliers relevant to the program (forging, casting supplier and forging & casting product related billet and cast-stick suppliers) ESG REPORT: ITP Aero Group has developed the Revert programme as a strategic initiative to reduce its carbon footprint and move towards a more sustainable production model. This programme is based on the recovery and reuse of metallic materials, applying circular economy principles throughout the manufacturing supply chain. Objectives The main objective of the Revert programme is to maximise the reuse of materials throughout the product value chain. This approach ensures that sustainability is integrated into all supply chain operations. Supplier Selection Criteria To participate in the Revert programme, suppliers are selected on the basis of key criteria that ensure a positive impact on sustainability: • Impact on emissions: Suppliers of forged and cast products are prioritised due to their high contribution to carbon emissions. • Purchase volume and strategic relevance: Efforts are focused on suppliers with higher purchase volumes. • Recyclability and operational feasibility: The capacity of suppliers to recycle materials and the operational feasibility of their recovery are analysed. Results and evolution Thanks to the implementation of the Revert programme, the ITP Aero Group has managed to: • Recycle up to 30% of the surplus generated in manufacturing processes. • Achieve 70% recycling in certain strategic products. The Revert programme reflects ITP Aero Group's commitment to reducing environmental impact, ensuring that material efficiency and sustainability are fundamental pillars of the company's strategy

(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

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☒ Adaptation to climate change

(5.11.7.3) Type and details of engagement

Capacity building

☒ Provide training, support and best practices on how to make credible renewable energy usage claims

(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

In 2024, we launched webinars aimed at helping our suppliers comply with the new CBAM (Carbon Border Adjustment Mechanism) legislation. These webinars provide practical guidance and essential resources to ensure our supply chain partners are well-informed and prepared to adapt to new regulatory requirements, including the carbon footprint calculation methodology. 38 affected suppliers invited to the webinar. 17 suppliers attended to the webinar. For 2025, we have joined the Global Compact's training program for SMEs, with the aim of strengthening our supply chain's ESG capabilities. This program, which is launched in 2025, will offer specialized training and ongoing support to small and medium-sized suppliers, helping them implement sustainable and responsible practices. Through this initiative, we seek to foster a more resilient supply chain committed to the principles of sustainability and social responsibility.

(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 :CBAM requirements

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

Select from:

☒ Yes

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☒ Emissions reduction

(5.11.7.3) Type and details of engagement

Information collection

☒ Collect GHG emissions data at least annually from suppliers

(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**

ITP Aero engages with dsuppliers to collect GHG emissions data at least annually through contractual and targeted processes. As part of our Supplier Support Manual (a contractual annex), suppliers are required to provide emissions data per product or service upon request. In 2024, ITP Aero specifically requested GHG emissions information from the following supplier groups: Logistics providers, Travel service providers, Suppliers subject to CBAM (Carbon Border Adjustment Mechanism) regulation, Suppliers who underwent an ESG assessment during the year. These data requests are aligned with our Scope 3 emissions monitoring efforts and support our broader decarbonisation and compliance objectives. Responses are reviewed as part of our supplier sustainability evaluation and are used to improve the quality and granularity of our Scope 3 reporting.

(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 :Emission data submission**(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action***Select from:*☒ Unknown**Climate change****(5.11.7.2) Action driven by supplier engagement***Select from:*☒ Emissions reduction**(5.11.7.3) Type and details of engagement**

Innovation and collaboration

- ☒ Invest jointly with suppliers in R&D of relevant low-carbon technologies

(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

ITP Aero is leading two R&D projects on electric propulsion systems for urban and regional mobility, with a total budget of €13 million. These projects will be the first propulsion systems of this type manufactured in Spain. Both projects are being developed through public-private partnerships. Specifically, the project, called Aperturas, is funded by the Spanish Center for Technological Development and Innovation (CDTI), affiliated with the Spanish Ministry of Science and Innovation, through the "Aeronautical Technology Program" within the framework of the Recovery, Transformation, and Resilience Plan. In addition to ITP Aero, other participating entities are Ingeteam, Egile, Zeleros, Umiles-Next, technology centers, and universities such as Tecalia, CTA, CEIT, Mondragon University, and UP Valencia. Likewise, the project known as Preludio is subsidized by the Basque Government's Hazitek 2022 business R&D support program, in which, in addition to ITP Aero, Ingeteam, Alconza, Antec, Suprasys, Egile, technology centers and universities such as Tecalia, CTA, CEIT, Mondragon Unibertsitatea, IKERLAN, and IRDE participate.

(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 :Electric Propulsion system

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

Select from:

☒ Unknown

[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:

☒ Other value chain stakeholder, please specify :Employees, supply chain team

(5.11.9.2) Type and details of engagement

Education/Information sharing

☒ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ 76-99%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ 1-25%

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

In 2024, we implemented a comprehensive training plan for our supply chain team, which includes eight specialized courses, totaling 353 hours. These courses cover key areas such as risk management, contracts, processes and digitalization, regulation and legislation, as well as ESG (Environmental, Social, and Governance) aspects. This training program is designed to strengthen the team's skills and ensure they are well prepared to face current and future challenges in supply chain management.

(5.11.9.6) Effect of engagement and measures of success

100 persons of supplier management team in ITP attended to the "Sustainable procurement course", 77% attendance.

Water

(5.11.9.1) Type of stakeholder

Select from:

☒ Other value chain stakeholder, please specify :Local Community Non-government organization

(5.11.9.2) Type and details of engagement

Other

☒ Other, please specify :Support local community to reduce impact of extreme weather event related to water flood

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ 1-25%

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

ITP Aero is strongly committed to supporting the local communities where it operates, particularly in the face of environmental crises. Following the severe floods that struck the regions of Valencia and Albacete in October 2024, the company partnered with Cáritas, a well-established humanitarian organisation, to contribute to emergency response and long-term reconstruction efforts. In alignment with ITP Aero's values and climate transition plan, a matched employee donation campaign was launched. The company initially contributed €20,000 and pledged to match employee donations euro-for-euro. Thanks to this collaborative effort, more than

€38,000 was raised in total. By engaging both the company and its employees in a shared response to a climate-related disaster, this initiative reinforced ITP Aero's commitment to environmental and social responsibility, while directly supporting communities affected by the consequences of extreme weather events.

(5.11.9.6) Effect of engagement and measures of success

In alignment with ITP Aero's values and climate transition plan, a matched employee donation campaign was launched. The company initially contributed €20,000 and pledged to match employee donations euro-for-euro. Thanks to this collaborative effort, more than €38,000 was raised in total.

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:

☒ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ 1-25%

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

ITP Aero maintains active collaboration with its customers through its R&D department, participating as a strategic partner in the development of Rolls-Royce's UltraFan® engine. This collaboration is part of the European Clean Sky and Clean Sky 2 programs. ITP Aero's involvement enables progress in technologies that reduce the environmental impact of air transport.

(5.11.9.6) Effect of engagement and measures of success

In 2024, aerodynamic tests of the intermediate pressure turbine (IPT) were successfully completed in Vizcaya, validating its performance at high speeds and temperatures. As a result, these components will be produced at our facilities and integrated into the UltraFan engine, which will be tested using 100% sustainable aviation fuel (SAF), with an expected 25% improvement in efficiency compared to previous engines. These advancements reinforce ITP Aero's commitment to the decarbonization of the aerospace sector.

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 Aeronáuticas and LIFT (Laboratorio 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 compressors), 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 advanced manufacturing technologies). In UK: AFRC (Advanced Forming Research Centre, The University of Strathclyde, Glasgow), AMRC (Advanced Manufacturing Research Centre at the University of Sheffield), MTC (Manufacturing Technology Centre in Ansty Park, Coventry) and TWI (The Welding Institute in Cambridge). For example, ITP Aero Group is a founding member 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 objective 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 involved 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 Government's 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 recycling. 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 technology 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.

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:

- ☒ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

- ☒ 1-25%

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

ITP Aero leads the CRIPICOM project, focused on developing enabling technologies for hydrogen-based aircraft propulsion. In collaboration with companies (Ajusa, Aerotecnic...), technology centers (Tecnalia, CNH2...) and universities (UPV, CFAA, LIFT...), the project aims to integrate fuel cell systems, power electronics, electric motors, and propulsion elements. This initiative is part of the Aeronautical Technological Program and aligns with the sector's decarbonization strategy through disruptive technologies.

(5.11.9.6) Effect of engagement and measures of success

In 2024, ITP Aero successfully carried out hydrogen combustion tests on an Auxiliary Power Unit (APU) at its Ajalvir (Madrid) facility. These tests validate the feasibility of operating with cryogenic liquid hydrogen and mark a milestone in the transition toward sustainable propulsion systems. The project is progressing toward the creation of a functional demonstrator that will allow performance evaluation of these technologies under real conditions.

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:

☒ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ 1-25%

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

The APERTURAS project, led by ITP Aero, aims to develop zero-emission electric propulsion systems for urban and regional air mobility applications. With power ranges between 70 and 700 kW, these systems are intended for VTOL vehicles, logistics drones, and tactical support platforms. The project is being developed through public-private collaboration with companies, technology centers, and universities, and is funded by the CDTI under the Aeronautical Technological Program.

(5.11.9.6) Effect of engagement and measures of success

In 2024, ITP Aero has made progress in designing five variants of electric propulsion systems, tailored to different power ranges and applications. These developments will enable sustainable solutions for air taxis, intercity transport, emergency services, and aerial logistics. The company anticipates significant growth in this sector over the coming years and is therefore committed to optimizing its resources and reducing emissions from these aircraft.

