



American Airlines Group Inc

2025 CDP Corporate Questionnaire 2025

Word version

Important: this export excludes unanswered questions

This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.

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Contents

C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

USD

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

Publicly traded organization

(1.3.3) Description of organization

American Airlines Group Inc. is a holding company whose primary business activity is the operation of a major network carrier headquartered in Fort Worth, Texas, providing scheduled air transportation for passengers and cargo through our mainline operating subsidiary, American Airlines, Inc., and our wholly owned regional airline subsidiaries, Envoy Air Inc., PSA Airlines, Inc. and Piedmont Airlines, Inc., as well as contracted third-party regional carriers. American Airlines Group Inc. and our wholly owned subsidiaries are hereafter referred to collectively as “American.” The term “regional carriers” refers only to those owned by American. American is committed to providing regular and transparent information about our strategies and performance on the sustainability issues that we believe are most important to our company and stakeholders.

[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

	End date of reporting year	Alignment of this reporting period with your financial reporting period	Indicate if you are providing emissions data for past reporting years
	12/31/2024	Select from: <input checked="" type="checkbox"/> Yes	Select from: <input checked="" type="checkbox"/> No

[Fixed row]

(1.4.1) What is your organization’s annual revenue for the reporting period?

54211000000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?	How does your reporting boundary differ to that used in your financial statement?
	Select from: <input checked="" type="checkbox"/> No	<i>American reports emissions using the operational control approach, accounting for operations where it has full authority to implement policies.</i>

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

No

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

Yes

(1.6.2) Provide your unique identifier

AAL

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

No

[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

- | | |
|--|--|
| <input checked="" type="checkbox"/> Cuba | <input checked="" type="checkbox"/> India |
| <input checked="" type="checkbox"/> Peru | <input checked="" type="checkbox"/> Italy |
| <input checked="" type="checkbox"/> Chile | <input checked="" type="checkbox"/> Japan |
| <input checked="" type="checkbox"/> China | <input checked="" type="checkbox"/> Qatar |
| <input checked="" type="checkbox"/> Haiti | <input checked="" type="checkbox"/> Spain |
| <input checked="" type="checkbox"/> Belize | <input checked="" type="checkbox"/> Guyana |
| <input checked="" type="checkbox"/> Brazil | <input checked="" type="checkbox"/> Israel |
| <input checked="" type="checkbox"/> Canada | <input checked="" type="checkbox"/> Mexico |
| <input checked="" type="checkbox"/> France | <input checked="" type="checkbox"/> Panama |

- Greece
- Ecuador
- Germany
- Grenada
- Iceland
- Ireland
- Honduras
- Portugal
- Suriname
- Argentina
- Australia
- New Zealand
- Saint Lucia
- Switzerland
- Dominican Republic
- Antigua and Barbuda
- United Kingdom of Great Britain and Northern Ireland

- Bahamas
- Jamaica
- Uruguay
- Barbados
- Colombia
- Dominica
- Guatemala
- Nicaragua
- Costa Rica
- El Salvador
- Netherlands
- Trinidad and Tobago
- Saint Kitts and Nevis
- United States of America
- Saint Vincent and the Grenadines
- Democratic People's Republic of Korea

(1.21) For which transport modes will you be providing data?

Select all that apply

- Aviation

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

- No, but we plan to do so within the next two years

(1.24.4) Highest supplier tier known but not mapped

Select from:

- Tier 1 suppliers

(1.24.8) Primary reason for not mapping your upstream value chain or any value chain stages

Select from:

- Lack of internal resources, capabilities, or expertise (e.g., due to organization size)

(1.24.9) Explain why your organization has not mapped its upstream value chain or any value chain stages

We are in the process of doing so.

[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

	Plastics mapping	Value chain stages covered in mapping
	<p>Select from:</p> <ul style="list-style-type: none"><input checked="" type="checkbox"/> Yes, we have mapped or are currently in the process of mapping plastics in our value chain	<p>Select all that apply</p> <ul style="list-style-type: none"><input checked="" type="checkbox"/> Upstream value chain

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

2

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Our short-term horizon aligns with the International Air Transport Association (IATA) short-term strategy to improve the industry's carbon efficiency annually.

Medium-term

(2.1.1) From (years)

2

(2.1.3) To (years)

15

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Our medium-term horizon aligns with our goal to replace 10% of our jet fuel with SAF by 2030 and our target -- validated by the Science Based Targets initiative (SBTi) -- to reduce our carbon intensity by 45% by 2035.

