ITP AERO GROUP

Climate Transition Plan

September 2026

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FOREWORD

The aerospace industry is undergoing a period of profound transformation. Meeting the growing demand for air travel while reducing its climate impact requires new technologies, stronger collaboration and a clear commitment from every part of the aviation ecosystem.

At ITP Aero Group, we believe this transformation represents both a responsibility and an opportunity.

Together, find better ways to power flight and keep its magic alive

This purpose reflects our commitment to contributing to a future where aviation continues to connect people, economies and societies while progressively reducing its environmental impact.

This Climate Transition Plan sets out how we intend to contribute to that ambition. It brings together our climate objectives, governance approach and the actions we are taking across our business to support the transition towards a lower-carbon aviation sector. Most importantly, it provides a coherent framework for how climate considerations are increasingly being integrated into our strategy, decision-making and long-term planning.

Aviation will not achieve its climate ambitions through a single technology, fuel or solution. Progress will depend on continued innovation, investment and collaboration across the value chain. For ITP Aero Group, this means acting where we can generate the greatest impact: improving the efficiency of propulsion technologies, supporting the industry's transition towards greater use of Sustainable Aviation Fuel, exploring future propulsion concepts and reducing the emissions associated with our own operations.

Throughout our history, innovation has been at the heart of our contribution to the aerospace industry. Our engineers, technicians and specialists have helped deliver successive generations of more efficient propulsion systems, and today they continue to develop the technologies that will define the future of aviation. At the same time, we are advancing initiatives that improve the efficiency and sustainability of our industrial activities and strengthen the resilience of our business.

We also recognise that the transition ahead will be complex and will evolve over time. The pace of technological development, the availability of sustainable energy solutions, supporting infrastructure and policy developments will all influence the speed and shape of the journey. For that reason, this Plan should be seen as both a roadmap and a living framework, one that will continue to evolve as new opportunities emerge and our understanding of the challenges ahead deepens.

No company can achieve this transformation alone. Collaboration across the aerospace ecosystem, including customers, suppliers, research institutions, energy providers and policymakers, will be essential to accelerating progress and delivering meaningful change.

This Climate Transition Plan reflects our commitment to transparency, accountability and continuous improvement. It sets out the path we are following today while recognising that the journey towards a more sustainable aviation sector will require long-term commitment, adaptability and collective action.

I am confident that the expertise, ingenuity and dedication of our people, together with the strength of our partnerships, will enable us to make a meaningful contribution to the future of sustainable aviation.

Together, we will continue finding better ways to power flight and keep its magic alive.

Pablo Quintana

VP of Strategy & Chief Sustainability Officer
ITP Aero Group

EXECUTIVE SUMMARY

ITP Aero Group designs, develops, manufactures and maintains aeronautical propulsion components and systems, working alongside the world's main aircraft and engine manufacturers across a broad portfolio of commercial and defence programmes. Aviation is a hard-to-abate sector, and the Group's climate response is built around a single Net Zero strategy covering both the transition of its products and the transition of its own operations.

In the 2019 SBTi base year, the Group's total emissions amounted to 14,055,563 tCO_2e, of which Scope 3 represented approximately 99.87% and Scopes 1 and 2 combined 0.12%[1]. The footprint is dominated by Category 11 — use of sold products — which in 2025 accounted for 6,755,172 tCO_2e, or 97.4% of total Scope 3. These emissions are associated with the engines delivered in a given year, weighted according to ITP Aero Group's participation in the relevant programmes. They are therefore emissions associated with the operation of propulsion systems to which the Group contributes, and not emissions generated by activities under its direct operational control. Within the remaining Scope 3 categories, purchased goods and services (Category 1) is the most material, at 131,006 tCO_2e.

The Group holds two near-term climate targets validated by the Science Based Targets initiative, both against a 2019 base year and aligned with a 1.5°C pathway: a 65% absolute reduction in Scope 1 and Scope 2 emissions by 2030 (≤ 6,106 tCO_2e), and a 55% reduction in the emissions intensity of the use of sold products by 2030, from 1.507 to ≤ 0.678 gCO_2e per Available Seat Kilometre (ASK). The Category 11 target is expressed in intensity terms because the main variable the Group can directly influence is the efficiency of the propulsion technologies to which it contributes.

Between 2019 and 2025, Scope 2 market-based emissions fell from 7,956 to 42 tCO_2e (−99.5%), with certified renewable electricity reaching 99.9% of consumption in 2025. Combined Scope 1 and 2 emissions closed 2025 at 11,749 tCO_2e, 32.7% below the base year, despite a higher level of industrial and MRO activity. Over the same period, Category 11 intensity improved from 1.51 to 0.78 gCO_2e/ASK, a 48% reduction. The operational decarbonization pipeline currently comprises 15 initiatives at different stages of implementation, supported by a renewable electricity Power Purchase Agreement (PPA) extending through 2033.

The product transition is structured in four pillars: state-of-the-art engine modules and components already in service and in production; ultra-efficient next-generation engine architectures; disruptive alternative propulsion technologies; and sustainable aviation fuels. Pillars 1 and 2 are the levers behind the intensity improvement achieved to date and projected to 2030; Pillars 3 and 4 are directed at the longer-term decarbonization of the sector and are not expected to contribute materially to the 2030 target.

The operations transition rests on four levers under direct operational control: substitution of energy sources through electrification, energy efficiency, green-energy generation and green-energy sourcing. The largest single measure in the current pipeline is the electrification of the Ajalvir site, which removes 98% of that site's natural-gas consumption and is estimated to deliver approximately 2,035 tCO_2e of reduction in 2030.

For Category 11, the 2030 projection of 0.633 gCO_2e/ASK sits approximately 7% below the validated target of ≤ 0.678 gCO_2e/ASK.

For Scopes 1 and 2, the 15 initiatives currently in the pipeline take the 2030 trajectory to 10,803 tCO_2e, a 38.1% reduction against the base year, against a committed 65%. This leaves a residual gap of 4,697 tCO_2e, equivalent to 26.9 percentage points of the base year and is concentrated in natural gas used in energy-intensive industrial processes and in kerosene consumed in MRO test-bed operations, both of which grow with activity and for which some of the required solutions are not yet fully available or mature. The next phase of the Operations Roadmap will focus on identifying and developing further measures to address this remaining gap to achieve our Scopes 1 and 2 target (as detailed in section 5 below).

Climate risks and opportunities are managed within the Enterprise Risk Management system and reviewed by the Risk Committee annually. Over the past three years the Group has allocated more than €285M to R&D&I activities, of which €116.9M in 2025 alone. In 2025, ESG management objectives represented 13% of the Group's Global Objectives, with climate-specific objectives accounting for 10%. Progress is monitored quarterly through the ESG Roadmap, the Net Zero Committee and the Energy Committee, and reviewed annually against the SBTi targets, feeding into the CDP and the Sustainability Report.

[1] Refer to Section 1.3 for a description of the organisational perimeter covered by this Plan, the current emissions inventory and the Group's currently validated SBTi targets.

1. ITP AERO GROUP AND THE AVIATION CLIMATE CHALLENGE

1.1 ITP Aero Group’s Role in the Aviation Value Chain

1.2 Why ITP Aero Group’s Carbon Footprint Is Dominated by Category 11

1.3 Scope and Purpose of the Climate Transition Plan

1.1 ITP AERO GROUP'S ROLE IN THE AVIATION VALUE CHAIN

Aviation connects people, markets and territories and is a powerful engine of economic and social progress. It is also a hard-to-abate sector with a significant climate impact: air transport is responsible for a meaningful share of global greenhouse gas (GHG) emissions and faces the challenge of growing while reducing its footprint. ITP Aero Group embraces this challenge from a clear conviction: we want to be an active player in making aviation lower-impact, and to be part of the solution, not part of the problem.

This ambition sits at the heart of our purpose: Together, find better ways to power flight and keep its magic alive. It reflects our determination to support the long-term future of aviation through continuous improvements in efficiency and sustainability. ITP Aero Group is a leading industrial company in the design, development, manufacture and maintenance of aeronautical propulsion components and systems, operating across the whole value chain — from engineering and production to maintenance, repair and overhaul (MRO) — alongside the world's main aircraft and engine manufacturers.

This position is reflected in ITP Aero Group's participation in a broad portfolio of commercial and defence programmes. In commercial aviation, the Group contributes to engine programmes powering wide-body, narrow-body, regional and business aircraft, including the Airbus A350 XWB, A330neo, A320neo and A220, the Boeing 787 Dreamliner and several Embraer, Gulfstream, Dassault, Bombardier and Cessna platforms. In defence, ITP Aero Group participates in major European programmes, including the EJ200 for the Eurofighter Typhoon, the TP400 for the A400M and the MTR390-E for the Tiger helicopter, while leading the development of FCAS engine technologies in Spain. Through these long-term programmes and its lifecycle services, the Group contributes to the development, manufacture and continued operation of current and next-generation propulsion systems.

1.2 WHY ITP AERO GROUP'S CARBON FOOTPRINT IS DOMINATED BY CATEGORY 11

Given the nature of its activity, ITP Aero Group's main environmental impacts arise both in its direct operations and, above all, in the use phase of the products it supplies. Emissions from production processes are linked to energy consumption and carbon-intensive materials. The largest part of the footprint, however, is associated with the fuel burned, over their operating life, by the engines and propulsion systems to which the Group contributes through modules, components and programme participation (Scope 3 downstream, Category 11). These are reported as part of ITP Aero Group's Scope 3 inventory, but they arise from the operation of aircraft by airlines and operators, and not from activities under the Group's direct operational control.