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:

☒ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ 1-25%

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

PRELUDIO is a strategic project led by ITP Aero under the Hazitek program, aimed at developing electric propulsion systems for aircraft intended for urban and interurban mobility. The project involves collaboration with more than 20 entities from the Basque Science, Technology and Innovation Network, including companies such as Ingeteam, Alconza, Antec, Suprasys, Egile, and centers like TECNALIA, CEIT, CFAA, IKERLAN, and Mondragon University. The initiative seeks to position ITP Aero as a benchmark in clean technologies applied to air transport

(5.11.9.6) Effect of engagement and measures of success

In 2024, the project has advanced in the conceptual design of distributed electric systems, including the propulsor (propeller or compressor) and the control system. A research line has also been initiated on the cryogenics of systems based on liquid hydrogen. These developments will enable the validation of key technologies for functional integration into aircraft, contributing to the decarbonization of the sector and the achievement of European climate neutrality goals.

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 has collaborated with GE Aerospace and the Spanish Ministry of Defence to validate the use of sustainable aviation fuel (SAF) in CT7-8F5 engines, intended for NH-90 helicopters. This initiative is part of the company's commitment to energy transition and emissions reduction in the defense sector.

(5.11.9.6) Effect of engagement and measures of success

In 2024, successful tests were conducted at ITP Aero's facilities in Albacete, using a blend of SAF and conventional fuel. These tests represent a key step toward the certification of SAF use in military engines and reinforce ITP Aero's capability to integrate sustainable solutions into its operations and products.

[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:

☒ Airbus SE

(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). The advance heat exchanger has been designed and manufactured and testing has just started.

Row 2

(5.12.1) Requesting member

Select from:

☒ Airbus SE

(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 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). An APU with H2 has already been tested in our Ajalvir facility. A heat exchanger for cryogenic hydrogen has been designed and its manufacturing is on going.

[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. Several test have been already performed in both projects and they will continue along 2025.
[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

ITP Aero Group chose the consolidation approach including companies which are included in the consolidated financial statements, accounting all environmental aspects 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.

Plastics

(6.1.1) Consolidation approach used

Select from:

☒ Operational control

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

ITP Aero Group chose the consolidation approach including companies which are included in the consolidated financial statements, accounting all environmental aspects 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.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☒ Operational control

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

ITP Aero Group chose the consolidation approach including companies which are included in the consolidated financial statements, accounting all environmental aspects 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.

[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, an acquisition

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

BP Aero is SME that includes that following legal entities. BP AEROSPACE, LLC BP AERO SERVICES, LLC BP AERO ENGINE SERVICES, LLC BP AERO, LLC BP AERO TOOLING, LLC

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

ITP Aero Group (Bain Propulsion Bidco S.L.) completed the acquisition of BP Aero, a leading provider of aircraft engine aftermarket services based in Irving, Texas. This acquisition, which received the necessary regulatory approvals at the beginning of 2024 and the transaction was COMPLETED on February 1, 2024. BP Aero has been included in the ESG Report 2024 and therefore GHG emissions and Water aspects. The acquisition occurred during the reporting year and are being accounted for in this disclosure.

[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)

Included a new facility (BP Aero, Texas) in scopes 1,2 and 3 and launch new activity within Mexico site for Castings Included additional emissions in scope 1: process emissions (ex. Use of acetylene in welding proccess) and emissions from leaks in the Firefighting system from CO2 extinguishers.

[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:

☒ No, because we do not have the data yet and plan to recalculate next year

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

ITP Aero Group emission recalculation policy mentions that emission recalculation is necessary to incorporate new data sources and methodologies, align with regulatory changes, improve accuracy, maintain consistency and incorporate acquisitions and diverstures. In cases of acquisitions or divestitures, recalculating base year emissions is required to incorporate the emissions data from the acquired or divested entity and adjust our historical emissions accordingly. Emissions will be recalculated in the event of significant changes that would compromise the relevance and consistency of an existing target. In the case of an acquisition, provided that

the acquired facility/entity existed in the base year, base year emissions are recalculated by adding the acquired entity's emissions in the base year to the parent company's emissions. Similarly for a divestment or merger, emissions are added or subtracted from the base year, to maintain a consistent reporting perimeter.

(7.1.3.4) Past years' recalculation

Select from:

☒ No

[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	Scope 2 emissions (location- based and market-based) have been reported separately in the verified 2024 Carbon Footprint report and 2024 ESG Report.

[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:

☒ No**(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.

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)

100584.21

(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

(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)

(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 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 CO₂eq/km or kg CO₂eq/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 were 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)

10499

(7.6.3) Methodological details

For the calculation of Scope 1 emissions, all sources of direct emissions for ITP plants have been identified. Specifically, the following sources: Fuels: Natural Gas, Diesel, Gasoleo, Gasolin, LPG, Adblue, Kerosene, SAF Kerosene (2%) Refrigerants: R134A, R410A, R407C, R-404A, R407A, RS-70, R32, R453A, R454B, emissions from the process (welding) and leaks from the firefighting system. 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 activity data (per plant) and 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 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. 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)

7867

(7.6.2) End date

12/30/2023

(7.6.3) Methodological details

For the calculation of Scope 1 emissions, all sources of direct emissions for ITP plants have been identified. Specifically, the following sources: Fuels: Natural Gas, Diesel, Gasoleo, Gasolin, LPG, Adblue, Kerosene, SAF Kerosene (2%) Refrigerants: R134A, R410A, R407C, R-404A, R407A, RS-70, R32, R453A, R454B, emissions from the process (welding) and leaks from the firefighting system. 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 activity data (per plant) and 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 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. 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. [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)**

18010

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

2379

(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, emissions are also being accounted for using the location-based method, employing average energy generation emission factors for defined locations, including local, subnational, or national boundaries.

Past year 1

(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)

1949

(7.7.3) End date

12/30/2023

(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, emissions are also being accounted for using the location-based method, employing average energy generation emission factors for defined locations, including local, subnational, or national boundaries.

[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)

134556.13

(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 calculation of Category 1 emissions distinguishes between Direct Materials (used in production) and Indirect Materials and Services (supporting operations). For Direct Materials, activity data was primarily obtained from ITP Aero's SAP system, using mass units (kg or tonnes) where available. When only economic values were available, mass was estimated using a kg/€ ratio per Commodity Group. For some groups lacking current data, 2019 ratios were adjusted to 2024 using an 18.8% CPI increase. Emission factors were developed using SimaPro 9.6 and reflect cradle-to-gate emissions, including alloy composition and transformation processes (e.g., forging, melting, machining). Recycled content was accounted for by applying specific factors based on the Input Weight/Virgin Input Weight ratio. Each alloy has a unique emission factor, and additional factors were applied for processing steps. For Indirect Materials and Services (e.g., chemicals, IT equipment, outsourced services), emissions were calculated using either physical units (with SimaPro or DEFRA 2024 factors) or economic values (using tCO2e/€ factors from Spain's National Statistics Institute based on CNAE codes). Water consumption emissions were also included. The methodology aligns with the GHG Protocol Scope 3

Standard. Allocation by mass ensures proportional attribution of emissions to purchased goods. Assumptions and extrapolations were transparently documented, and emission factors were selected to reflect the most representative and recent data available. The boundary includes cradle-to-gate emissions for all purchased goods and services.

Capital goods

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

1939.3

(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

For Scope 3 Category 2 (Capital Goods), ITP Aero Group has calculated emissions using the Environmentally Extended Input-Output (EEIO) methodology, based on available economic expenditure data in euros (€). This approach estimates indirect emissions by linking financial data to sector-specific carbon intensities. Each capital good was assigned a CNAE code according to the latest update of the Spanish National Classification of Economic Activities. These codes enabled the association of each expenditure with a specific economic sector. Emission factors were sourced from the National Statistics Institute (INE) emissions inventory, which provides CO₂e values per CNAE category. These were combined with input-output tables of the Spanish economy to reflect intersectoral relationships and ensure a sectorally adjusted estimate. This methodology allows for a consistent and transparent calculation of emissions associated with long-lived assets such as machinery, equipment, and infrastructure. The calculation boundary includes all capital goods acquired by ITP Aero and BP Aero, and the final result was 1,939.30 tCO₂e. The data used corresponds to the latest available reporting period, and no more recent data was accessible at the time of calculation. The methodology does not include life cycle stages beyond acquisition, as capital goods are not transport-related. The EEIO approach was selected due to its suitability for estimating emissions in the

absence of detailed activity data and its alignment with GHG Protocol recommendations. External verification was conducted, and also internal consistency checks were applied. This method provides a robust estimate while acknowledging limitations in granularity and temporal alignment.

