

CLIMATE POLICY

This policy was approved by the Air France-KLM Group Executive Committee on 28 January 2026.

Context & Objectives

Air France-KLM recognizes the importance of balancing economic performance with environmental stewardship and is committed to proactively building a more sustainable future for our industry. The group is committed to report and monitor regularly on environmental performance with key targets and metrics and to use natural resources and energy more efficiently.

Air France-KLM's double materiality analysis confirmed that climate change is one of the most material topics for our company. The Group is aware of the impact of its activities on climate change and considers the physical and transition risks associated with it. Failure to anticipate and adapt to these risks could have negative consequences for the company's financial performance, reputation and future operations.

Consequently, Air France-KLM has developed a climate policy that outlines the principles that inform decision making within the Air France-KLM Group, proposes levers for a transition plan and sets a target to reducing the company's climate related impact.

Scope & Governance

This policy is applicable to the airline business units of Air France-KLM, namely Air France, KLM Royal Dutch Airlines, Transavia France, Transavia Netherlands, and Air France KLM Martinair Cargo, including their upstream and downstream value chains. For this policy, 'Air France-KLM' refers to the collective entities mentioned above.

Environmental issues including climate change are overseen at the highest level of the Air France-KLM Group comprising the Board of Directors and the Group Executive Committee.

In case of any concerns regarding compliance with this policy, individuals are encouraged to use the Air France-KLM whistleblower process¹. All concerns and alerts raised through this process will be treated confidentially.

Key Guidelines & Principles

Air France-KLM acknowledges the impact of aviation on climate change and it is committed to assuming its responsibility to address climate change in the aviation sector. The Group supports the adoption of ambitious environmental targets, advocating for an industrywide transformation that ensures a global level playing field.

As a signatory to the United Nations Global Compact since 2003, Air France-KLM is committed to:

- Engaging with stakeholders including customers, employees, suppliers, partners, public policy makers and influencers, communities, and shareholders to identify and assess environmental related impact, risks and opportunities
- Ensuring alignment of its environmental strategy and associated climate policy and targets with the latest scientific evidence

¹ Whistleblowing platform: <https://integrity.airfranceklm.com/>

- Being an industry leader by collaborating with the whole airline ecosystem – industry partners, researchers, governments, and civil society – to accelerate the development and adoption of systemic changes and solutions that decrease the climate impact of the aviation sector
- Contributing to national and local economic ecosystems, fostering trade and creating jobs through our activities while reducing its climate impact

Ambition & Targets

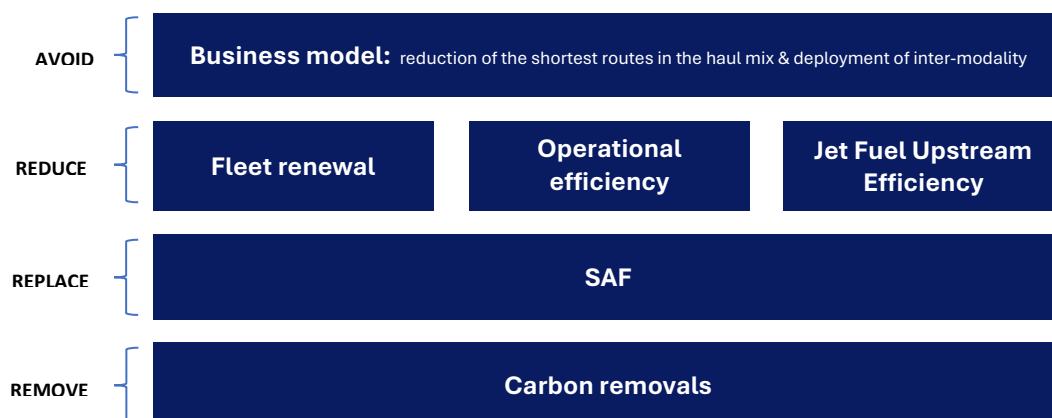
Air France-KLM's ambition is fully aligned with the International Civil Aviation Association's (ICAO) long-term global aspirational goal of net-zero carbon emissions by 2050. To monitor the progress towards this ambition, the Group has set the following target defined and validated by SBTi: **reduction of 17.8% in CO₂e emissions per RTK² by 2030** compared to 2024 (scope 1 + scope 3 category 3).

Transition Plan

To achieve Air France-KLM's ambition and reach its target, the Group has worked out a transition plan for climate mitigation and adaptation. The transition plan is divided in two axes: **A. Flight Operations** and **B. Ground Operations**.