The way Category 11 is quantified explains both the size of the footprint and the shape of its evolution over time and is the reason why the corresponding SBTi target is expressed in intensity rather than in absolute terms.

HOW CATEGORY 11 EMISSIONS ARE ESTIMATED

Category 11 emissions represent the estimated lifetime use-phase emissions associated with engines delivered in a given year, weighted according to ITP Aero Group's participation in the relevant programmes. As a result, annual Category 11 emissions are influenced by delivery volumes and product mix, while the SBTi target focuses on improving the emissions intensity of the technologies delivered.

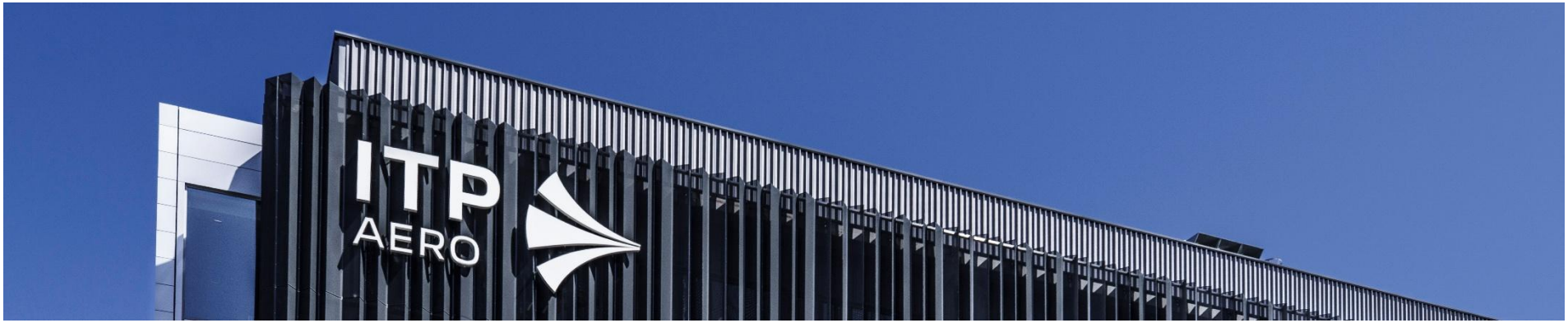
Category 11 emissions (simplified representation) = engines delivered × estimated lifetime use-phase emissions × ITP Aero Group programme share

The calculation is performed at programme level; the expression above is a simplified representation of the methodology. Further information regarding our methodology is included in section 7 below.

This dual reality — a small, directly controlled operational footprint and a much larger footprint associated with the use of propulsion technologies developed and supplied in collaboration with others — is why the Group's response is built around two complementary transitions, product and operations, under a single Net Zero strategy, set out in Chapter 3.

1.3 SCOPE AND PURPOSE OF THE CLIMATE TRANSITION PLAN

In line with this commitment, ITP Aero Group has developed this Transition Plan which sets out its current approach towards achieving its climate targets. The Group's two targets were established based on the organizational perimeter in place at the time of validation by the Science Based Targets initiative (SBTi) in 2024, while the emissions inventory presented in this Plan reflects the Group's current reporting perimeter. The relationship between these perimeters is illustrated below and further explained in Section 2.1. Accordingly, this Transition Plan explains what we have already done, what we intend to do, and how we will govern and measure it, so that our ambition is both credible and traceable.



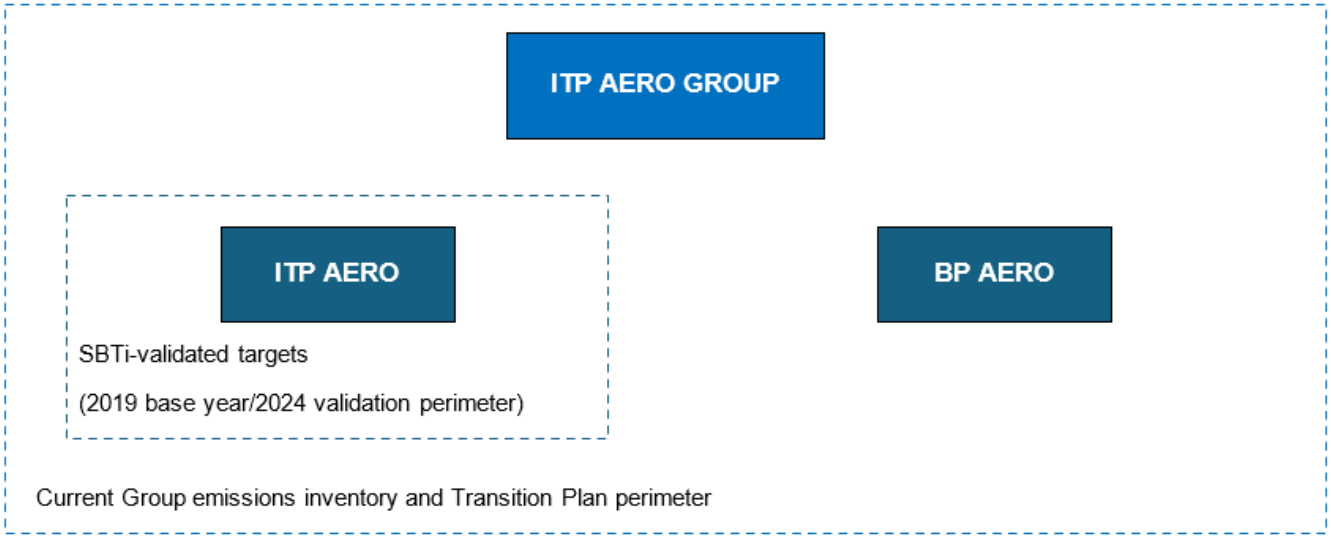


Figure 1. Organisational perimeter of the Climate Transition Plan and SBTi-validated targets

Note: *The Climate Transition Plan and the emissions inventory used for monitoring and reporting reflect the current organisational perimeter of ITP Aero Group (comprising Bain Propulsion Bidco, S.L. and its subsidiaries). The SBTi-validated targets presented in this Plan were established based on the organisational perimeter in place at the time of validation in 2024. Since 2024, the Group's emissions inventory has been expanded to include BP Aero. As a result, the current reporting perimeter is broader than the perimeter covered by the currently validated SBTi targets. ITP Aero Group is currently working on updating these targets to reflect the current organisational perimeter.*

HOW THE CLIMATE TRANSITION PLAN IS STRUCTURED

The Plan is built around two complementary dimensions. The Operations roadmap addresses emissions generated by activities under the Group's operational control (primarily Scopes 1 and 2). The Product roadmap addresses emissions associated with the use of sold products (Scope 3, Category 11), which represent the largest share of the Group's carbon footprint and are estimated based on the in-service fleet and deliveries of engines and propulsion systems to which the Group contributes. Both dimensions are developed further in Chapters 3 and 4.

2. CLIMATE AMBITION, TARGETS AND PROGRESS

2.1 SBTi-Validated Climate Targets

2.2 Progress Achieved to Date

2.3 Main Drivers of the Carbon Footprint

This chapter sets out the basis of the Plan: the climate targets validated by the Science Based Targets initiative, the progress achieved between the 2019 base year and 2025, and the drivers that determine how the carbon footprint evolves.

2.1 SBTI-VALIDATED CLIMATE TARGETS

−65%

ABSOLUTE SCOPE 1 + 2 EMISSIONS BY 2030 VS. 2019

−55%

SCOPE 3 CAT. 11 INTENSITY (gCO_2E/ASK) BY 2030 VS. 2019

2019

SBTI BASE YEAR, EXTERNALLY VERIFIED

These targets are consistent with a 1.5°C pathway, as reflected in our disclosure to CDP (question 5.2).

A detailed understanding of our carbon footprint and of its main drivers across the value chain allows us to set a reduction pathway consistent with business growth and with regulatory and market expectations. On that basis, ITP Aero Group has defined SBTi-validated climate targets that set the basis of this Plan:

- **Scope 1 and Scope 2:** reduce absolute GHG emissions **65% by 2030** from a 2019 base year.
- **Scope 3 (use of sold products, Cat. 11):** reduce GHG emissions from the use of sold products **55%** per available seat kilometer **by 2030** (gCO_2e/ASK) from a 2019 base year.

  The Cat. 11 target is expressed as an emissions-intensity reduction (gCO_2e/ASK), reflecting the fact that the main variable ITP Aero Group can directly influence is the efficiency of the propulsion technologies to which it contributes. Consistent with the methodology underpinning the target, Category 11 emissions are estimated based on the lifetime use-phase emissions associated with engines delivered in a given year, weighted according to ITP Aero Group's participation in those programmes. Consequently, the evolution of Category 11 emissions is closely linked to annual delivery volumes and product mix, while the target focuses on improving the emissions performance of the technologies delivered.