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)

4967.92

(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

For Scope 3 Category 3, ITP Aero Group has calculated emissions related to upstream fuel and energy activities not included in Scope 1 or Scope 2. This includes two subcategories: (1) Well-to-Tank (WTT) emissions from the extraction, processing, refining, and transportation of fuels and electricity purchased, and (2) emissions from transmission and distribution (T&D) losses in the electricity grid. For WTT emissions, DEFRA 2024 emission factors were used for fuels and UK electricity generation, while OCCC factors were applied for Spanish electricity generation. The calculation covered all sites under operational control, with Hucknall and Zamudio being the largest contributors. The total WTT emissions amounted to 4,945.80 tCO₂e. For T&D losses, only sites without Guarantees of Origin (GOs)—BP Aero, Whetstone, Malta, and India—were included. Emission factors from DEFRA 2024's WTT - UK electricity (T&D) section were applied, resulting in 22.11 tCO₂e. These emissions are derived from verified Scope 2 energy consumption data and represent additional indirect impacts from electricity use. The calculation boundary includes all relevant upstream energy activities for each site. No life cycle stages beyond WTT were considered, as this category does not involve direct transport-related emissions. The data used corresponds to the latest available reporting period, and more recent data was not accessible at the time of calculation. Both

external verification and internal consistency checks have been conducted. This approach ensures a comprehensive and transparent estimation of indirect energy-related emissions, aligned with GHG Protocol guidelines and based on reliable official sources.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

8797.9

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Other, please specify :GLEC Framework (Global Logistics Emissions Council) methodology

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

100

(7.8.5) Please explain

For Scope 3 Category 4, ITP Aero Group has calculated emissions associated with the transportation of raw materials, components, and supplies prior to their arrival at production facilities. The primary data source was logistics information provided by CEVA Logistics, which manages shipments to ITP Aero. Emissions were calculated using the GLEC Framework methodology via the Searoutes platform, which applies specific emission factors for each transport mode (air, land, sea) and combines them with actual shipment data, including distance, weight, and cargo type. This ensures a detailed and mode-specific estimation of CO₂e emissions. For the BP Aero site, where direct logistics data was unavailable, emissions were estimated using an economic-based approach. Expenditure data in USD was converted to EUR and assigned a CNAE code corresponding to the transport sector. Emission factors linked to this sector were then applied to estimate associated emissions, following the Environmentally Extended Input-Output (EEIO) methodology. The calculation boundary includes all upstream transport activities for goods acquired by ITP Aero Group. The life cycle stage covered is Well-to-Wheel (WTW), capturing emissions from fuel extraction through to final transport use. The data used corresponds to the latest available reporting period, and no more recent data was accessible at the time of calculation. Internal consistency checks were applied, and

external verification was conducted. This dual-method approach—activity-based for most sites and economic-based for BP Aero—was selected to ensure comprehensive coverage of upstream transport emissions, aligned with GHG Protocol and GLEC Framework standards.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

765.02

(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

This category includes indirect emissions associated with the management and treatment of waste generated by the organization in its operations, excluding processes already considered in Scope 1 or 2. These emissions correspond to the phase after the waste is discarded and include activities such as collection, treatment (recycling, recovery, incineration) and final disposal (landfill or other), depending on the type of waste. In the case of the ITP Aero Group, this analysis includes all waste generated at the various centers where the company has operational control, covering both hazardous and nonhazardous waste. When considering the carbon footprint from waste generation, it is important to take into account the following points: •Type of waste: Among the waste most frequently generated in the industrial activities of the ITP Aero group are metal shavings, used oil and lubricant residues, solvents, paint and coating residues, contaminated packaging, composite material residues, plastic waste, paper, and cardboard, among others. •Type of treatment: The treatments applicable to this waste mainly include recycling of metals and recoverable materials, incineration with or without energy recovery for hazardous waste, chemical or physical treatment for polluting liquid waste, and disposal in controlled landfills for waste that cannot be recovered. Emissions are quantified based on the volumes and types of waste reported by each center, to which specific emission factors are applied according to the type of treatment, using recognized methodologies and databases such as DEFRA 2024

in the Waste disposal section. The calculation formula consists of multiplying the amount of waste (in tons) by its corresponding emission factor based on the treatment applied (kg CO₂e/ton). In this case, emissions from transporting waste to treatment centers have not been considered, as the GHG Protocol does not establish this as mandatory within this category. Furthermore, there is insufficient information and control over the routes, distances, or means of transport used by external managers, which prevents an accurate and representative estimate of this stage.

Business travel

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

2632.42

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Hybrid method

☒ Spend-based method

☒ 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 Scope 3 Category 6, ITP Aero Group has calculated emissions associated with employee business travel using transport modes not owned or controlled by the company. The calculation includes data from Spain, Mexico, the United Kingdom, the United States, India, and Malta. For Spain and Mexico, activity-based data provided by AMEX included transport type (mainly air and rail) and travel distances. Emission factors from DEFRA 2024 and OCCO were applied. Air travel was categorized by flight type (domestic, short/medium-haul, international). Accommodation-related emissions were calculated using DEFRA's Hotel Stay factors and, where unavailable, the Hotel Footprints platform, which offers city-specific data. For the United Kingdom and United States, emissions were estimated using economic expenditure data by transport type. CNAE codes were assigned to each service (air, land, accommodation), and sector-specific economic emission factors

were applied using the EEIO methodology. For India and Malta, where no direct data was available, emissions were extrapolated based on employee count, following GHG Protocol recommendations. An average emission factor of 0.463 tCO₂e/person was derived from total emissions (2,602.81 tCO₂e) and employee numbers (5,625) at the other sites. This factor was applied to India (31 employees) and Malta (33 employees), resulting in 14.35 tCO₂e and 15.28 tCO₂e respectively. The calculation boundary includes all business travel activities across operational sites. The life cycle stage covered is Well-to-Wheel (WTW). Data corresponds to the latest available reporting period; more recent data was not accessible. All data used in this category, including those provided by AMEX and internal estimations, have been externally verified to ensure accuracy and reliability. This multi-method approach ensures comprehensive coverage of business travel emissions, balancing data availability with methodological rigor.

Employee commuting

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

6760.24

(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 Scope 3 Category 7, ITP Aero Group has calculated emissions associated with employee commuting—travel between home and workplace not directly controlled by the organization. The methodology follows GHG Protocol guidelines and is based on distance traveled and vehicle type, using DEFRA 2024 emission factors expressed in kg CO₂e/km. Factors from the “Business Travel – Land” section were applied, covering diesel, gasoline, hybrid, electric vehicles, trains, motorcycles, and bicycles. A mobility survey was distributed across all operational centers under ITP Aero’s control. It collected data on transport modes, daily commuting distances, and multimodal travel combinations. From 627 valid responses (mainly from Spain and Mexico), individual commuting footprints were calculated and

extrapolated to the total workforce at each center with available data for the reporting year. For centers in the United Kingdom, Malta, India, and the United States, where no survey responses were received, emissions were estimated using an average footprint of 1.17 tCO₂e per employee per year, derived from the surveyed centers. This average was multiplied by the number of employees at each site. Teleworking emissions were also included, based on survey data from Spain and Mexico. These were calculated using the number of teleworking employees, average working days per week, and an 8-hour workday assumption. The calculation boundary includes all commuting activities across operational sites. The life cycle stage covered is Well-to-Wheel (WTW). All data used in this category, including survey results and extrapolations, have been externally verified to ensure accuracy and reliability. This approach ensures a robust and representative estimate of commuting-related emissions, balancing direct data collection with extrapolation where necessary.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

In the case of the ITP Aero Group, the impact associated with leased assets is accounted for in scopes 1 and 2, and therefore will not be taken into account in 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)

1521.14

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Hybrid method

- ☒ Distance-based method
- ☒ Other, please specify :GLEC Framework (Global Logistics Emissions Council) methodology

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

100

(7.8.5) Please explain

For Scope 3 Category 9, ITP Aero Group has calculated emissions associated with the transportation of sold products to end customers, once they leave the company's facilities. This includes all national and international logistics operations required to deliver finished goods. Primary data was provided by CEVA Logistics, including shipment routes, cargo weights, and transport modes. Emissions were calculated using the GLEC Framework methodology via the Searoutes platform, which applies mode-specific intensity emission factors (gCO₂e/t-km) adjusted for distance, cargo type, and route characteristics. During the reporting period, total emissions from CEVA-managed downstream transport amounted to 1,464.7 kg CO₂e. Additionally, the transport of engines from ITP Aero facilities to aircraft manufacturers—end customers in the supply chain—was included. As this segment is not managed by CEVA, data was provided directly by ITP Aero. Emissions were calculated based on tonne-kilometers (tkm), using cargo weight and distance to destination. DEFRA 2024 emission factors were applied according to the transport mode used. This segment resulted in 56.44 tCO₂e. The calculation boundary includes all downstream transport activities for sold products. The life cycle stage covered is Well-to-Wheel (WTW). All data used in this category, including CEVA logistics data and internal estimates, have been externally verified to ensure accuracy and reliability. This dual-source approach ensures comprehensive coverage of downstream transport emissions, combining detailed logistics data with robust internal estimation methods aligned with GHG Protocol and GLEC standards.

Processing of sold products

(7.8.1) Evaluation status

Select from:

- ☒ Not relevant, explanation provided

(7.8.5) Please explain

Scope 3 Category 10 has been excluded from ITP Aero Group's inventory due to lack of operational control and insufficient access to reliable data on the industrial processes, technologies, or energy consumption used by customers. ITP Aero's products are intermediate components integrated into engines by third parties, where post-sale processing is limited to low-intensity mechanical assembly. Based on sector benchmarks, this phase represents less than 0.5% of total energy use, and a conservative estimate of 0.1% of Scope 1 emissions was considered immaterial. For BP Aero, Category 10 is not applicable, as its core activity is maintenance, repair, and overhaul (MRO) of existing components, not the sale of new products subject to further processing. Reconditioned parts are returned directly to

operational use without additional transformation. All qualitative and quantitative justifications for exclusion are detailed in Annex I of our externally verified carbon footprint report, and the decision aligns with GHG Protocol principles of relevance, completeness, and transparency.

