Reference: I-36/25 – February 2026

Our Low-Carbon Strategy

Leading Regional Aviation Towards a More Sustainable Future

In line with our 2022–2025 low-carbon strategy, we continued our efforts to help tackle climate change by submitting our greenhouse gas (GHG) emission reduction targets to the **Science Based Targets initiative** (SBTi)[1] in 2023. This process provides a clear framework for our actions as we contribute to the aviation sector's long-term objective of achieving **net-zero CO_2 emissions by 2050.**

To achieve this, we will continue to produce the lowest-emission regional aircraft on the market and focus our efforts on three key levers: improving the environmental performance of our products, reducing emissions from our operations, and accelerating the development of technologies to decarbonise regional air transport. At the same time, we are engaging our entire value chain to deploy concrete and measurable solutions that will significantly reduce the carbon footprint of regional aviation.

Our Objectives for 2030

We have set ambitious goals for 2030, aligned with the Paris Agreement objectives, and approved by the SBTi:

SCOPES 1 & 2 - Direct and indirect emissions related to our internal operations

- Reduce our operational GHG[2] emissions by 50.4%[3]
- Neutralise residual scopes 1 & 2 emissions through certified projects (Verified Carbon Standard)

SCOPE 3 - Other indirect emissions

- Reduce GHG[2] "Use of sold products" emissions by 30%[4]
- Encourage our supply chain to commit to a decarbonisation pathway
- Integrate eco-design into our supply chain requirements and new product developments to reduce the environmental impact of our products

[1] SBTi is an independent organisation widely acknowledged as the leading CO_2 target-setting and assessment body, [2] Green House Gases, [3] Compared to 2018 levels, in absolute values (aligned with 1.5°C trajectory, and validated by the SBTi), [4] Compared to 2018, in absolute values, validated by the SBTi

Action Plan

1 DECARBONISING OUR OPERATIONS (SCOPES 1 & 2)

- Enhance the energy efficiency of our buildings.
- Secure renewable energy supply contracts and integrate renewable energy sources on-site.
- Substitute the most emissive refrigerant gases.
- Transition to an electric vehicle fleet.
- Use **Sustainable Aviation Fuel (SAF)** in our operations.

2 DELIVERING THE LOWEST-EMISSION REGIONAL AIRCRAFT ON THE MARKET (SCOPE 3)

In-service Fleet Upgrades

- Latest-generation ATR aircraft are the most fuel-efficient in regional aviation thanks to their advanced turboprop technology and our policy of continuous innovation.
- Transitioning the entire in-service fleet to the latest generation aircraft, equipped with PW127XT engines, would allow block fuel savings of at least 3% compared to PW127M. Even more if operating with a blend of up to 50% SAF.

SAF

- ATR aircraft are currently certified to fly with a blend of up to 50% SAF and we are working with all relevant stakeholders to achieve their **100% SAF capability by 2030,** that would reduce net CO_2 emissions by up to 80%.
- ATR actively advocates for a SAF ecosystem that is inclusive of regional airlines, collaborating with stakeholders such as SAF producers, airlines, airports, research institutions and authorities to ensure greater SAF availability and accessibility (physical and non-physical) for our operators.

Innovative Technologies & Eco-Design

- Accelerate our **eco-design initiatives**, based on Life-Cycle Assessments[1] of our main products, with the goal of ensuring that **100% of new products** incorporate eco-design principles by 2030.

[1]A cradle-to-grave or cradle-to-cradle analysis technique to assess environmental impacts associated with all the stages of a product life.

- Explore and apply continuous and incremental efficiency improvements to reduce CO_2 emissions and maintain low non-CO_2 emissions:

STEP 1 - Mature, de-risk and demonstrate the integration of hybrid-electric propulsion, advanced propeller systems, and electrified aircraft systems, through Europe's Clean Aviation initiative, with the aim of flying the world's first hybrid-electric regional aircraft by 2029.

STEP 2 - Integrate advanced engine and propeller technologies and systems to achieve significant reductions in fuel consumption and CO_2 emissions compared to current-generation aircraft, through the ATR EVO concept, targeting entry into service by 2035.

STEP 3 - Explore disruptive propulsion technologies and ensure the ATR platform is ready to incorporate them as soon as they become available and viable.

Operations

- Implement the latest **Air Traffic Management** and ground operation innovations.
- Focus on developing and integrating **flight optimisation solutions and new services** that help further reduce fuel consumption and CO_2 emissions.

3 ENGAGING OUR SUPPLY CHAIN (SCOPE 3)

ATR is committed to engaging our suppliers and partners in a low-carbon approach through the following objectives :

- Secure our supply chain commitment to sustainable practices through the ATR **Supplier Code of Conduct.**
- Encourage our suppliers to participate in **CDP[1] assessments** for carbon performance monitoring.
- Cascade **eco-design requirements** to relevant suppliers to foster innovative and responsible solutions.

[1]The CDP's (formerly Carbon Disclosure Project) climate change assessment is the most comprehensive collection of self-reported environmental data in the world, aimed at driving action against climate change through greater transparency.

Our Commitment

This roadmap reflects ATR's determination to lead the decarbonisation of regional aviation and to deliver the most sustainable solutions for regional mobility, considering the maturity of the required technologies and the dynamics shaping our industry.