A. Flight Operations

The Flight Operations axis is composed of five levers aimed at **avoiding** emissions by decreasing the shortest routes in the Group haul mix while deploying intermodality alternatives; **reducing** emissions and using energy more efficiently by fleet renewal, operational efficiency measures and jet fuel upstream efficiency; and progressively **replacing** fossil fuel by alternatives with lower GHG emissions. Finally carbon offsetting will be required for residual emissions that cannot be avoided or reduced.



² RTK: Revenue Ton- Kilometre

1. Business model: structural reduction of the shortest routes in the Group haul mix (e.g., reducing the offer on the French domestic market) while, thanks to strategic partnerships with railway operators, offering customers intermodality products to increase the possibilities of combining lower GHG emissions through alternative modes of transportation.

2. Fleet renewal: investing in fleet renewal with the latest technology aircraft that consume up to 25% less fuel than an equivalent-sized, previous-generation aircraft, based on the aircraft manufacturers' information. For fleet renewal, an average investment of around €3.000 million per year up to 2030 is planned. This is a gross investment amount calculated before sale and leaseback operations, and it includes the right-of-use assets of new operating leases.

3. Operational efficiency measures: putting in place programs for CO₂ reduction across all the divisions. The focus areas of the programs are related to flight trajectory optimization, fuel policy, ecopiloting, aircraft performance and onboard weight reduction.

4. Jet Fuel Upstream Efficiency: working in close cooperation with energy producers on jet fuel production efficiency (scope 3).

5. SAF: progressively replacing fossil fuel by SAF which refers to an alternative to regular aviation fuel (fossil-based kerosene) and includes synthetic aviation fuels from renewable hydrogen and captured carbon, advanced and other aviation biofuels, as well as recycled carbon aviation fuels. The Group adheres to a strict sourcing policy for voluntary SAF, aimed at purchasing second generation SAF that do not compete with the human or animal food chain, are RSB or ISCC+ certified, are not produced from palm oil, and reduce CO₂ emissions by at least 65% over their entire lifecycle – from production to combustion – compared to fossil kerosene. For SAF mandates, the Group complies with local regulations.

Carbon removals are not included in the Group's plan to reach its 2030 target, according to SBTi methodology, but carbon credits will be sourced to comply with regulations (Art. 147 & CORSIA).

Non-CO₂ effects

The climate impact of aviation is larger than CO₂ alone. Aircrafts produce other emissions such as water vapor, soot particles and nitrogen oxides that interact with the atmosphere and contribute to climate change. The two main non-CO₂ effects are condensation trails (contrails) and nitrogen oxides (NOx). There are still many uncertainties in assessing the climatic impact of non-CO₂ effects, but the latest scientific studies agree that they have a significant warming impact, especially in the short term, and may represent the same impact as CO₂ emissions. As a result, Air France-KLM is committed to actively working with research facilities, policymakers and solution providers to deepen the knowledge of non-CO₂ effects and speed up the implementation of mitigation measures.

B. Ground Operations

The Group is committed to use natural resources and energy more efficiently and to reduce its emissions from ground operations by using electrically powered ground equipment and implementing energy efficiency measures to reduce energy consumption, including investment in electrically powered heating systems for buildings, and using renewable energy whenever possible.

Internal Carbon Pricing

Internal Carbon Pricing is a tool used by Air France-KLM to factor in the cost of CO₂ emissions into business decisions, such as operational trade-offs and investments. This is achieved through the assignment of a monetary value to CO₂ emissions called carbon price, helping the Group to assess the financial impact of decisions affecting its CO₂ emissions. The internal carbon pricing scheme is a transversal lever that should contribute to the achievement of the Group's target.

Implementation & Responsibilities

To achieve this policy's objectives, Air France-KLM is committed to implement an environmental management system and associated action plans. The Group executive committee (GEC) is fully engaged in driving and monitoring the progress of action plans and the remuneration of GEC members incentives are aligned with delivering on these plans. The Group Sustainability Office (GSO) drives the operationalization of the Transition Plan across the Air France-KLM Group, ensuring that supporting action plans are in place.

The airline sector's pathway to Net Zero will require robust collaboration and substantial investment from all stakeholders (airlines, aircraft manufacturers, energy producers, etc.) as well as continuous advancements in technology and the adoption of more sustainable practices throughout the entire value chain. As a committed actor, Air France-KLM acknowledges that the success of its Transition Plan also depends on external factors. Addressing these factors will require adequate public policies and incentives, dedicated research and development, transformation of some of the world's largest industries, and significant capital allocation across the public and private sectors.