Use of sold products

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

7160317.88

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Other, please specify :Attribution by mass has been applied, requiring knowledge of both the weight of the ITP Aero product and the final product in which it is integrated

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

100

(7.8.5) Please explain

For Scope 3 Category 11, ITP Aero Group has calculated emissions associated with the use phase of sold products, specifically the direct emissions generated by aircraft engines into which ITP Aero components are integrated. Although ITP Aero's products are intermediate and do not have a direct use phase, emissions are attributed proportionally to the final product (aircraft) based on mass contribution. The methodology follows the GHG Protocol Technical Guidance and the IAEG Guidance for Calculating Civil Aviation Scope 3 Emissions (Category 11, July 2024, v2.0). Emissions are calculated for all products sold during the reporting year, considering their full operational lifetime. Two scenarios were modeled: Business-as-Usual (BAU) using conventional kerosene, and a "with SAF" scenario incorporating Sustainable Aviation Fuel blending. Key inputs include: Weight ratio of ITP Aero components to aircraft, number of engines per aircraft, and aircraft specifications. Fuel consumption per flight hour, flight hours per year, and expected years of operation (10–15 years depending on aircraft status). Emission factors from DEFRA 2024 and IAEG (Jet Fuel: 3.846 kgCO₂e/kg). SAF scenario uses a conservative emission reduction factor (ERF) of 0.7 and EU blending targets. Emissions were allocated to ITP Aero based on the weight of its components in the final aircraft. Total fuel consumption was multiplied by the relevant EF (kerosene

or SAF blend). An intensity parameter (gCO₂e/ASK) was also calculated using aircraft seating capacity, flight hours, and average speed. The total emissions for the “with SAF” scenario amounted to 7,160,317.88 tCO₂e. All data and calculations, including those provided by external sources and internal estimations, have been externally verified to ensure accuracy and methodological rigor. Compared to the previous year, the main change in this category is the selection of the “with SAF” scenario as the reference value. Although both scenarios were calculated last year, the BAU figure was used in reporting. This year, the SAF scenario has been adopted as the most realistic, considering current industry trends and future projections for aircraft engines incorporating ITP Aero components.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

17211.13

(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

For Scope 3 Category 12, ITP Aero Group has calculated emissions associated with the final disposal of sold products, specifically focusing on packaging materials such as wood, plastics, paper, and cardboard used to transport and protect the main products. This is the first year this category has been calculated, following recommendations from the Science Based Targets initiative (SBTi) during the validation process of our climate targets. The data used originates from Category 1 (Purchased Goods and Services), where packaging materials were recorded primarily in economic terms (EUR). To estimate the weight of materials, conversion coefficients (kg/EUR) provided by Ecoembes were applied. Based on the estimated weight, material-specific recycling rates were sourced from official databases

such as Eurostat to determine the proportion of waste sent to recycling versus final disposal. Emission factors from the DEFRA 2024 database (Waste Disposal section) were applied to each waste treatment type to calculate total emissions. The final estimate for this category amounted to 15,182.59 tCO₂e for the reporting year. The calculation boundary includes all packaging materials associated with sold products. All data and methodologies used in this category have been externally verified to ensure accuracy and consistency with recognized standards. This approach provides a robust and transparent estimate of end-of-life emissions, aligned with GHG Protocol guidelines and SBTi expectations, and marks a significant step forward in the completeness of ITP Aero Group's Scope 3 inventory.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

Assets leased by third parties in the downstream phase do not exist under the ITP Aero Group's business model. Therefore, there is no impact on the emissions inventory associated with this category.

Franchises

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

The ITP Aero Group does not operate under a franchise model, being neither a franchisee nor a franchisor, and therefore this category does not fall within the scope of its emissions analysis.

Investments

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

133.4

(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

For Scope 3 Category 15, ITP Aero Group has calculated emissions associated with its financial investments, specifically its 25% ownership stake in CTA (Aeronautical Technology Center). Due to limited data availability, only activity data related to electricity consumption was provided by CTA. To estimate total emissions, a specific emission factor was applied based on the contracted electricity supplier. These factors were sourced from the Spanish Office for Climate Change, which publishes annual emission factors by energy mix for each supplier. This resulted in a total of 533.60 tCO₂e for CTA. ITP Aero's proportional share of 25% was then applied, resulting in an estimated 133.40 tCO₂e attributable to this investment. The calculation boundary includes only emissions associated with electricity consumption, as no additional Scope 1 or 2 data was available from the investee. All data and calculations used in this category have been externally verified to ensure accuracy and consistency with recognized standards. This initial assessment strengthens the completeness of ITP Aero Group's Scope 3 inventory and supports alignment with GHG Protocol and SBTi expectations for investment-related emissions reporting.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

Other (downstream)

(7.8.1) Evaluation status*Select from:*☒ Not relevant, explanation provided*[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**

12/29/2023

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

173826

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

8409

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

1205

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

8022

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

1720

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

1128

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

11255

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

124

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

7476466

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

504

(7.8.1.19) Comment

*Empty categories are categories that have been deemed not relevant.
[Fixed row]*

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

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

ITP_Aero_Group_Emission_Certific_Verification_and_Inventory_2024_ENG_signed.pdf

(7.9.1.5) Page/section reference

This document includes the verification certificate covering scopes 1, 2, and 3 (pages 1–3), the verification report for all three scopes (pages 4–14), and the full footprint calculation report for scopes 1, 2, and 3 (pages 15–111). In particular, the information related to scope 1 can be found in the section dedicated to scope 1 (pages 28–33).

(7.9.1.6) Relevant standard

Select from:

☒ ISO14064-3

(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

ITP_Aero_Group_Emission_Certific_Verification_and_Inventory_2024_ENG_signed.pdf

(7.9.2.6) Page/ section reference

This document includes the verification certificate covering scopes 1, 2, and 3 (pages 1–3), the verification report for all three scopes (pages 4–14), and the full footprint calculation report for scopes 1, 2, and 3 (pages 15–111). In particular, the information related to scope 2 can be found in the section dedicated to scope 2 (pages 34–36).

(7.9.2.7) Relevant standard

Select from:

☒ ISO14064-3

(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

ITP_Aero_Group_Emission_Certific_Verification_and_Inventory_ 2024_ENG_signed.pdf

(7.9.2.6) Page/ section reference

This document includes the verification certificate covering scopes 1, 2, and 3 (pages 1–3), the verification report for all three scopes (pages 4–14), and the full footprint calculation report for scopes 1, 2, and 3 (pages 15–111). In particular, the information related to scope 2 can be found in the section dedicated to scope 2 (pages 34–36).

(7.9.2.7) Relevant standard

Select from:

☒ ISO14064-3

(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: Use of sold products |
| ☒ Scope 3: Investments | ☒ Scope 3: Upstream leased assets |
| ☒ Scope 3: Capital goods | ☒ Scope 3: Processing of sold products |
| ☒ Scope 3: Business travel | ☒ Scope 3: Purchased goods and services |
| ☒ 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) | |

(7.9.3.2) 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

ITP_Aero_Group_Emission_Certific_Verification_and_Inventory_2024_ENG_signed.pdf

(7.9.3.6) Page/section reference

This document includes the verification certificate covering scopes 1, 2, and 3 (pages 1–3), the verification report for all three scopes (pages 4–14), and the full footprint calculation report for scopes 1, 2, and 3 (pages 15–111). In particular, the information related to scope 3 can be found in the section dedicated to scope 3 (pages 37–65).

(7.9.3.7) Relevant standard

Select from:

☒ ISO14064-3

(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)

1060.8

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

10.8

(7.10.1.4) Please explain calculation

1046 CO2 tons from the decrease in Scope 2 emissions due to the purchase of GDOs (renewable origin electricity) for > 99% of the electricity consumption in the group. 14,8 tons from the installation of a PPA on site in Derio

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

127

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

1.3

(7.10.1.4) Please explain calculation

127 tons from heat generation system for comfort has been replaced in one of Zamudio's workshops (from natural gas to electric heat pumps)

Divestment

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

2411

(7.10.1.2) Direction of change in emissions

Select from:

☒ Increased

(7.10.1.3) Emissions value (percentage)

24.63

(7.10.1.4) Please explain calculation

General increase in our scope 1+2 emissions due to the inclusion of BP Aero facility in the calculation scope.

Mergers

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

1835

(7.10.1.2) Direction of change in emissions

Select from:

☒ Increased

(7.10.1.3) Emissions value (percentage)

18.74

(7.10.1.4) Please explain calculation

1277 tons from Kerosene usage in Mexico facilities has been significantly higher than the previous year due to an increase in the MRO business activity and client requirements. 558 tons from a slight increase in fugitive emissions (refrigerant leaks) due to an overall increase in the business activity and due to the inclusion of BP Aero facility in the calculation scope.