These two targets define the basis of the Plan and the reference against which both the Business-as-Usual (BAU) scenario and the impact of the decarbonization initiatives are assessed in Chapter 7. In quantified terms:

Scope	Base year	Base value	Reduction	2030 target
S1+S2 (absolute)	2019	17,447 tCO_2e	−65%	≤ 6,106 tCO_2e
S3 Cat.11 (intensity)	2019	1.507 gCO_2e/ASK	−55%	≤ 0.678 gCO_2e/ASK

SCOPE OF THE SBTI-VALIDATED TARGETS

The SBTi-validated targets presented in this Plan were established based on the organisational perimeter in place at the time of validation in 2024. Further information regarding the organisational perimeter covered by this Plan, the current emissions inventory and the Group's currently validated SBTi targets is provided in Section 1.3.

2.2 PROGRESS ACHIEVED TO DATE

−99.5%

SCOPE 2 MARKET-BASED, 2019–2025

−48%

CAT. 11 INTENSITY: 1.51 → 0.78 GCO_2E/ASK

99.9%

CERTIFIED RENEWABLE ELECTRICITY IN 2025

Our strategy does not start from zero. ITP Aero Group has long contributed to more efficient propulsion through state-of-the-art engine programmes, the development of UltraFan and continued research into alternative propulsion technologies and SAF. Together with changes in the programme mix, this progress has contributed to a 48% improvement in Category 11 emissions intensity since 2019. In parallel, Scope 2 market-based emissions fell from 7,956 to 42 tCO_2e, the Group's operational decarbonization pipeline now comprises 15 initiatives at different stages of implementation, and the Revert programme recycles up to 30% of manufacturing surplus.

Significant investments in decarbonizing operations have also been approved — including a renewable electricity PPA extending through 2033, and the replacement of one gas boiler with an aerothermal system at ITP Aero Zamudio (~400 tCO_2e/year).

2.3 MAIN DRIVERS OF THE CARBON FOOTPRINT

The trajectory of the footprint is determined by a limited set of drivers, which are also the variables used to project emissions in the scenario analysis presented in Chapter 7.

- **Activity drivers:** for Scope 1 and 2, financial metrics (COGS — Cost of Goods Sold), tonnes of alloy cast, number of engine tests and facilities floor area; for Scope 3, number of deliveries.
- **Energy drivers:** electricity mix (99.9% renewable in 2025), natural gas in thermal processes and electrification potential.
- **Supply-chain drivers:** carbon intensity of strategic alloy suppliers, recycled content, and supplier decarbonization commitments.
- **Product-use drivers (Cat. 11):** in-service fleet and engine deliveries, SFC/fuel efficiency per program, flight hours/ASK and SAF penetration, ITP Aero Group programme share on RRSP programmes.

3. OUR NET ZERO STRATEGY

3.1 Product Transition

3.2 Operations Transition

3.3 Supply Chain and Scope 3 Upstream

ITP Aero Group addresses its climate transition through a combined single Net Zero strategy with two complementary sides, reflecting the two main sources of its carbon footprint: the Operations side, focused on Scope 1 and Scope 2 emissions from our own activities, and the Product side, focused on Scope 3 Category 11 emissions associated with the use of sold products, which represent the largest share of our overall footprint.

Dimension of the strategy	Scope covered	What it consists of
Operations side — 1 pillar	Scope 1 & 2	Energy-source substitution (electrification), energy efficiency, green-energy generation and sourcing, including SAF
Product side — 4 pillars	Scope 3 – Category 11 (use of sold products)	More efficient in-service engines; next-generation gas turbine (UltraFan); alternative propulsion (H_2, electric, hybrid-electric) and SAF support

The two sides are described below, together with the approach to the upstream Scope 3 categories. Each is then developed into an executable roadmap in Chapters 4 and 5.

3.1 PRODUCT TRANSITION

The product transition addresses Category 11 and is structured in four pillars, which operate over different time horizons and with different degrees of maturity. The roadmap that develops them is set out in Chapter 4.

Pillar	Horizon / role
1. Deliver state-of-the-art engine modules and components, more efficient than the engines they replace	In service / production — driver of the 2019–2025 intensity fall
2. Ultra-efficient next-gen engines	In development — next-generation architecture (UltraFan)
3. Disruptive alternative technologies	Exploration — critical lever of the 2050 absolute goal
4. Sustainable aviation fuels	Enabler, sector depends on SAF availability and operator uptake

3.2 OPERATIONS TRANSITION

Four levers under direct operational control: substitution of energy sources (electrification), energy efficiency, green-energy generation and green-energy sourcing.

The roadmap that develops these levers, together with the initiatives already in implementation, is set out in Chapter 5.

3.3 SUPPLY CHAIN AND SCOPE 3 UPSTREAM

Upstream Scope 3 categories account for a small share of the total footprint but are largely under the Group's influence through procurement and design decisions. Purchased goods and services (Category 1), and within it strategic alloys, is the most material of these categories, as set out in Section 6.3.

For Category 1 purchased goods and services, particularly strategic alloys given their materiality, the approach combines a transition from spend-based to supplier-specific and weight-based emissions data, prioritising strategic alloy suppliers; progressive cascading of supplier decarbonization commitments to Tier 1 suppliers; and integration of carbon-intensity criteria into material and process selection from early design stages.

4. PRODUCT ROADMAP: SUPPORTING LOWER-CARBON AVIATION

4.1 Category 11 and ITP Aero Group’s Contribution

4.2 The Four Product Pillars

4.3 Contribution to the Category 11 Target

This chapter develops the product transition introduced in Section 3.1 into an executable roadmap, and explains how each pillar contributes to the Category 11 intensity target.

4.1 CATEGORY 11 AND ITP AERO GROUP'S CONTRIBUTION

Category 11 is by far the largest contributor to ITP Aero Group's carbon footprint and remains one of the most challenging sources of emissions to abate in the long term. These emissions are associated with the operation, by airlines and operators, of the engines and propulsion systems to which the Group contributes, and the Group's influence over them is exercised through the efficiency of the modules, components and technologies it develops and supplies. While ongoing improvements in engine efficiency continue to reduce emissions intensity, achieving substantial absolute reductions across the aviation sector will ultimately depend on the maturation and large-scale deployment of next-generation propulsion and energy solutions that are not yet commercially available, and on decisions taken by aircraft manufacturers, operators and fuel suppliers.

4.2 THE FOUR PRODUCT PILLARS

The product roadmap is structured in four pillars, described below.

4.2.1 State-of-the-Art Engine Modules and Components

Engines and modules in service and in production that are more fuel efficient, and therefore less carbon intensive, than the generation they replace. For example, Rolls-Royce reports a 15% reduction in fuel consumption for the Trent XWB compared with earlier Trent engine technology[2]. ITP Aero Group participates in the Trent XWB programme as the design, development, production and assembly partner for the low-pressure turbine. This is a key lever influencing the Category 11 intensity trajectory, as its effect materializes through airline fleet renewal. ITP Aero Group contributes to several next-generation programmes, including those powering the Airbus A320neo, A220, A330neo and A350, the Boeing 787, and a range of regional and business aircraft. The progressive replacement of older fleets by these more efficient platforms is a key driver of the emissions-intensity improvements achieved to date.

4.2.2 Ultra-Efficient Next-Generation Engines

Programmes currently under development that are expected to deliver significant improvements in fuel efficiency and CO_2 performance. UltraFan serves as the reference architecture for this pillar. Rolls-Royce reports that the UltraFan demonstrator delivers a 10% efficiency improvement over the Trent XWB, representing a cumulative 25% efficiency gain since the launch of the first Trent engine. The initial stage of the demonstrator's full-power testing was conducted using 100% Sustainable Aviation Fuel (SAF)[3]. Since 2015, ITP Aero Group has participated in the UltraFan technology demonstrator programme as a core partner and has been responsible for the development of its intermediate-pressure turbine, including its design, production, assembly and validation activities.

In parallel, the Group contributes to the HEAVEN project under the Clean Aviation Joint Undertaking, which focuses on scalable ultra-efficient propulsion architectures for future single-aisle aircraft. According to publicly available programme information, HEAVEN is targeting a 20% reduction in fuel burn for future narrowbody aircraft and supports the development of propulsion technologies that are compatible with 100% Sustainable Aviation Fuel (SAF)[4].

These programmes are complemented by ongoing developments in advanced turbomachinery, lightweight materials, noise-reduction technologies and thermal-management systems that will support the next generation of commercial aircraft engines. Entry into service is expected towards the middle of

[2] The Trent XWB: let me count the ways | Rolls-Royce

[3] Rolls-Royce announces successful run of UltraFan technology demonstrator to maximum power | Rolls-Royce

[4] The next evolution of aviation | Rolls-Royce

the next decade, subject to the propulsion concepts ultimately selected for future aircraft platforms and the pace of industrial deployment.

4.2.3 Alternative Propulsion Technologies

ITP Aero Group is investing in a portfolio of disruptive propulsion technologies that have the potential to support the long-term decarbonization of aviation beyond the limits of conventional gas-turbine architectures. Current activities include research and technology development in electric, hybrid-electric and hydrogen-based propulsion systems through projects such as APERTURAS, CANON, CHALUPA, CRIPICOM, CAVENDISH, RACHEL and THEMA4HERA, carried out in collaboration with industry partners, research centres and European innovation programmes. These initiatives focus on advancing the technologies, capabilities and testing infrastructure that will be required for future low- and zero-emission aircraft. While they are not expected to contribute materially to the 2030 Category 11 target, they represent an important component of ITP Aero Group's long-term ambition to support the transition towards lower-emission aviation.

