ANNUAL REPORTING OF PERFORMANCE INDICATORS TABLE

Environmental performance	GRI	KPI	Unit	2019	2018
Energy	302-1	Total energy consumption (excluded electricity generated by CHP on site for own use) ✔	MWh	4,054,849	4,006,108
		Energy consumption from stationary sources ✔	MWh	1,359,018	1,304,338
		Energy consumption from mobile sources ✔	MWh	1,112,573	1,094,851
		Total electricity consumption, heat & steam consumption excluding CHP for own use ✔	MWh	1,583,258	1,606,919
		Of which purchased electricity from renewable sources (REC)	MWh	101,612	
		Generated electricity from CHP on-site for own use ✔	MWh	187,846	190,287
Air emissions		Total Scope 1 + Scope 2 CO_2 emissions ✔	tonnes CO_2	927,529	959,825
	305-1	Total direct CO_2 emissions (Scope 1) ✔	tonnes CO_2	569,838	553,887
	305-2	Total indirect CO_2 emissions (Scope 2) ✔	tonnes CO_2	357,691	405,938
	305-3	Indirect CO_2 emissions Business Travel (Scope 3) ✔	tonnes CO_2	109,403	111,666
		Indirect CO_2 emissions Oversize Transportation(1) (Scope 3)	tonnes CO_2	198,526	185,500
	305-7	Total VOC emissions(2) ✔	tonnes	1,535	1,553
		Total SOx emissions	tonnes	15	17
		Total NOx emissions	tonnes	280	323
Water	303-5	Total water consumption ✔	m^3	3,987,289	3,647,950
	303-4	Total water discharge	m^3	3,740,566	3,338,712
Waste	306-2	Total waste production, excluding exceptional waste ✔	tonnes	99,280	98,631
		Material recovery rate ✔	%	54.0	57,8
		Energy recovery rate	%	21.2	20,7
EMS certification		Number of sites with ISO 14001 /EMAS certification(3) vs total number of covered by environmental reporting	Unit	62 / 80	60 / 71
		Workforce effectively covered by reporting over workforce subject to reporting according to the environmental guidelines(4)	%	94	89

2018 baseline has been recalculated to integrate changes in accounting methodology (emission factors & exclusion of close loop water consumption in Donauworth).
Electricity Emission factors updated according to IEA 2018 v1.01 for 2019 data and IEA 2017 v1.03 for 2018 data.
Sites A220 FAL in Mirabel, Canada, Satair Copenhagen, Ashburn & Miami, AH Oxford, ATR Francazal, are included in 2019 according to reporting rules.
✔ 2019 data audited by Ernst & Young et Associés. 2019 data covers 92% of total group employees.
(1) Oversize emissions cover transport of large and non standards shipments. Values cover aircraft commercial activities and are estimated.
(2) 2019 VOC emissions data is estimated and 2018 data actualised. The accurate 2019 data will be consolidated and available during March 2019
(3) Number of sites covered by the environmental reporting which are certified ISO 14001.
(4) Airbus environmental reporting guidelines include sites worldwide with a workforce on-site higher or equal to 50 employees. Note that only 100% consolidated entities are taken into account to calculate this 50 employee threshold. Coverage varies from 92% to 93% for waste, water, heat & refrigerants indicators.

As part of its plan to tackle scope 3 emissions, the Company has decided to offset all emissions linked to air business travel. In 2019, the Company has also started compensating emissions of activities for which reduction and use of renewable energy are not sufficient to meet the targets, such as air and sea logistics means.

In 2019, Airbus undertook an initial assessment of its scope 3 "Purchased Goods and Services" impact using a methodology developed by IAEG. The results of this assessment will be used to understand where the main impacts are in the Airbus supply chain in terms of GHG emissions and engage with suppliers on targeted projects to address them in the most effective way.

As can be expected, GHG emissions linked to the operation of Airbus' products are among the areas of particular focus as they represent the main part of the value chain's emissions. Recent internal studies, aiming at understanding the spread of GHG emissions of a commercial aircraft product over its current complete lifecycle, have concluded that over 97% of GHG emissions occur during the flight operations phase. As this phase is influenced by several factors beyond Airbus' direct control and needs to be calculated as a projection of an aircraft's operation over its entire service life, Airbus calls for a sectoral alignment on a methodology providing consistency to the way such impacts are calculated and communicated throughout the air transport sector.