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

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

Unidentified

(7.10.1.2) Direction of change in emissions

Select from:

☒ No change

[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)

10325.3

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

☒ CH4

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

17.41

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:

☒ N2O

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

17.97

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 4

(7.15.1.1) Greenhouse gas

Select from:

☒ HFCs

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

0

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 5

(7.15.1.1) Greenhouse gas

Select from:

☒ PFCs

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

0

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 6

(7.15.1.1) Greenhouse gas

Select from:

☒ SF₆

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

0

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)**Row 7****(7.15.1.1) Greenhouse gas**

Select from:

☒ NF3**(7.15.1.2) Scope 1 emissions (metric tons of CO₂e)**

0

(7.15.1.3) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 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 CO ₂ e)	Scope 2, location-based (metric tons CO ₂ e)	Scope 2, market-based (metric tons CO ₂ e)
India	10	777	777
Malta	21	82	82
Mexico	2029	5423	0

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Spain	5809	5777	0
United Kingdom of Great Britain and Northern Ireland	1694	4476	45
United States of America	935	1476	1476

[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)

2.37

(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)

1315.91

(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)

0

(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)

1693.62

(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)

1732.07

(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)

2379.2

(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)

0.47

(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)

47.26

(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)

21.1

(7.17.2.3) Latitude

35.807513

(7.17.2.4) Longitude

14.514937

Row 11

(7.17.2.1) Facility

Whetstone, UK

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

1.16

(7.17.2.3) Latitude

52.876866

(7.17.2.4) Longitude

-1.233892

Row 12

(7.17.2.1) Facility

Querétaro, MX

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

2029.15

(7.17.2.3) Latitude

20.636092

(7.17.2.4) Longitude

-100.43523

Row 13

(7.17.2.1) Facility

Albacete, Spain

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

249.47

(7.17.2.3) Latitude

38.980692

(7.17.2.4) Longitude

-1.881478

Row 14

(7.17.2.1) Facility

India

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

9.62

(7.17.2.3) Latitude

17.500083

(7.17.2.4) Longitude

78.432982

Row 15

(7.17.2.1) Facility

BP Aero, USA

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

935.24

(7.17.2.3) Latitude

33.92371

(7.17.2.4) Longitude*-84.84077**[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)***56.68***(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)**

35.77

(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)

223.88

(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)

4156.21

(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)**

81.53

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

81.53

Row 6**(7.20.2.1) Facility***Zamudio, Spain***(7.20.2.2) Scope 2, location-based (metric tons CO2e)**

3185.04

(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)**

312.28

(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)

5423.14

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

0

Row 9

(7.20.2.1) Facility

Whetstone, UK

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

44.71

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

44.71

Row 10

(7.20.2.1) Facility*India***(7.20.2.2) Scope 2, location-based (metric tons CO2e)**

776.75

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

776.75

Row 11**(7.20.2.1) Facility***Derio, Spain***(7.20.2.2) Scope 2, location-based (metric tons CO2e)**

147.63

(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)**

796.67

(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)

274.86

(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)

1018.72

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

0

Row 15

(7.20.2.1) Facility

BP Aero, USA

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

1476.23

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

1476.23

[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)

10499.35

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

18010.01

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

2378.98

(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:

☒ Airbus SE

(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:

☒ Allocation based on the market value of products purchased

(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

9861264

(7.26.9) Emissions in metric tonnes of CO₂e

13.3

(7.26.10) Uncertainty (±%)

0

(7.26.11) Major sources of emissions

Direct emissions from operations

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

(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. In addition, we have excluded emissions related to kerosene used in the test beds located in Mexico, which are not related to the products sold to Airbus.

(7.26.14) Where published information has been used, please provide a reference

ITP Aero Group ESG Report 2024

Row 2

(7.26.1) Requesting member

Select from:

☒ Airbus SE

(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:

☒ Allocation based on the market value of products purchased

(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

9861264

(7.26.9) Emissions in metric tonnes of CO₂e

546.9

(7.26.10) Uncertainty (±%)

0

(7.26.11) Major sources of emissions

Electricity purchase and usage

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

(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

(7.26.14) Where published information has been used, please provide a reference

ITP Aero Group ESG Report 2024

Row 3

(7.26.1) Requesting member

Select from:

☒ Airbus SE

(7.26.2) Scope of emissions

Select from:

☒ Scope 2: market-based

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on the market value of products purchased

(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

9861264

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.10) Uncertainty (±%)

0

(7.26.11) Major sources of emissions

Electricity purchase and usage

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

(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

(7.26.14) Where published information has been used, please provide a reference

ITP Aero Group ESG Report 2024

[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 5% but less than or equal to 10%**(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

	Indicate whether your organization undertook this energy-related activity in the reporting year
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**

29.1

(7.30.1.3) MWh from non-renewable sources

45403.36

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

45432.46

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

49588.46

(7.30.1.3) MWh from non-renewable sources

47390.38

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

96978.84

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

230.63

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

230.63

Total energy consumption

(7.30.1.1) Heating value

Select from:

☒ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

49848.19

(7.30.1.3) MWh from non-renewable sources

92793.74

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

142641.93

[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

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of heat	Select from: ☒ Yes
Consumption of fuel for the generation of steam	Select from: ☒ Yes
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

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

No additional comment

Other biomass

(7.30.7.1) Heating value

Select from:

☒ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

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

29.1

(7.30.7.4) MWh fuel consumed for self-generation of heat

29.1

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

SAF

Coal

(7.30.7.1) Heating value

Select from:

☒ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

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

10013.74

(7.30.7.4) MWh fuel consumed for self-generation of heat

10013.74

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

In the case of ITP, Oil contains Kerosene, Diesel and LPG

Gas

(7.30.7.1) Heating value

Select from:

☒ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

35389.61

(7.30.7.4) MWh fuel consumed for self-generation of heat

30334.64

(7.30.7.5) MWh fuel consumed for self-generation of steam

5054.97

(7.30.7.8) Comment

In the case of ITP, Gas contains Natural gas

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

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

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**

45432.46

(7.30.7.4) MWh fuel consumed for self-generation of heat

40377.64

(7.30.7.5) MWh fuel consumed for self-generation of steam

5054.97

(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)

230

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

230

(7.30.9.3) Gross generation from renewable sources (MWh)

230

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

230

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:*☒ Renewable energy mix, please specify :wind, solar**(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

57851.48

(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)

12381.6

(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)

21406.11

(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)**

943800

(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)

943800.00

Malta

(7.30.16.1) Consumption of purchased electricity (MWh)

205880

(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)

205880.00

Mexico

(7.30.16.1) Consumption of purchased electricity (MWh)

12381607

(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)

12381607.00

Spain

(7.30.16.1) Consumption of purchased electricity (MWh)

57851479

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

230

(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)

57851709.00

United Kingdom of Great Britain and Northern Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

21622115

(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)

21622115.00

United States of America

(7.30.16.1) Consumption of purchased electricity (MWh)

4204589

(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)

4204589.00

[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

0.00000798

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

12878

(7.45.3) Metric denominator

Select from:

☒ unit total revenue

(7.45.4) Metric denominator: Unit total

1612432000

(7.45.5) Scope 2 figure used

Select from:

☒ Market-based

(7.45.6) % change from previous year

6.11

(7.45.7) Direction of change*Select from:*☒ Increased**(7.45.8) Reasons for change***Select all that apply*☒ Acquisitions**(7.45.9) Please explain**

Overall, the company's Scope 1 and 2 emissions have increased compared to the previous year (+31,2%). Although revenue has also grown (+24%) comparing to the previous year due to the increased production volumens, the result is an overall increase of 6.11% in emissions intensity compared to the previous year. The main reason for the increase in scope 1 + 2 emissions is the inclusion of a new facility in US in the scope of the emission calculation. In addition to that, MRO business amonth the group also increased significantly (especially in Mexico), resulting in a higher usage of kerosene for engine testing.

*[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**

0.38

(7.52.3) Metric numerator

*Waste directed to disposal (Tons)***(7.52.4) Metric denominator (intensity metric only)***Total Waste (Tons)***(7.52.5) % change from previous year**

17

(7.52.6) Direction of change

Select from:

☒ Increased**(7.52.7) Please explain**

As part of ITP Aero Group ESG strategy we have the ambition to reduce our environmental impact, of which Waste is considered a priority. A metric that is followed is the % of Waste Directed to Disposal. In 2024, the Total Waste generated in absolute terms increased in 22%, in respect to 2023. This includes the impact of BP Aero acquisition and in addition the increase in activity. However, in terms of intensity, the % of Waste directed to disposal only grew 17% due to the efforts to recover waste. In general terms we have improved on: » Correction and analysis of data, establishing priorities: gathering information from all centres and defining the 2023 baseline. » Identification of alternative waste management companies to give us a different destination for disposal. » Awareness-raising in production areas to ensure proper waste segregation, which facilitates subsequent waste recovery. Although related concepts are already included in the induction courses for workers, in 2024 we started held awareness campaigns to reinforce the message specifically in the workshop area. Some important milestones of 2024 to highlight, in centres in Spain: Modification of treatment contracts from D (disposal) to R (recovery/recycling): it was possible to modify the treatment of some waste that was going to be disposed of in such a way that it is now recovered, such as the refractory material in Zamudio, the cutting fluid and alkaline solutions in Ajalvir and the vermiculite in Castings. Waste destined for disposal decreased from 35% to 17% in Derio and from 47% to 30% in ITA. In total, 46.7 tonnes of waste were prevented from being sent to landfill. Introduction of bins for organic waste in rest areas in order to improve selective collection, in in ITA, Derio and Zamudio. • In Ajalvir, segregation of clothing waste from industrial waste. • In Castings, classification to optimise recovery and disposal of waste to landfill. • In Zamudio, in addition to the activity, the amount of waste has increased due to emergencies and incidents with an impact on the environment. • Ajalvir: total waste was reduced by 22%. In 2023, there was a generation peak due to an emergency. By 2025, work will be done at the sites to reduce both the amount of waste generated and the proportion of waste going to disposal.