4.2.4 Sustainable Aviation Fuels

SAF is expected to play a role in reducing the aviation industry's lifecycle emissions, although the exact reductions depend on factors such as the operation of aircraft by airlines and operators, and not from activities under the Group's direct operational control. ITP Aero Group supports the development and adoption of SAF through strategic partnerships, technical collaboration and innovation projects, as well as work relating to the compatibility of current and future propulsion technologies with increasing SAF use. Initiatives such as SAFIRE contribute to advancing industry knowledge of SAF performance in propulsion systems. The extent to which SAF contributes to emissions reduction ultimately depends on factors including lifecycle emissions, as well as fuel availability and uptake across the aviation sector.

4.3 CONTRIBUTION TO THE CATEGORY 11 TARGET

Pillars 1 and 2 are the levers behind the intensity improvement achieved between 2019 and 2025 and behind the trajectory projected to 2030, which sits approximately 7% below the validated SBTi target. The methodology, the full intensity trajectory and the position against the target are set out in Sections 7.4 and 7.5.

5. OPERATIONS ROADMAP: DECARBONIZING OUR OWN ACTIVITIES

5.1 Main Decarbonization Levers

5.2 Current Initiatives

5.3 Residual Gap and Remaining Emission Sources

5.4 Circularity and Lifecycle Extension

This chapter develops the operations transition introduced in Section 3.2. Unlike Category 11, the emissions addressed here are generated by activities under ITP Aero Group's direct operational control, which is why they are managed through a roadmap of specific, site-level interventions.

5.1 MAIN DECARBONIZATION LEVERS

Unlike Category 11, Scope 1 and Scope 2 emissions are under ITP Aero Group's direct operational control, while the Group can influence relevant upstream Scope 3 categories through procurement and design decisions:

- **Substitution of energy sources (electrification):** replacing natural gas with electric equipment and systems, especially in intensive thermal processes (foundry, heat treatment, building climatization). The lever with the greatest structural weight.
- **Energy efficiency:** a transversal lever; it reduces energy consumption where the transition is complete and minimizes impact where natural gas is still used. Energy-efficiency measures include the optimization of industrial and thermal processes, improved control of heating and cooling systems, heat recovery, reduction of energy losses, equipment upgrades and the optimization of engine-testing campaigns.
- **Green-energy generation:** own generation through on-site and off-site PPAs, directly supporting electrification.
- **Green-energy sourcing:** procurement of renewable energy, mainly electricity, including long-term renewable electricity contracts. The Group is also exploring the potential use of biogas and other lower-carbon energy solutions for hard-to-electrify processes. These options remain under consideration, and the Group is assessing their feasibility, emissions implications and potential role in its transition pathway. This also extends to the use of SAF in engine ground-test operations. In 2025, fuel supplied for engine test-bed operations in Spain included a SAF blend containing approximately 2% SAF[5]. ITP Aero Group continues to engage with fuel suppliers and evaluate opportunities to increase SAF content where technically and operationally feasible. The contribution of SAF to emissions reduction depends on factors including the lifecycle emissions of the fuel used, as well as its availability and adoption across the aviation sector.

These four levers form the foundation of ITP Aero Group's Operations Roadmap and provide the pathway towards the 2030 Scope 1 and 2 target. Significant progress has already been achieved, although a residual gap remains between the current trajectory (−38.1%) and the SBTi target (−65%). This reflects the challenge of decarbonizing certain energy-intensive and testing activities, where some of the solutions required are still evolving. ITP Aero Group will continue to deploy the current roadmap while assessing and developing additional decarbonization options as technologies and market conditions mature.

[5] Internal fuel procurement and consumption records for engine test-bed operations in Spain, 2025.

5.2 CURRENT INITIATIVES

The Group's operational decarbonization pipeline currently comprises 15 initiatives at different stages of implementation. The table below sets out the main eight interventions, the site concerned, the expected impact on that site's natural-gas consumption and the estimated reduction in 2030. The way these initiatives are incorporated into the emissions projection, and their combined effect on the 2030 trajectory, are set out in Section 7.2.

Intervention	Plant	Impact	Start date	Est. reduction 2030
CBCC (2/4)	ITP Aero Hucknall	−21%	2024	~609 tCO_2e
A20 comfort heat pump	ITP Aero Zamudio	−30%	2025	~292 tCO_2e
H9 electrification	ITP Aero Hucknall	−14%	2026	~406 tCO_2e
Comfort electric heat pump	ITP Aero Castings Barakaldo	−20%	2026	~697 tCO_2e
CBCC (4/4)	ITP Aero Hucknall	−21%	2027	~609 tCO_2e
Ajalvir electrification	ITP Aero Ajalvir	−98%	2027	~2,035 tCO_2e
B20 comfort heat pump	ITP Aero Zamudio	−40%	2028	~389 tCO_2e
H7 electrification	ITP Aero Hucknall	−13%	2028	~377 tCO_2e
Other (7 initiatives)	Various	—	2027–2029	~1,665 tCO_2e
Total dynamic 2030				**~7,079 tCO_2e**

Note: Start dates reflect the current implementation planning for each initiative. Actual delivery schedules may evolve as projects progress.

5.3 RESIDUAL GAP AND REMAINING EMISSION SOURCES

Progress has already been achieved through renewable electricity sourcing, electrification projects, energy-efficiency measures and the implementation of the Revert programme. Nevertheless, a residual gap remains to achieve our Scope 1 and 2 target for 2030. Rather than being concentrated in specific sites, this gap relates to emission sources that are more difficult to decarbonize and that require additional action beyond the initiatives already in place.

The next phase of the Operations Roadmap therefore focuses on these remaining sources of emissions, combining currently available solutions with the assessment and deployment of emerging alternatives as technologies and infrastructure continue to mature.

Emission source	Identified challenge	Main decarbonization levers
Natural gas in energy-intensive industrial processes	Growing energy demand associated with business growth and limited electrification coverage in some processes.	Electrification where technically feasible, energy-efficiency projects, renewable electricity sourcing, biogas/RNG assessment and targeted techno-economic studies.
Natural gas in thermal and building systems	Residual emissions from heating and thermal applications where natural gas remains the primary energy source.	Heat pumps, electrification of thermal loads, efficiency improvements and renewable electricity.
Kerosene in MRO test-bed operations	Growth in MRO activity increases the number of engine tests and associated fuel consumption.	Progressive integration of SAF in test-bed operations, implementation of the Group's SAF roadmap, supplier engagement and optimization of testing campaigns.

The quantification of this residual gap, and the scenario analysis from which it is derived, are set out in Sections 7.2 and 7.3.

5.4 CIRCULARITY AND LIFECYCLE EXTENSION

Circularity is a complementary dimension of the operations transition. By extending the service life of components and recovering material that would otherwise be lost, it reduces demand for carbon-intensive primary alloys and the emissions associated with their production, which are reported under Category 1 of the upstream Scope 3 inventory.

The Group also supports circular-economy principles through initiatives such as the Revert programme and repair and lifecycle-extension activities that help reduce material demand and manufacturing waste.

Maintenance, repair and overhaul activity plays the same role on the product side: by restoring and extending the operating life of modules and components, it avoids the emissions associated with manufacturing replacement parts. These activities are developed in collaboration with customers, technology centres and research partners, as described in Chapter 10.

6. BASELINE, HISTORICAL PERFORMANCE AND EMISSIONS PROFILE

6.1 2019 Base-Year Footprint

6.2 Historical Emissions (2019–2025)

6.3 Scope 3 Emissions Profile

ITP Aero Group's GHG emissions are quantified in accordance with the GHG Protocol Corporate Accounting and Reporting Standard. The base year of the Transition Plan is 2019 — a recent reference year, prior to the formalization of the plan, with validated and auditable data.

6.1 2019 BASE-YEAR FOOTPRINT

Total GHG emissions in 2019 amount to approximately 14.06 million tCO_2e, distributed as follows:

Scope	tCO_2e (2019)	% of total
Scope 1 — Direct emissions	9,491	<0.07%
Scope 2 — Electricity (market-based)	7,956	<0.06%
Scope 3 — Value chain	14,038,116	~99.87%
Total	**14,055,563**	**100%**

Category 11 (use of sold products) represents almost the entire footprint, while direct operational emissions (Scope 1 & 2) account for a small share of total emissions (0.12% combined in 2019). Reducing emissions from its own operations is therefore an essential part of the Company's contribution to a more efficient and sustainable aviation industry.

6.2 HISTORICAL EMISSIONS (2019–2025)

Year	S1 (tCO_2e)	S2 market (tCO_2e)	S3 (tCO_2e)	Total (tCO_2e)
2019 (base)	9,491	7,956	14,038,116	14,055,563
2020	4,774	2,548	Interpolated	7,322*
2021	5,759	12,546	Interpolated	18,305*
2022	8,432	1,092	6,795,283	6,804,807
2023	7,867	1,949	7,682,659	7,692,475
2024	10,499	2,379	7,339,602	7,352,480
2025	11,707	42	6,932,405	6,944,154

Perimeter note: 2024 and 2025 include BP Aero (USA); earlier years do not (see section 1.3).

**Sum of actual Scope 1 and Scope 2 emissions, excluding interpolated Scope 3 emissions*

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The path from the 2019 base year to 2025 is not a single, continuous decline. It combines three distinct phases, each driven by a different factor, and reading them separately is what explains the shape of the trajectory and the contribution of the actions ITP Aero Group has taken along the way.

