ANNUAL GENERAL MEETING OF MAY 23, 2024

ANSWERS TO WRITTEN QUESTIONS FROM A SHAREHOLDER

IPAC (Initiative pour un Actionnariat Citoyen) questions

In accordance with Article R.225-84 of the French Commercial Code (*Code de commerce*), shareholders were able to submit written questions to the Company until midnight on Friday, May 17, 2024.

These written questions, and the answers to them, are set out below.

1) The CFM RISE program aims to reduce fuel consumption and CO_2 emissions by more than 20% compared with today's most efficient engines. These engines could be introduced by the middle of the next decade. How long will it take to replace all our current engines with these new-generation engines?

The CFM Rise program is currently at the technology development program stage. The technologies developed in this program lay the foundations for the next-generation CFM engines that could be on the market by the mid-2030s. As part of its strategy to reduce emissions associated with the use of its products (Scope 3), Safran has for several years been committed to improving the energy efficiency of aircraft, thereby contributing to the reduction of emissions in the aviation sector. The LEAP engine, the latest generation in its range, is 15% more efficient than the older CFM56 engine. The Group helps to save 120,000 metric tons of CO_2 per aircraft, over the lifetime of the latest generation of short- and medium-haul aircraft.

Aircraft manufacturers have yet to confirm their decision regarding the launch of aircraft platforms using these new engines, which could take place as early as 2035.

2) What is the total volume of CO_2 emitted by aircraft powered by Safran engines over the 12 years between 2011 and 2023?
How much CO_2 do you estimate will be emitted by aircraft powered by Safran engines over the 12 years between 2023 and 2035?

Since 2018, the reference year for our emissions reduction targets, Safran has disclosed the **emissions linked to the use of its products** in its Universal Registration Document (URD).

In accordance with the GHG Protocol and the principles discussed within the French Aerospace Industries Association (GIFAS), Safran presents emissions resulting from the use of its products in two sub-categories, for which the methodology used is similar:

- **emissions directly linked to product use**: for Safran, this corresponds to emissions linked to the use of products in the area of propulsion (engines or engine subsystems, and nacelles). Non-propulsive energy consumed by the other equipment produced by Safran is negligible;
- **emissions indirectly linked to product use**: these are emissions allocated to equipment and cabin interiors that do not consume energy, such as seats or landing gear. The use of this equipment is associated with emissions from the aircraft on which it is fitted, but the equipment itself is not the source of these emissions.

In accordance with the GHG Protocol methodology, emissions linked to the use of Safran's products, which are intermediate goods, reflect the allocation of a portion of the emissions from the aircraft (final products) on which the Group's products are fitted. Safran has elected to use a physical allocation ratio equal to the weight of its products over the weight of the aircraft. This ratio is used to assess the impact of the two areas where Safran is able to take direct technological action, i.e., improving engine fuel efficiency and reducing the weight of all products. Safran used the average aircraft weight as the reference weight for calculating the allocation ratio, rather than the operational empty weight. This provides a closer reflection of the operational reality and better aligns future improvements on Safran's Scope 3 emissions with airlines' Scope 1 emissions, which could be achieved by making equipment lighter.

Assessing emissions from the use of Safran products therefore involves developing a scenario for the use of the aircraft on which these products are fitted, facilitating the estimation of the corresponding aircraft emissions. Safran assumes the **life of a commercial aircraft to be 22 years**, which is in line with the practices of its two main customers, Airbus and Boeing. Wherever possible, Safran has used external data (2019 average load factor provided by the International Air Travel Association (IATA), open-source fleet flight data). Depending on the diversity of products, engine families have been defined to simplify the calculation, corresponding to the most popular types sold by Safran and therefore the most representative.

The methodology adopted shows that these emissions change mainly as a result of the following factors:

- **growth in aircraft deliveries**: this impact is only reflected in absolute emissions and does not affect emissions intensity per seat-kilometer;
- **changes in Safran's market share**: a gain in market share for the supply of equipment on existing programs would automatically increase Safran's emissions, but would not have an impact on total emissions in the market;
- **technological developments of products sold**: progress can be measured in terms of both platforms equipped (latest generation aircraft entering service, end of production of older aircraft) and products (e.g., lighter seats between two generations of the same aircraft);
- **development of sustainable fuels**: this would allow increasing incorporation rates to be taken into account in measuring emissions in the coming years. For its emissions report, Safran took as its central assumption the trajectory for increasing the proportion of sustainable fuel used, as set out in the 2020 Sustainable Development Scenario of the International Energy Agency (IEA).

In addition to absolute Scope 3 emissions from product use, Safran also reports its emissions in the form of intensity per seat kilometer, which is absolute emissions divided by the volume of traffic (expressed in seat capacity) generated over the life of all aircraft delivered in the year under review and fitted with Group equipment. Following discussions with the SBTi, Safran changed its intensity indicator in 2022, which is now expressed in terms of emissions per seat kilometer as opposed to passenger kilometer, to better reflect its role as an engine and equipment manufacturer rather than airline operator. Safran has no influence on aircraft load factors (number of passengers in proportion to the number of seats), which reflect airlines' operating decisions.

Calculated in this way, the emissions linked to the use of Safran products during their lifetime (as a reminder, the lifetime of commercial aircraft is estimated at 22 years) are indicated in the 2023 URD as follows:

Scope 3 GHG emissions – product use	2018	2021[2]	2022	2023[1]
Emissions directly related to the product use phase *(t CO_2 eq.)* – engines	31,400,000	14,700,000	16,300,000	19,500,000
Emissions indirectly related to the product use phase (*t CO_2 eq.*) – other equipment sold	82,300,000	37,600,000	39,800,000	42,300,000
TOTAL EMISSIONS RELATED TO THE PRODUCT USE PHASE	**113,800,000**	**52,300,000**	**56,100,000**	**61,800,000**
Total emissions related to the product use phase, based on passenger traffic on aircraft equipped with Safran products *(g CO_2/seat kilometer)*	5.9	5.1	4.5	4.3

(1) In 2023, Safran Cabin's non-propulsion catering and freight activities were sold. They generated indirect emissions representing an average of 4.86% of Scope 3 emissions from product use over the 2018-2022 period.

(2) The significant reduction in emissions between in 2021 is attributable largely to the impact of the Covid-19 health crisis on Safran's business.

As part of its strategy to reduce emissions associated with the use of its products (Scope 3), Safran has for several years been committed to improving the energy efficiency of aircraft, thereby contributing to the reduction of emissions in the aviation sector. Safran has therefore set itself the target of reducing its greenhouse gas emissions by 42.5% by 2035, on a seat-kilometer basis, compared with 2018, an average annual reduction of 2.5%. This target was approved by the SBTi and is consistent with a warming scenario well below 2°C (straight-line annual reduction of at least 2.5%).