*[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, and this target has been approved by the Science Based Targets initiative

(7.53.1.3) Science Based Targets initiative official validation letter

ITPAER_1.PDF

(7.53.1.4) Target ambition

Select from:

☒ 1.5°C aligned

(7.53.1.5) Date target was set

12/18/2023

(7.53.1.6) Target coverage

Select from:

☒ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

- | | |
|---|---|
| ☒ Methane (CH ₄) | ☒ Sulphur hexafluoride (SF ₆) |
| ☒ Nitrous oxide (N ₂ O) | ☒ Nitrogen trifluoride (NF ₃) |
| ☒ Carbon dioxide (CO ₂) | |
| ☒ Perfluorocarbons (PFCs) | |
| ☒ Hydrofluorocarbons (HFCs) | |

(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)

7955.58

(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)

17446.310

(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)

6106.208

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

10499.35

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

2378.98

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

12878.330

(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

40.28

(7.53.1.80) Target status in reporting year

Select from:

☒ New

(7.53.1.82) Explain target coverage and identify any exclusions

The current SBTi-validated absolute reduction target for Scope 1 and 2 includes all ITP Aero entities, except for the recent acquisitions (BP Aero in the United States) and the new Castings operation in Mexico. Throughout 2024, data has been collected and the potential impact of these acquisitions on the SBTi target is currently being evaluated. We are now working on defining a plan to recalculate the baseline year emissions, and therefore the impact on the target, taking into account the additional emissions from these two newly incorporated facilities.

(7.53.1.83) Target objective

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

*In 2024 ITP Aero Group validated with SBTi its near-term targets for scope 1, 2 and scope 3 product use. It closed the year with a reductions of 40% of GHG emissions in Scope 1 and 2 in respect to the 2029 base line. ITP Aero Group has a decarbonization plan called Net Zero plan for Scope 1 and 2, with specific levers: a) Energy strategy, b) Technological transformation, c) CO2 emissions from test benches and d) Emissions from refrigerant gas leaks. These initiatives are for each site and per year to support emission reductions. Currently, the plan focuses on reducing emissions from natural gas use in our facilities through electrification projects. Scope 2 emissions are being addressed by purchasing renewable energy guarantees of origin for the electricity ITP consumes, as well as by increasing the percentage of self-generated electricity at its plants. In addition, the use of aviation fuel for engine testing represents a significant emissions source for ITP Aero Group. In this regard, ITP has begun using Sustainable Aviation Fuel (SAF) and are currently defining a strategy to increase the share of SAF in its operations. KEY MILESTONES OF NET ZERO PLAN in 2024: • PPAs Offsite: Signing of a Power Purchase Agreement for the supply, over 10 years, of 250 GWh of electricity exclusively from renewable sources. • PPA On-site: the installation of photovoltaic panels in Derio (Spain) was completed, making it the Group's second centre to generate electricity in a sustainable manner. It generates 10% of the plant's electricity consumption. * Sourcing of renewable electricity and certificates of origin GdOs / IRECs in Spain, Mexico and UK In 2024, of the total energy consumed, approximately 64% is of renewable origin. If only electricity consumption, the percentage rises to 94% * Technological Transformation: Started the process of replacing a conventional gas boiler with aerothermal energy in Zamudio centre (Spain). It has been estimated that this change will lead to a reduction of about 400 t/year of CO2. * Since may 2024 the ITP Aero Group is using kerosene blended with SAF in its engine test bench at the Ajalvir plant in Spain, joining the Albacete plant which started using Kerosene with SAF in 2023. In the following years, similar investments and projects are in progress.*

(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, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

ITP Aero (INDUSTRIA DE TURBO PROPULSOIRES S.A.U) - Near-Term Approval Letter_compressed - Thursday_ 19 September 2024.pdf

(7.53.2.4) Target ambition

Select from:

☒ 1.5°C aligned

(7.53.2.5) Date target was set

12/18/2023

(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

12/29/2019

(7.53.2.25) Intensity figure in base year for Scope 3, Category 11: Use of sold products

1.51

(7.53.2.32) Intensity figure in base year for total Scope 3

1.5100000000

(7.53.2.33) Intensity figure in base year for all selected Scopes

1.5100000000

(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

0.6795000000

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

44

(7.53.2.72) Intensity figure in reporting year for Scope 3, Category 11: Use of sold products

0.84

(7.53.2.79) Intensity figure in reporting year for total Scope 3

0.8400000000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

0.8400000000

(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**

80.67

(7.53.2.83) Target status in reporting year

Select from:

☒ New**(7.53.2.85) Explain target coverage and identify any exclusions**

This target applies company-wide and covers 98% of Scope 3, Category 11 in base year: 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 Dec 2023 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.

(7.53.2.86) Target objective

ITP Aero commits to reduce absolute scope 1 and 2 GHG emissions 65% by 2030 from a 2019 base year. ITP Aero also commits to reduce scope 3 GHG emissions from the use of sold products 55% per available seat kilometer within the same timeframe. *Non-CO2e effects which may also contribute to aviation induced warming are not included in this target. ITP Aero commits to report publicly on its collaboration with stakeholders to improve understanding of opportunities to mitigate the non-CO2e impacts of aviation annually over its target timeframe. Reference 2019 commercial aviation: 1.51 gCO2e/ASK considering a SAF 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

12/18/2021

(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

☒ Int1

(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 anticipate setting one in the next two years

(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 (CH ₄) | ☒ Sulphur hexafluoride (SF ₆) |
| ☒ Nitrous oxide (N ₂ O) | ☒ Nitrogen trifluoride (NF ₃) |
| ☒ Carbon dioxide (CO ₂) | |
| ☒ 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 90% in scope 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:

- ☒ Yes

(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

(7.54.3.14) Do you intend to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation?

Select all that apply

- ☒ No, we do not plan to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation

(7.54.3.15) Planned milestones and/or near-term investments for neutralization at the end of the target

ITP Aero Group does not currently have a plan in place, but intends to explore and develop a strategy in the future to neutralize residual emissions through the use of permanent carbon removal solutions.

(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 • Full operationalization of the ADMIRE R&D center 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 seat kilometer (ASK) by 2030. • Continue delivering more efficient engines • Continue advancing with Ultrafan as demonstrator for Ultra efficient engine. 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. c. Adaptive Management: Analysis Policy Updates and SBTi recommendations 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
Under investigation	10	Numeric input
To be implemented	0	0
Implementation commenced	5	1311.5
Implemented	2	141.8
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)

127

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

0

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

2400000

(7.55.2.7) Payback period

Select from:

☒ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ 3-5 years

(7.55.2.9) Comment

no comment

Row 2

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy generation

☒ Solar PV

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

14.8

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 2 (location-based)

☒ 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 1.2)

0

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

0

(7.55.2.7) Payback period

Select from:

☒ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ Ongoing

(7.55.2.9) Comment

This is an investment that a third party has done for ITP, therefore ITP does not pay for the installation of the solar panels.
[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 other emissions reduction activities

(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

67.72

[Add row]

(7.79) Has your organization retired 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:

☒ No

(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:

☒ 100%

(9.2.2) Frequency of measurement

Select from:

☒ Monthly

(9.2.3) Method of measurement

Water withdrawal-total volume is measured by direct monitoring using water meters. The measuring equipment is monitored and regularly maintained. Meter readings are taken weekly, and the data are measured and monitored internally on a monthly basis and reported externally annually. In the event of an issue with the meters, water withdrawal data is collected from invoices received from water supply companies or from water balances approved by the relevant local authority.

(9.2.4) Please explain

ITP Aero Group measures water withdrawals - total volumes at all 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. As part of the effort to improve data quality, information has been obtained for Malta and India for 2024 and previous years. This covers 100% of facilities within scope.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

☒ 100%

(9.2.2) Frequency of measurement

Select from:

☒ Monthly

(9.2.3) Method of measurement

In general, water withdrawal by source is measured by direct monitoring using water meters. The measuring equipment is monitored and regularly maintained. Meter readings are taken weekly, and the data are measured, monitored and reported internally on a monthly basis and reported externally annually. In the event of an issue with the meters, water withdrawal data is collected from invoices received from water supply companies or from water balances approved by the relevant local authority.

(9.2.4) Please explain

ITP Aero Group measures water withdrawals - volumes by source at each production 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. As part of the effort to improve data quality, information has been obtained for Malta and India for 2024 and previous years. This covers 100% of facilities within scope.

Water withdrawals quality

(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 – 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:

☒ 1-25

(9.2.2) Frequency of measurement

Select from:

☒ Yearly

(9.2.3) Method of measurement

Measurements are taken in compliance with the standards set out in the specific water permits for each site. Each permit specifies the parameters to be measured (COD, TSS, etc.), applicable thresholds, and sampling frequency and method. Authorised control bodies (or local competent authorities) collect and analyse the samples. Additionally, for main sites, water emissions are monitored and reported yearly in accordance with EMAS and the E-PRTR, using the metrics mg/l and kg/year, respectively.

(9.2.4) Please explain

ITP Aero Group discharged into the sewage water system separated into sanitary and process waste water. Process wastewater is treated as required to comply with the water permit before being introduced to the system. Each water permit is specific to the site in question and indicates the water parameters set by the relevant local authorities that must be measured. For these purposes, a 'site' is defined as a manufacturing site or office under operational control, excluding any supplier or third-party facilities. Last year, E-PRTR pollutants were reported in water aspect category "water withdrawal quality" mistakenly, which has been corrected this year. E-PRTR emissions to water are measured, monitored and reported yearly at the Zamudio, Ajalvir and Hucknal sites. Although these three sites account for only 20% of the 15 total facilities, they are relevant because they are the three main consumers, representing 69.5% of total water withdrawal in 2024.