2020–2021 — Contraction, recovery and the Scope 2 peak. 2020 marks the lowest level of activity in the whole series, reflecting the unprecedented contraction of global air traffic and its direct effect on engine deliveries, MRO activity and industrial output. Because Category 11 emissions are a function of the engines delivered in each year, this contraction translated almost immediately into a sharp fall in the total footprint. 2021 shows the beginning of the recovery, with activity and deliveries rising again from that low point. It is also the year in which Scope 2 market-based emissions peak, at 12,546 tCO_2e — 57.7% above the 2019 base year and the highest figure of the entire period — as the Group's principal sites were still operating without renewable electricity contracts. This peak is the reference point against which the subsequent reduction should be read. Scope 1 emissions for these two years were 4,774 tCO_2e (2020) and 5,759 tCO_2e (2021); Scope 3 is not based on system-calculated data for either year and is instead estimated by linear interpolation between the audited 2019 and 2022 values, as shown in Figure 3 (Section 7.1).

2022–2023 — Operational emissions decouple from activity. This is the turning point of the series and the period in which the two curves begin to move in opposite directions. Activity continued to recover, yet combined Scope 1 and 2 emissions fell to 9,524 tCO_2e in 2022 (Scope 1: 8,432 tCO_2e; Scope 2: 1,092 tCO_2e) — 45.4% below the 2019 base year and the lowest figure recorded in the period. The main driver was the transition to renewable electricity. In 2022, the Group began acquiring certified renewable Guarantees of Origin (GoOs), and in 2023 complemented this approach with the introduction of off-site Power Purchase Agreements (PPAs) at its main sites. These measures increased renewable electricity coverage to 95.4% in 2023 and reduced Scope 2 market-based emissions to 1,949 tCO_2e, 75.5% below the 2019 base year and 84.5% below the 2021 peak. This is the point at which growth and operational emissions stopped moving together.

2024–2025 — Growth combined with active decarbonization. Industrial output and MRO testing

continue to expand, and Scope 1 emissions rise accordingly from 7,867 in 2023 to 11,707 tCO_2e, partly reflecting the incorporation of BP Aero (USA) into the reporting perimeter from 2024. The figures reported for these years are therefore a net outcome: they already absorb the effect of the measures deployed over the period. Renewable coverage is progressively completed, rising from 95.4% in 2023 to 99.9% in 2025, and Scope 2 market-based emissions fall to 42 tCO_2e — a 99.5% reduction against the base year and a 99.7% reduction against the 2021 peak. Over the same period, Category 11 intensity improves from 1.51 to 0.78 gCO_2e/ASK (−48%), and combined Scope 1 and 2 emissions close 2025 at 11,749 tCO_2e, 32.7% below 2019 despite the higher level of activity. In other words, the period does not show a business that emits less because it produces less, but one that grows while limiting a significant part of the emissions associated with that growth through the initiatives described in Section 2.2 and quantified in Section 7.2.

This sequence also explains the nature of the residual gap analysed in Chapter 7. The electricity lever, which delivered most of the reduction achieved between 2019 and 2025, is now largely exhausted: with Scope 2 already close to zero, the emissions that remain are concentrated in natural gas used in energy-intensive industrial processes and in kerosene consumed in MRO test-bed operations, both of which grow with activity and require the additional actions set out in the Operations roadmap.

6.3 SCOPE 3 EMISSIONS PROFILE

The composition of Scope 3 explains why the Plan is structured around two roadmaps of very different scale, and why the supply-chain approach prioritises a specific set of suppliers.

Within Scope 3, the emissions profile is highly concentrated on the downstream side, with Category 11 (use of sold products) representing by far the largest share of the footprint. This concentration explains why the Climate Transition Plan places such a strong emphasis on the Product roadmap and on the development of more efficient propulsion technologies.

Upstream categories represent a comparatively small share of total Scope 3 emissions. Within these categories, purchased goods and services are the most material source of emissions, which is why strategic alloy suppliers are a priority area within the supply-chain approach described in Section 3.3. Figure 2 illustrates the relative contribution of each Scope 3 category to the Group's emissions profile.

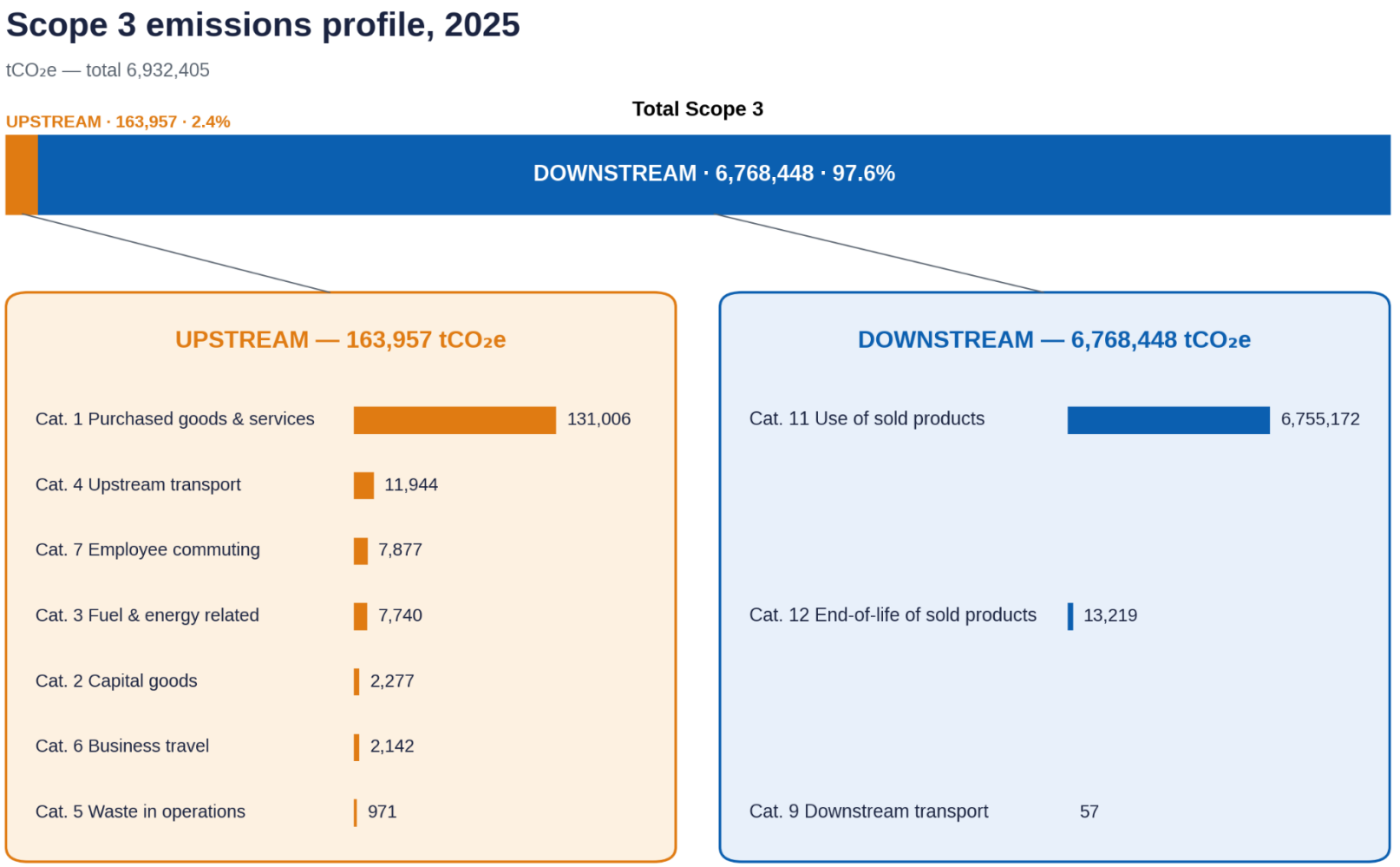

Figure 2. Scope 3 emissions profile by category, 2025 (tCO_2e). Source: verified 2025 GHG inventory.

7. SCENARIO ANALYSIS AND GAP ASSESSMENT

7.1 Methodology

7.2 Scope 1+2 Scenario Analysis

7.3 Scope 1+2 Gap

7.4 Category 11 Methodology and Intensity Trajectory

7.5 Category 11 Long-Term Outlook

This chapter quantifies the position of the Group against each of its two SBTi targets. It sets out the projection methodology, the Scope 1 and 2 scenario analysis and the resulting residual gap, and the Category 11 intensity trajectory and the long-term dependencies that condition it.

−38.1%

SCOPE 1 + 2 IN 2030 WITH CURRENT MEASURES, VS. −65% COMMITTED

4,697

TCO_2E RESIDUAL GAP IN 2030 (26.9% OF THE BASE YEAR)

+7%

HEADROOM OF THE CAT. 11 INTENSITY PROJECTION VS. TARGET

7.1 METHODOLOGY

The Business-as-Usual (BAU) scenario represents the emissions trajectory in the absence of measures beyond those already embedded in the activity model. Emissions evolve solely with projected activity indices: COGS as a proxy for production volume, plant-level activity indices (Castings natural gas, kerosene/SAF, COGS per site) and the projected evolution of the active ITP Aero Group engine fleet. The horizon runs from the 2019 SBTi base year to 2040, combining audited actuals (2019–2025) and business-plan projections (2026–2040).