Long-term

(2.1.1) From (years)

15

(2.1.2) Is your long-term time horizon open ended?

Select from:

No

(2.1.3) To (years)

30

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Our long-term horizon aligns with our goal to reach net zero emissions by 2050.

[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Primary reason for not evaluating dependencies and/or impacts	Explain why you do not evaluate dependencies and/or impacts and describe any plans to do so in the future
	Select from: <input checked="" type="checkbox"/> No, but we plan to within the next two years	Select from: <input checked="" type="checkbox"/> Not an immediate strategic priority	<i>This area is a work in progress.</i>

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process
	<i>Select from:</i> <input checked="" type="checkbox"/> Yes	<i>Select from:</i> <input checked="" type="checkbox"/> Both risks and opportunities

[Fixed row]

(2.2.2) Provide details of your organization’s process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

- Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

- Risks
- Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

- Direct operations
- Upstream value chain

(2.2.2.4) Coverage

Select from:

- Full

(2.2.2.5) Supplier tiers covered

Select all that apply

- Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

- Qualitative only

(2.2.2.8) Frequency of assessment

Select from:

- More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

- Short-term
- Medium-term
- Long-term

(2.2.2.10) Integration of risk management process

Select from:

- Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

- Site-specific

(2.2.2.12) Tools and methods used

Other

- Scenario analysis

(2.2.2.13) Risk types and criteria considered

Acute physical

- Cyclones, hurricanes, typhoons
- Drought
- Flood (coastal, fluvial, pluvial, ground water)
- Wildfires

Chronic physical

- Changing temperature (air, freshwater, marine water)
- Water stress

Policy

- Carbon pricing mechanisms
- Other policy, please specify :Inadequate development of public policies to support aviation's transition and increased reporting obligation

Market

- Availability and/or increased cost of raw materials
- Changing customer behavior

Reputation

- Other reputation, please specify :Slower than expected progress in development of new technologies that will allow the reduction of emissions in our operations and meet our climate goals.

Technology

- Transition to lower emissions technology and products
- Other technology, please specify :Upfront investment needed to transition to lower-emission technology in the future may be onerous

Liability

- Exposure to litigation
- Other liability, please specify :Exposure to fines or penalties

(2.2.2.14) Partners and stakeholders considered

Select all that apply

- Customers
- Employees
- Investors
- Regulators
- Suppliers

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

- No

(2.2.2.16) Further details of process

*Please see pages 6-8, 66-79 of our 2024 Sustainability Report.
[Add row]*

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

Yes

(2.2.7.2) Description of how interconnections are assessed

In 2022, American became the first U.S. airline to join the Transport Taskforce of United for Wildlife, an initiative founded by Britain's Prince William and the Royal Foundation to bring together airline and freight industry experts to raise awareness, identify the sector's exposure and develop solutions to stop the illegal wildlife trade. Additionally, we have signed on to the 11 commitments outlined in the Buckingham Palace Declaration, which includes taking a zero-tolerance pledge to the illegal wildlife trade, enhancing data systems and innovation, and improving information sharing across the transportation sector. Our strategy is informed by a risk analysis examining our global network and the smuggling routes of animal products, highlighting specific regions, routes and hotspots within our network that pose high risks of smuggling. Based on this analysis, we are implementing targeted training, providing informational materials and developing robust reporting channels to detect and prevent the illegal trafficking of wildlife. Since wildlife trafficking also overlaps with other crimes, including the illegal trafficking of people and drugs, we believe that our work with the Department of Homeland Security's Blue Lightning Initiative will help prepare us to respond to these potential risks quickly and efficiently. A joint effort of the U.S. Department of Transportation and the U.S. Department of Homeland Security's Customs and Border Protection, Blue Lightning Initiative (BLI) focuses on training airline and aviation personnel so that they have the tools to better identify potential traffickers and victims. American joined BLI in January 2025, and its training will become a part of the human trafficking awareness training we provide to American's flight attendants, pilots, customer service representatives and other team members. BLI partners instruct their employees using the BLI virtual training module and associated printed educational materials, which may be integrated into initial or refresher training. The BLI training illustrates common indicators of trafficking that aviation employees may encounter and how to report suspected trafficking to law enforcement. BLI's real-time reporting mechanism gives law enforcement the ability to research and analyze information, and to coordinate an appropriate and effective response.