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

☒ 1-25

(9.2.2) Frequency of measurement*Select from:*☒ Yearly**(9.2.3) Method of measurement**

Measurements are taken in compliance with the standards set out in the specific water permits for each site. Each permit specifies the "priority substances" to be measured, applicable thresholds, and sampling frequency and method. Authorised control bodies (or local competent authorities) collect and analyse the samples. Additionally, for main sites, water emissions are monitored and reported yearly in accordance with EMAS and the E-PRTR, using the metrics mg/l and kg/year, respectively.

(9.2.4) Please explain

ITP Aero Group discharged into the sewage water system separated into sanitary and process waste water. Process wastewater is treated as required to comply with the thresholds for 'priority substances' established in the specific water permit for each site, before being introduced to the system. Samples are taken at the frequency and in the manner required by the permit. For these purposes, a 'site' is defined as a manufacturing site or office under operational control, excluding any facilities belonging to suppliers or third parties. E-PRTR emissions to water are measured, monitored and reported yearly at the Zamudio, Ajalvir and Hucknall sites. Although these three sites account for only 20% of the 15 total facilities, they are relevant because they are the three main consumers, representing 69.5% of total water withdrawal in 2024.

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

The ITP Aero Group ensures that all our sites comply with hygiene requirements. In general, the quality of drinking water is continuously monitored and tested by public authorities (third-party suppliers) or external entities (chemical analysis is used to check compliance with regulations). Currently, none of these processes are monitored internally by ITP Aero Group. While ITP Aero Group considers this important, measuring this KPI has not been an immediate business priority.

[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)

272.9

(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 business activity

(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

In 2024, a total of 272.9 megalitres of water were consumed by the Group, with Malta, India and BP Aero (located in USA) included in the scope. ITP Aero Group has set 2024 as the baseline year for water withdrawal and has established a quantitative water withdrawal target for 2025. ITP Aero Group has recalculated the reported

data for 2023 to improve its data quality, including information from Malta and India. The total amount of water withdrawn in 2023 was 235.9 megalitres. In 2024, ITP withdrew a total of 264.4 megalitres without BP Aero (to ensure comparability), which is 28.5 megalitres more than in 2023 (an increase of 12%). Water withdrawals are higher (internal criterion "higher": between 10% to 20% increase) due to business growth and BP Aero (USA) being included in the scope from 2024 onwards. The largest increases occurred in sites in Spain (14%, mainly in Zamudio, Barakaldo and Albacete) and Mexico (16%), mainly due to increased production, but several leaks have also been detected and repaired. Although we expect water withdrawal to increase in line with increased production, we do not anticipate an exponential increase, given the plans to deploy water-smart technologies for the rapid detection of leaks and unproductive consumption. In line with its commitment to reducing water withdrawal, the ITP Aero Group monitors this by tracking via meters the water withdrawal KPI at site level. The measuring equipment is monitored and regularly maintained. In line with ITP Aero's commitment to best practice in managing environmental risks and opportunities, the next step is to conduct a more in-depth assessment of water-related risks. This assessment is fundamental to carrying out water-related scenario analysis. In addition, over the next year, the Environmental Department and the Strategy Department will collaborate to develop KPI forecast, considering mainly water-consuming processes, growth in activity, and other efficiency-enhancing measures.

[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:

☒ Yes

(9.2.4.2) Volume withdrawn from areas with water stress (megaliters)

84.86

(9.2.4.3) Comparison with previous reporting year

Select from:

☒ This is our first year of measurement

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(9.2.4.5) Five-year forecast

Select from:

☒ Unknown

(9.2.4.6) Primary reason for forecast

Select from:

☒ Unknown

(9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

31.10

(9.2.4.8) Identification tool

Select all that apply

☒ WRI Aqueduct

(9.2.4.9) Please explain

The ITP Aero Group used the WRI Aqueduct Water Risk Atlas tool to conduct an initial assessment of all facilities within the scope and identify those located in areas of water stress. The risk indicators considered were baseline water stress (equal to or greater than 'High': 40–80%) and baseline water depletion (equal to or greater than 'High': 50–75%). Scope of assessment: 100% of production and office sites, including all sources. Results based on the catchment-level location of the facilities showed that sites in Ajalvir, Albacete and Alcobendas (offices) in Spain, as well as sites in India, Malta, Querétaro in Mexico and Dallas in the USA, are located in regions where water is scarce. Our facilities receive water from local authorities, and in the case of Mexico, the water supply is directly from renewable underground sources. For these reasons, we consider facility locations to be a valid proxy for water withdrawal source location at catchment level this year, but we will conduct further investigations within the next two years to refine the assessment. These sites are therefore relevant to our water-risk assessment since they are located in regions considered to be at water risk according to the WRI Aqueduct methodology, which could potentially impact the business. Within the next two years, ITP Aero plans to complement the results of this tool with future water-related DIRO assessment.

[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 and is not measured.

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:

☒ Not relevant

(9.2.7.5) Please explain

Water withdrawal from brackish surface water/seawater is NOT RELEVANT because 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)

31.03

(9.2.7.3) Comparison with previous reporting year*Select from:*☒ About the same**(9.2.7.4) Primary reason for comparison with previous reporting year***Select from:*☒ Increase/decrease in business activity**(9.2.7.5) Please explain**

The 2023 data has been recalculated to include India within the scope, ensuring comparability between the two years. The data for 2023 is 29.95 megalitres, and for 2024 it is 31.03 megalitres, meaning that ITP Aero Group withdrew 1.08 megalitres more in 2024 than in 2023. It is about the same as last year (internal criterion: from 10% reduction to 10% increase). No amount was withdrawn from the Ajalvir facility, but 4 megalitres more were withdrawn from Mexico due to increased business activity. 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 properly maintained. Periodic monitoring withdrawals by source are basic to facilitate improvements.

Groundwater – non-renewable**(9.2.7.1) Relevance***Select from:*☒ Not relevant**(9.2.7.5) Please explain**

Groundwater - non renewable is NOT RELEVANT because 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

Produced/Entrained water is NOT RELEVANT because ITP Aero Group does NOT use "produced" water.

Third party sources

(9.2.7.1) Relevance

Select from:

☒ Relevant

(9.2.7.2) Volume (megaliters/year)

241.83

(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 business activity

(9.2.7.5) Please explain

ITP Aero Group withdraws mains water from municipal suppliers and discharges it into the public sewer system, thereby contributing to the maintenance and assurance of the water supply cycle. 2023 data has been recalculated including Malta and India to improve data quality. Total amount of water withdrawn from third-

party in 2023 was 205.99 megalitres. In 2024, ITP withdrew a total of 233.35 megalitre (without considering BP Aero(USA)) to ensure comparability, which is 27.37 megalitres more than in 2023 (an increase of 13%). Water withdrawals are higher (internal criterion: between 10% to 20% increase) due to business growth and BP Aero (USA) being included in the scope from 2024 onwards. The Group compares its water withdrawal with the previous year as it aims to decrease its water withdrawal and monitors this via tracking the KPI. The volumetric data has been measured with the help of meters and invoices. Periodic monitoring withdrawals by source are basic to facilitate improvements.

[Fixed row]

(9.2.10) Provide details of your organization's emissions of nitrates, phosphates, pesticides, and other priority substances to water in the reporting year.

(9.2.10.1) Emissions to water in the reporting year (metric tons)

0

(9.2.10.2) Categories of substances included

Select all that apply

☒ Priority substances listed under the EU Water Framework Directive

(9.2.10.3) List the specific substances included

Nickel and its compounds; Lead and its compounds; Cadmium and its compounds.

(9.2.10.4) Please explain

The priority substances to be measured are specified in the water permit issued to each site by the relevant authorities. This takes into account the applicable water regulations, as well as the sector and processes involved. In every case, the required parameters are measured with the necessary frequency and method, and are monitored to ensure compliance with the thresholds set out in the permit. The reported emissions figure includes the results reported for 2024 in the E-PRTR for the Zamudio, Hucknall, and Ajalvir sites. Nickel (0.0034 metric tons/year); lead (0.00129 metric tons/year); and, for Zamudio and Ajalvir: Cadmium (0.000076 metric tons). As the total amount is less than 0.01, the figure is considered to be zero.

[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, but we are planning to do so in the next 2 years

(9.3.4) Please explain

The ITP Aero Group has not yet identified substantive water-related dependencies, impacts, risks and opportunities (DIROs) on facility-level. However, water was included as an input topic in the high-level process of double materiality assessment carried out at a corporate level for identifying, assessing and managing environmental dependencies, impacts, risks and opportunities across its operations, value chain and strategic activities, and was identified as "material". This process was aligned with the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS). As these results are not at facility level, ITP Aero Group will carry out a specific water DIROs assessment within the next two years. In addition, we used the WRI Aqueduct Water Risk Atlas to conduct an initial assessment of all the facilities included in the scope and identify which sites are located in areas experiencing water stress. The risk indicators considered were baseline water stress (equal to or greater than 'high': 40–80%) and baseline water depletion (equal to or greater than 'high': 50–75%). The results showed that sites in Ajalvir, Albacete and Alcobendas in Spain, as well as sites in India, Malta, Querétaro (Mexico) and Dallas (USA) are located in areas with water stress. While these results have not yet been analysed in the context of ITP Aero Group as a whole, the findings of these preliminary studies will inform a specific water DIRO assessment. This assessment will provide insight into water-related dependencies, impacts, risks and opportunities at a facility level, enabling the development of targeted action plans.