The With-interventions scenario starts from the BAU and discounts the impact of the 15 decarbonization initiatives currently in the pipeline, using a dynamic calculation: each measure's impact is a fixed percentage reduction on each plant's projected BAU natural-gas consumption in each year. The higher the projected activity, the larger the absolute reduction the same initiative generates (scale effect).

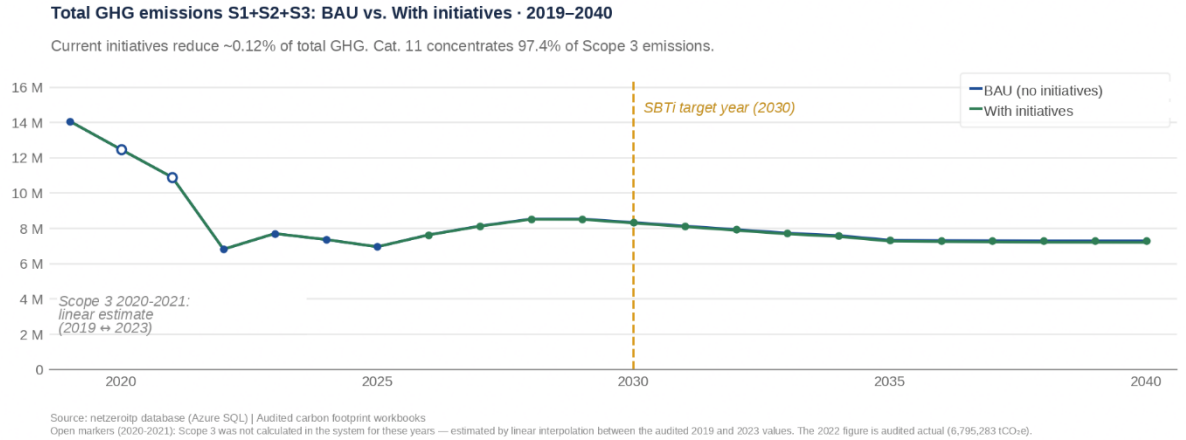

Figure 3. Total S1+S2+S3 emissions, BAU vs. with interventions ($MtCO_2e$).

The current carbon accounting system used by ITP Aero Group did not calculate Scope 3 emissions for 2020 and 2021. For these two years, Scope 3 values shown in Figure 2 are estimated by linear interpolation. The 2022 Scope 3 value corresponds to the emissions figure previously disclosed in the 2024 CDP response (reporting year 2023) and has therefore been incorporated into the historical series.

At total level the BAU and With-interventions lines are practically indistinguishable — a direct reflection of the footprint structure. The 15 initiatives act on Scope 1 (natural gas in plant), ~0.17% of the total; their maximum 2030 reduction (~7,079 tCO_2e) equals ~0.08% of total GHG: real and relevant operationally and for compliance, but imperceptible at the scale of total emissions.

TWO SCOPES, ASSESSED SEPARATELY

Because Category 11 structurally dominates the total (97.4% in 2025), operational measures (S1+S2) must be assessed in their own domain, not in the GHG total where they would be masked. This chapter quantifies each scope independently.

7.2 SCOPE 1+2 SCENARIO ANALYSIS

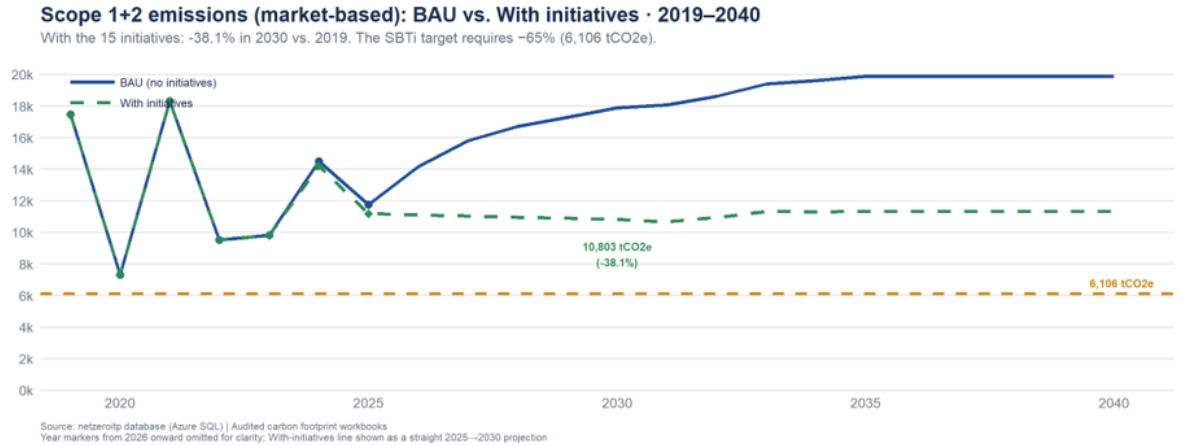

Figure 4. S1+S2 (market-based): BAU vs. with interventions vs. SBTi target.

BAU S1+S2 (market-based) fell sharply in 2020, to 7,322 tCO_2e, as pandemic-driven activity reductions cut natural-gas and electricity consumption across all sites. In 2021, emissions rebounded to 18,305 tCO_2e — above the 2019 level (17,447 tCO_2e) — as activity recovered. In 2022, despite activity continuing to grow beyond 2021 levels, emissions fell to 9,524 tCO_2e (−45.4% vs. 2019): the first year in which the green-energy sourcing lever (renewable electricity contracts and certificates) materially decoupled emissions from activity growth. From 2023 onwards, growth in business activity no longer results in a proportional increase in emissions, owing to renewable electricity sourcing and the progressive implementation of decarbonisation measures: with

the 15 current interventions, the trajectory reaches 10,803 tCO_2e in 2030 (−38.1% vs. 2019), against an SBTi target of 6,106 tCO_2e (−65%). The largest single lever is the Ajalvir electrification (−98% of that site's gas, ~2,035 tCO_2e in 2030).

Year	BAU Scenario (tCO_2e)	With interventions Scenario (tCO_2e)	Interventions impact (tCO_2e)	Reduction vs. 2019 (with interv.)
2019 (base)	17,447	17,447	—	—
2022	9,524	9,524	—	−45.4%
2025 (actual)	11,749	11,173	576	−36.0%
2026	14,163	13,274	889	−23.9%
2027	15,802	12,286	3,516	−29.6%
2028	16,716	11,352	5,364	−34.9%
2029	17,289	10,939	6,350	−37.3%
2030 (SBTi year)	17,882	10,803	7,079	−38.1%
2035	19,863	11,333	8,530	−35.0%

The 15 initiatives underpinning this trajectory, together with their individual contribution in 2030, are described in Section 5.2. The table below shows the position of the BAU and intervention scenarios against the 2030 SBTi target.

SBTi Scope 1+2 Target for 2030: ≤ 6,106 tCO_2e (-65% vs. 2019)

Scenario	S1+S2 in 2030 (tCO_2e)	Reduction vs. 2019	Gap to target
BAU (no interventions)	17,882	+2.5%	11,776
With interventions	10,803	−38.1%	4,697

The initiatives currently identified reduce the gap by approximately 7,079 tCO_2e. However, a residual gap of 4,697 tCO_2e remains to achieve the 2030 SBTi target.

7.3 SCOPE 1+2 GAP

With the 15 current interventions, ITP Aero Group would reach −38.1% in Scope 1 and 2 emissions by 2030, against the −65% committed: a **residual gap of 4,697 tCO_2e** (26.9% of the 2019 base value). This gap reflects the challenge of decarbonizing a growing industrial business, particularly in relation to natural-gas consumption in energy-intensive processes and kerosene use in expanding MRO testing activity. Although significant progress has already been achieved through electrification, renewable electricity, efficiency measures and SAF initiatives, some of the technologies and solutions required to eliminate the remaining emissions are not yet fully available or mature. Closing the gap will therefore require both implementation of the current roadmap and continued development of new decarbonization options.

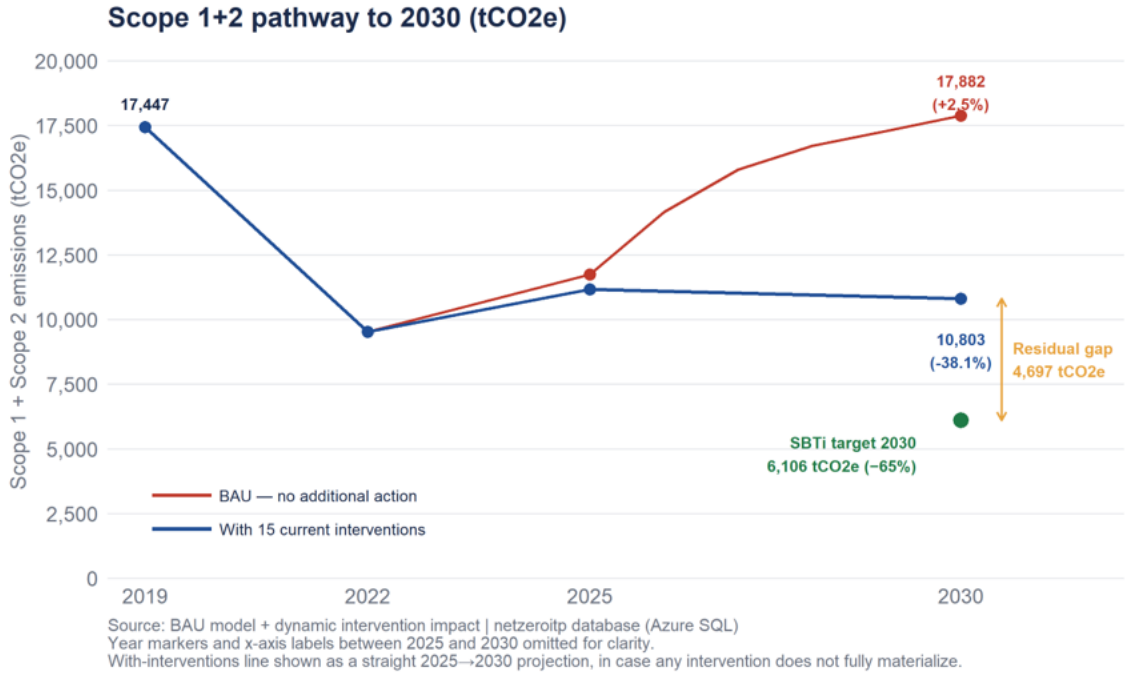

Figure 5. Scope 1+2 trajectory: BAU vs. 15 current interventions vs. SBTi target (tCO_2e). Source: BAU model + dynamic intervention impact. Illustrative.

Closing this gap is the purpose of the next phase of the Operations Roadmap set out in Chapter 5, which translates the recognized gap into a programme of electrification, renewable energy sourcing and efficiency measures.

7.4 CATEGORY 11 METHODOLOGY AND INTENSITY TRAJECTORY

The Category 11 target is expressed as an emissions-intensity reduction, measured in gCO_2e/ASK, for the reasons set out in Section 1.2. Performance against the target is therefore assessed on the intensity trajectory, which measures the emissions performance of the technologies delivered, independently of delivery volumes and programme mix.

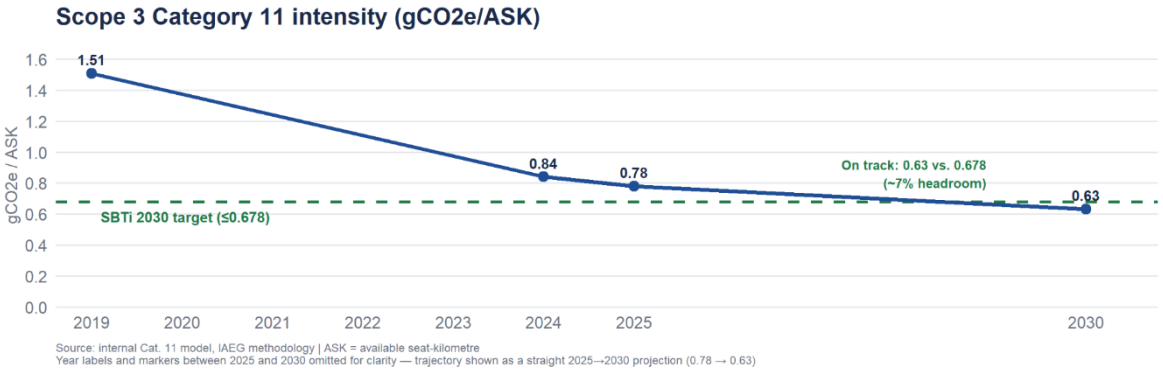

Figure 6. Cat. 11 intensity trajectory (gCO_2e/ASK), commercial aviation.

Note: Category 11 emissions are estimated using the IAEG methodology and represent the lifetime use-phase emissions associated with engines delivered in each reporting year.

Year	gCO_2e/ASK (commercial)	Change vs. 2019
2019 (base)	1.51	—
2024	0.84	−44%
2025	0.78	−48%
2026E	0.69	−54%
2027E	0.67	−55%
2030E (projection)	0.63	−58%
SBTi target 2030	≤ 0.68	−55%

The 2030 projection of 0.633 gCO_2e/ASK sits approximately 7% below the validated target of ≤ 0.678 gCO_2e/ASK. On the basis of the current projection, ITP Aero Group is therefore on track to meet its Category 11 Scope 3 intensity target, and we have not identified a gap arising against that target.

7.5 CATEGORY 11 LONG-TERM OUTLOOK

Beyond 2030, the relevant question is no longer intensity performance against the validated target, but the absolute evolution of Category 11 emissions. As set out in Section 1.2, absolute Category 11 emissions follow the profile of annual deliveries and programme mix, and are therefore expected to move with the growth of the aviation sector and of the Group's order book. The chart below is presented for that purpose: it illustrates the absolute emissions profile associated with deliveries, and should not be read as a measurement against the SBTi target, which is defined in intensity terms and addressed in Section 7.4.

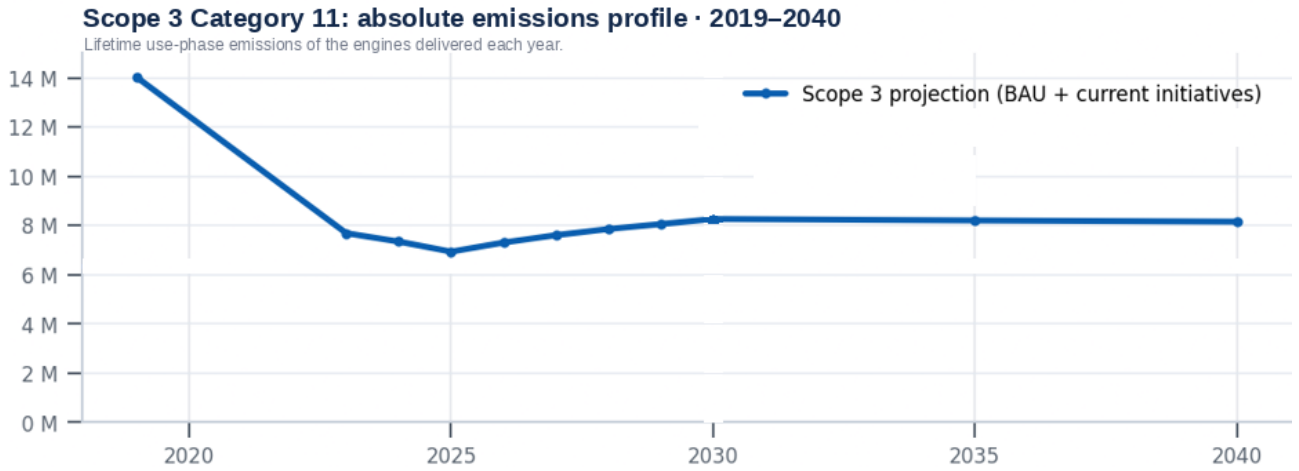

Figure 7. Category 11: absolute emissions profile associated with annual deliveries (M tCO_2e).

Note: the SBTi-validated Category 11 target is expressed in emissions intensity (gCO_2e/ASK) and is assessed in Section 7.4. The absolute series shown above reflects the lifetime use-phase emissions associated with the engines delivered in each year and is presented as a profile of the Group's downstream footprint, not as a comparison against a committed absolute target.

A 90% absolute reduction by 2050 will only be achievable with the penetration of alternative propulsion technologies (Pillar 3) and SAF adoption above 70% (ReFuelEU 2050 mandate) — conditions that depend on the aviation sector as a whole and extend well beyond the Group's direct control.

THE ABSOLUTE - GROWTH PARADOX

Category 11 decarbonization is driven by actions operating on different time horizons. Today, the main contribution comes from more efficient engines and modules entering service and replacing older technologies, together with the progressive uptake of SAF across the aviation sector. These levers are already reflected in the Cat. 11 intensity improvements achieved to date and in the projections to 2030.
The next step is expected to come from ultra-efficient next-generation engine architectures, such as UltraFan, while deeper long-term absolute reductions will ultimately depend on the successful development and deployment of alternative propulsion technologies. ITP Aero Group continues to invest in these technologies to help enable the next phase of aviation decarbonization.

LOCKED-IN EMISSIONS

Because each engine remains in service for 20–30 years, units already delivered carry committed (locked-in) Cat. 11 emissions over their operating life. This reinforces why the long-term absolute goal depends on new propulsion architectures rather than operational measures alone.

8. GOVERNANCE, RISK AND BUSINESS INTEGRATION

8.1 Roles and Responsibilities

8.2 Integration into Business Planning

8.3 Accountability and Incentives

8.4 Climate Risks and Opportunities

The governance of ITP Aero Group's climate transition plan follows the TCFD recommendations, articulating four dimensions: oversight by the administrative body, the role of management in execution, the integration of climate risks and opportunities into enterprise risk management (ERM), and the incorporation of the climate variable into investment and business decisions.