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, but we are planning to do so in the next 2 years

(9.3.4) Please explain

The ITP Aero Group recognised the importance of assessing water-related dependencies, impacts, risks and opportunities (DIROs) in the upstream value chain, but did not consider it to be an immediate business priority given that the process should first be analysed in direct operations. However, water was included as an input topic in the high-level process of double materiality assessment carried out at a corporate level for identifying, assessing and managing environmental dependencies, impacts, risks and opportunities across its operations, value chain and strategic activities, and was identified as "material". This process was aligned with the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS). As these results are not at facility level, ITP Aero Group will carry out a specific water DIRO assessment within the next two years, including water-related issues in the value chain. In addition to that, the 'Supplier Code of Conduct' document was updated in 2025 to include a commitment from our suppliers to reduce their operational water usage.
[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)

1612432000

(9.5.2) Total water withdrawal efficiency

5908508.61

(9.5.3) Anticipated forward trend

To ensure comparability, the figure for 2023 was recalculated to €5,532,556 per megalitre, including Malta and India (with 100% coverage in 2023). In line with our commitment to improving this trend, the water audit carried out in Zamudio provided a set of recommendations ranging from installing smart meters to monitoring water inefficiencies and leaks. These measures are to be implemented and are expected to improve the efficiency of water withdrawal in the short and medium term.
[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

2855.5

(9.12.3) Numerator: Water aspect

Select from:

☒ Water withdrawn

(9.12.4) Denominator

Airbus sales in Mexico (EURO)

(9.12.5) Comment

The water intensity figure refers to the total amount of water withdrawn (m³) from the site in Mexico in relation to the product sold to Airbus (EURO). This figure is not comparable to that of the previous year, since the water aspect and associated data included in the numerator were incorrectly taken into account. The calculation was corrected this year.

[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 its production process. ITP Aero Group monitors these substances, has received authorization for use, and its engineering teams have launched a substitution plan for the substances they require. They will investigate ways to replace these chemicals or provide evidence for exemptions (if necessary). This is governed by the REACH regulation, and ITP Aero Group remains abreast of any changes to this regulation and their potential impact on ITP Aero Group. ITP Aero Group ensures that all applicable classification systems are considered when using hazardous substances in its products; however, the percentage of revenue associated with these substances and the 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

As we are committed to transparent reporting and aligning our sustainability efforts with areas of material impact, the ITP Aero Group recognises the importance of analysing the water impact of our products. However, as this has not been an immediate business priority and there is no common definition of what constitutes a product or service with a low water impact, the ITP Aero Group plans to begin this part of the analysis in the coming years, following the assessment of water-related risks and opportunities. As part of our water roadmap, we will also install smart meters in processes/production lines to inform decisions about the water impact of products/services.

[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:

☒ Other, please specify :Water-related target set in 2025, to be reported next year.

(9.15.3.2) Please explain

The ITP Aero Group is developing a comprehensive water roadmap based on the results of the water audit carried out in Zamudio. Data from 2024 will serve as the baseline figures. The strategic plan includes quantitative targets for water withdrawal based on business growth forecasts and KPIs, as well as measures to be implemented at various levels between 2025 and 2027. These measures aim to improve data quality and performance, reduce water withdrawal, increase the use of recycled water, and raise staff awareness of water usage. The short-term goal is to reduce water withdrawal by identifying and addressing leakages and other instances of inefficient water usage. To track these achievements, the ITP Aero Group has set a quantitative water withdrawal target for 2025 (approved in March 2025) and will periodically monitor progress. This target will be disclosed in more detail next year.

[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

Although the ITP Aero Group recognises the importance of setting plastic-related targets, this has not been an immediate business priority given that plastic is only used for product packaging. However, the Group will consider setting such targets as part of packaging waste prevention plans, in accordance with EU regulations. ITP Aero Group ensures that all plastic packaging waste generated by its operations is properly managed in accordance with environmental legislation and environmental management systems standards. Wherever possible, measures to prevent the generation of plastic waste are incorporated into the Group's efforts to enhance environmental performance.

[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**

ITP Aero Group uses plastic packaging to market its products. The mapping process to gather information on supplier plastic packaging is ongoing in order to comply with EU regulations on packaging and packaging waste. As part of this process, the Group is considering setting plastic-related targets as part of its packaging waste prevention plans. ITP Aero Group ensures that all plastic packaging waste generated by its operations is managed properly in accordance with environmental legislation and environmental management systems standards. Wherever possible, measures to prevent the generation of plastic waste are incorporated into the Group's efforts to enhance environmental performance.

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)

84.46

(10.5.2) Raw material content percentages available to report

Select all that apply

☒ None

(10.5.7) Please explain

The ITP Aero Group uses plastic packaging to market its products. In order to comply with EU regulations on packaging and packaging waste, information is being collected on Spanish facilities in 2024. The mapping process is ongoing, and work will continue in this area in 2025 to gather information on plastic packaging suppliers and complete the recycled content data. For this reason, the 2023 and 2024 data are not comparable. SCOPE data: This includes Spanish facilities that use plastic packaging to market their products, as well as the plastic waste packaging of products for which the ITP Aero Group is the EU's first importer. Under the EPR Scheme, the Group is legally responsible for financing and managing the collection, treatment and recycling of this packaging waste. To comply with this, the Spanish subsidiaries have joined a duly authorised Collective Producer Responsibility Organisation (PRO).

[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

The ITP Aero Group recognises the importance of monitoring the reusability and recyclability of its plastic packaging and is committed to increasing the circularity potential of the plastic packaging it uses. However, this has not been an immediate business priority. To comply with EU regulations, work will continue in this area in 2025 to gather information on reusable containers and compile data on the percentage of recycled content. In line with our commitment to complying with the environmental standards established within our certified environmental management system, and to improving our environmental performance, all plastic waste generated in our facilities is managed properly as a priority, through recycling or recovery operations. Additionally, our Spanish subsidiaries have joined a duly authorised Producer Responsibility Organisation (PRO) to promote the circularity of the plastic packaging we use to market our products.

[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
	<i>Select from:</i> ☒ No, we are not taking any actions to progress our biodiversity-related commitments, but we plan to within the next two years

[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
	<i>Select from:</i> ☒ Yes, we use indicators	<i>Select all that apply</i> ☒ Other, please specify :Biodiversity indicators are reported for EMAS-certified facilities (Zamudio, Ajalvir, Barakaldo, Sestao, and Derio): - Land use, including total built surface area and total occupied area; - Total nature-oriented area on- and off-site.

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

Legally protected areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☒ Yes

(11.4.2) Comment

SCOPE: Only sites certified by the Eco-Management and Audit Scheme (EMAS Regulation) are considered: Zamudio, Ajalvir, Barakaldo, Sestao, and Derio. However, the Ajalvir facility is the only one located near areas of importance for biodiversity.

UNESCO World Heritage sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☒ No

(11.4.2) Comment

No additional comment

UNESCO Man and the Biosphere Reserves

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☒ No

(11.4.2) Comment

No additional comment

Ramsar sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☒ No

(11.4.2) Comment

No additional comment

Key Biodiversity Areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☒ No

(11.4.2) Comment

No additional comment

Other areas important for biodiversity

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☒ No

(11.4.2) Comment

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

Natura 2000 protected area - Site Code: LIC/ZEC ES3110001. NAME: "Cuencas de los ríos Jarama y Henares" (Site of Community Importance/Special Area of Conservation) - ZEPA ES0000139 "Estepas Cerealistas de los ríos Jarama y Henares" (Special Protection Area for Birds)

(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**

INTERACTION DETAILS: There is no direct interaction between the organisation's operations in the Ajalvir site and the protected area, since all our production activities take place within our boundaries. PROXIMITY DETAILS: About 250 metres to the east are SCI ES3110001, 'Cuenca de los ríos Jarama y Manzanares' (within the Management Plan for the area, the zone is defined as Zone C: General Use), and ZEPA ES0000139, 'Estepas cerealistas de los ríos Jarama y Henares' (Special Protection Area for Birds).

(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 Environmental Authorisation for the organisation's operations in Ajalvir, no special corrective or mitigation measures should be considered, since the activity carried out at the site does not affect this protected area, nor is it limited by its proximity to it. Also, in accordance with Law 42/2007 of 13 December on natural heritage and biodiversity, there is no protected fauna or flora that could be affected by the activity.

[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

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☒ Base year emissions

☒ Electricity/Steam/Heat/Cooling consumption

- ☒ Emissions breakdown by country/area
- ☒ 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)

ITP-Aero-Group-ESG_Report_2024-ENG-comprimido (1).pdf

Row 2

(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 withdrawals– total volumes
- ☒ Water withdrawals – volumes by source

(13.1.1.3) Verification/assurance standard

General standards

☒ Other general verification standard, please specify :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 2023. The 2024 data is verified but not yet externally communicated.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

DA-ITP-2023-20240430_ANEXOS-VII.pdf

Row 3

(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

Governance

- ☒ Environmental policies

(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)

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[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
	None.

[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Associate Director of Sustainability

(13.3.2) Corresponding job category

Select from:

☒ Environment/Sustainability manager

[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:

☒ Yes, CDP may share our Disclosure Submission Lead contact details with the Pacific Institute