8.1 ROLES AND RESPONSIBILITIES

Line of action	Owner	Participants	Cadence
Strategy & oversight	Board of Directors	CEO, Strategy & Sustainability	Biannual
Climate risk management	Risk Committee	Executive Committee, Legal, Head of Risk	Annual
Monitoring & control	Audit & Compliance Committee	Strategy & Sustainability, Head of ESG	Biannual
ESG Roadmap	Strategy & Sustainability	CEO, ExCo, Head of ESG, sponsors & accountables	Quarterly
Net Zero	Executive sponsor (Net Zero)	Net Zero accountable; product, energy & operations	Quarterly
Green Aviation (Product Strategy)	Strategy & Sustainability	CEO, CSO, CTO, Strategy & Sustainability, R&T	Biannual
Energy Committee	Energy Committee	Energy, Operations & Procurement; Head of ESG	Quarterly
Supply Chain ESG	Executive sponsor (Supply Chain)	Supply Chain accountable; ESG & Procurement	Quarterly
Business Plan & Net Zero integration	Strategy & Sustainability	CSO, Strategy & Sustainability	Annual

The Product roadmap is explicitly linked to the Net Zero Committee and to a dedicated reporting channel from Engineering and R&D into the ESG Roadmap, enabling the monitoring of both near-term programme milestones and longer-term technology-development initiatives.

8.2 INTEGRATION INTO BUSINESS PLANNING

Climate risks and opportunities are managed as a specific category within the Enterprise Risk Management (ERM) system, annually reviewed by the Risk Committee and reported to the Audit & Compliance Committee. The climate variable is embedded in budgeting and CAPEX planning: over the past three years, ITP Aero Group has allocated more than €285M to R&D&I activities — approximately 6% of total revenue, reaching €116.9M in 2025 alone. The Energy Committee acts as the decision forum for energy management (budget, hedging, PPAs and energy-saving certificates).

8.3 ACCOUNTABILITY AND INCENTIVES

Accountability is reinforced by linking variable remuneration to climate targets. In 2025, ESG management objectives represented 13% of the Group's Global Objectives, with climate-specific objectives accounting for 10%.

8.4 CLIMATE RISKS AND OPPORTUNITIES

In 2025, ITP Aero Group completed a dedicated analysis of physical and transition climate risks across the Group and its value chain, reinforcing the integration of climate risk into the corporate risk and opportunity management approach and supporting alignment with TCFD and CDP.

The consolidated Sustainability Risk Map integrates the results of three complementary assessments: (i) the Climate Risk Assessment, covering both physical and transition risks; (ii) the Double Materiality Assessment (DMA), which identifies sustainability-related impacts, risks and opportunities; and (iii) the Sustainability Function's internal risk assessment, which evaluates governance, compliance and operational risks associated with the management of sustainability topics. The combined results provide a holistic view of sustainability-related risks and support prioritization and decision-making across the Group.

The prioritized risks and the opportunities identified through this process are set out below.

ID	Origin	Risk
1·11·16	Transition + DMA	Financial and reputational risk increase due to higher emissions and carbon pricing
3·10	Transition + DMA	Loss of competitiveness driven by increasing regulatory pressure and broader decarbonization requirements in the aviation sector, leading to higher costs and operational constraints
18	DMA	Water supply disruption in ITP Aero Querétaro (Mexico): consumption at 60% of the authorized limit and rising
26	Sustainability function	Not achieving the Net Zero Decarbonization plan which could prevent achieving the SBTi reduction objectives by 2030
9 / 7·8 / 6	Physical	Material damage and lower productivity from extreme weather in Alcobendas (ITP Aero Alcobendas), Texas (BP Aero) and Hyderabad (ITP Aero India).

Transition is also a source of competitive advantage. The Risk Universe 2026 records two priority opportunities, both with potential economic impact above €20M: reducing direct emissions (Scope 1 & 2) as a reputational and commercial lever, and successful investment in new technologies for more efficient, safe and sustainable aviation (ultra-efficient engines, SAF, hydrogen, electrification and hybridization).

9. METRICS, MONITORING AND REPORTING

9.1 Metrics and KPI Framework

9.2 Monitoring and Review

9.3 Integration with CDP and the Sustainability Report

Plan monitoring is built on a framework of metrics and KPIs ensuring traceability between inventory, BAU scenario, gap analysis and execution of measures, feeding into external reporting (CDP, Sustainability Report).

9.1 METRICS AND KPI FRAMEWORK

Monitoring block	Main KPI	Unit
SBTi target S1+S2	Absolute Scope 1 & 2 emissions (market-based)	tCO_2e
Internal target S1+S2	Scope 1 & 2 emissions (market-based) per revenue	tCO_2e/M€
SBTi target S3 Cat. 11	Category 11 emissions intensity	gCO_2e/ASK
Full GHG inventory	Scope 1, 2 (location & market) and 3 by category	tCO_2e
Total consumption, renewable share and consumption by energy source	Total consumption, % renewable, natural gas, kerosene and SAF	MWh and %
R&D investment	R&D investment	M€
Green investment	Low-carbon R&D share of total R&D expenditure	%
Plan implementation	Estimated and actual reduction of initiatives	tCO_2e
Gap to target	Annual gap vs. SBTi 2030 targets	tCO_2e and %

9.2 MONITORING AND REVIEW

Operational monitoring is quarterly through the ESG Roadmap, Net Zero and Energy Committee; the consolidated review of the inventory and progress against the SBTi targets is annual. An extraordinary review is foreseen for significant changes (acquisitions, divestments, methodological changes). In line with SBTi criteria, targets are reviewed and, where appropriate, recalculated at least every five years.

9.3 INTEGRATION WITH CDP AND THE SUSTAINABILITY REPORT

The metrics framework feeds the main climate-disclosure channels consistently and fulfills the SBTi validation commitments, including publication of the full GHG inventory, progress against targets, the detail of implemented or planned actions, and our disclosed alignment with a 1.5°C world (CDP question 5.2). In this way, the plan connects ITP Aero Group's climate ambition with a periodic, traceable monitoring system aligned with the expectations of customers, investors and regulators.

This credibility also rests on our engagement beyond internal reporting: the plan is anchored in the same GHG Protocol, TCFD and SBTi Net-Zero Standard frameworks referenced throughout this document.

10. COLLABORATION AND SUPPORTING FRAMEWORKS

10.1 Sector Associations and Partnerships

10.2 Reporting Frameworks and Standards

10.3 Alignment of External Engagement with the Net Zero Ambition

ITP Aero Group's climate transition cannot be delivered in isolation. Aviation is a hard-to-abate sector in which many of the solutions required to decarbonize operations and products depend on collaboration across the value chain, including engine manufacturers, aircraft manufacturers, airlines, fuel suppliers, technology centres, universities and public institutions. For this reason, collaboration is an integral part of the Group's climate transition approach, supporting both the development of lower-emission propulsion technologies and the deployment of the broader ecosystem changes required for aviation decarbonization.

10.1 SECTOR ASSOCIATIONS AND PARTNERSHIPS

ITP Aero Group participates in a range of international and regional associations, partnerships and initiatives that support aviation decarbonization, climate governance and sustainable industrial development. These include the International Aerospace Environmental Group (IAEG), whose methodology underpins the calculation of Category 11 emissions used in this Plan, the United Nations Global Compact, and the Science Based Targets initiative (SBTi), which validated the Group's near-term climate targets in 2024.

The Group also contributes to industry forums and associations that promote research, innovation and collaboration on topics such as next-generation propulsion systems, hydrogen, sustainable aviation fuels, circular economy and supply-chain sustainability. Key platforms include TEDAE, HEGAN, ACARE, AZEA and other aerospace associations across Europe, Spain, the United Kingdom, Mexico and the United States. Through these networks, ITP Aero Group collaborates with industry peers, research organisations and public institutions to help advance the technologies and capabilities required for the long-term decarbonization of aviation.

In addition, the Group develops its product and operational roadmaps through a broad network of partnerships with customers, technology centres, universities and public R&D&I programmes. These collaborations support the development of more efficient propulsion technologies, alternative propulsion concepts, sustainable aviation fuels, advanced manufacturing and circularity initiatives. They also contribute to advancing material recovery, repair capabilities and lifecycle-extension activities that promote more resource-efficient operations, complementing the actions described in Chapter 5.

10.2 REPORTING FRAMEWORKS AND STANDARDS

The credibility of this Transition Plan is supported by the use of internationally recognised climate frameworks and reporting standards. The Plan is anchored in the GHG Protocol Corporate Standard for greenhouse gas accounting, the TCFD recommendations for climate governance and risk management, and the Science Based Targets initiative (SBTi), which provides the basis for the Group's climate targets. These same frameworks are used throughout the Plan to ensure consistency between the emissions inventory, the targets, the scenario analysis and the monitoring framework.

ITP Aero Group also reports annually through CDP Climate Change and CDP Water Security, providing transparency on its climate and water-related performance and progress. In addition, the Group participates in the EcoVadis sustainability assessment, widely used across the aerospace sector to evaluate ESG performance and supply-chain sustainability. Environmental management is supported by internationally recognised management systems, including ISO 14001 and EMAS certifications across most significant operational sites.

10.3 ALIGNMENT OF EXTERNAL ENGAGEMENT WITH THE NET ZERO AMBITION

The Group monitors the climate-related positions of the industry associations and initiatives in which it participates to help ensure consistency with its Net Zero ambition and the objectives of the Paris Agreement. Institutional engagement is conducted under the Group's Lobbying and Political Support Policy, which requires activities to be carried out transparently, ethically and in line with the Company's compliance principles.

This alignment is reviewed as part of the governance cycle described in Chapter 8, so that the Group’s institutional engagement remains consistent with the climate ambition and the targets set out in this Plan.

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