[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

Direct operations

Upstream value chain

(2.3.4) Description of process to identify priority locations

We conducted a climate risk screening in 2022 of approximately 400 American Airlines facilities and suppliers, including airports, cargo facilities, data centers, maintenance facilities, jet fuel supplier plants, offices and training centers around the world. For each of these sites, we assessed the risk associated with temperature, coastal flooding, fluvial (river) flooding, tropical cyclones (Eastern Atlantic basin only), water stress, drought and wildfire. Our analysis was supported by The Climate Service, a leading provider of climate science and analytics for business. In early 2023, we supplemented that analysis by adding an assessment of physical risks under a 1.5C scenario. The results of our analysis refined our focus to 12 strategically important sites for our company, which include hub airports that form the foundation of our network; our largest maintenance facility; our corporate headquarters, which is also home to our integrated operations center and primary training facility; and a key fuel supplier. In 2025, we further supplemented our physical risk assessment including a detailed analysis of acute (event-driven) and chronic (long-term) climate hazards for the 136 assets we identified as most financially and operationally significant to American. For each identified site or asset, we assessed its exposure and vulnerability to 14 relevant potential climate hazards, such as increasing and extreme temperatures, water stress, drought, and wildfire, under both medium- and high-emissions scenarios. Exposure and vulnerability, when combined, provide us with a comprehensive understanding of risk.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

No, we have a list/geospatial map of priority locations, but we will not be disclosing it

[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.7) Application of definition

American takes an integrated approach to risk identification, assessment and management. Through our multidisciplinary company-wide risk identification, assessment and management processes, we monitor climate risks on an ongoing basis and assess those risks across short, intermediate and long-term time horizons on a case-by-case basis. We define substantive financial and strategic impacts when assessing climate-related risks as those impacts that meet or surpass our financial thresholds, or those impacts that have a direct or indirect impact on our operations, such as risks that may cause significant flight delays, increase flight input prices, limit our ability to maximize our weight load on flights, etc. The quantifiable indicators used to define substantive financial or strategic impacts are those that would cause the firm a loss or gain great enough to change our internal approach to managing the risk or opportunity, which we have determined to be 1% of our pre-tax income.

[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental risks identified
Climate change	<i>Select from:</i> <input checked="" type="checkbox"/> No
Plastics	<i>Select from:</i> <input checked="" type="checkbox"/> No

[Fixed row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

EU ETS

UK ETS

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

EU ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

1

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

710

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO₂e

710

(3.5.2.8) Verified Scope 2 emissions in metric tons CO₂e

0

(3.5.2.9) Details of ownership

Select from:

Other, please specify :Flights covered by the EU ETS

(3.5.2.10) Comment

N/A

UK ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

1

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

35

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

35

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

(3.5.2.9) Details of ownership

Select from:

Other, please specify :Flights covered by the UK ETS

(3.5.2.10) Comment

N/A

[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

The International Civil Aviation Organization (ICAO) put in place the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to reduce emissions from international aviation from 2021 through 2035, though the COVID pandemic reduced international flight emissions and consequently delayed airlines' compliance obligations. We anticipate compliance obligations under CORSIA's First Phase (2024–2026); however, the extent of our obligation will remain uncertain until the phase concludes and ICAO calculates covered emissions relative to the baseline of 85% of 2019 emissions. We intend to meet our CORSIA obligations by purchasing carbon offsets in the voluntary market and/or by purchasing sustainable aviation fuel, both of which would need to meet CORSIA's sustainability and other requirements. American's CORSIA compliance is coordinated by our Finance, Operations Planning and Performance (OPP) and Sustainability teams. The Finance and Sustainability teams are responsible for jointly estimating our future obligations and reviewing that estimation at least annually with senior management. The Sustainability and OPP teams collaborate to prepare our annual CORSIA emissions report, submit that report to an independent third-party agency for verification, and transmit the verified report to the U.S. Federal Aviation Administration. On an ongoing basis, we evaluate and update our CORSIA strategy and integrate it in our overall financial and sustainability planning.

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The Board seeks to be composed of individuals who have the highest personal and professional integrity, who have demonstrated exceptional ability and judgment and who are effective, in conjunction with the other members of the Board, in providing the diversity of skills, expertise and perspectives (including based on age, gender, race and ethnic diversity) appropriate for the business and operations of the Company and serving the long-term interests of the stockholders.

(4.1.6) Attach the policy (optional)

aag-corporate-governance-guidelines.pdf

[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue	Primary reason for no board-level oversight of this environmental issue	Explain why your organization does not have board-level oversight of this environmental issue
Climate change	Select from: <input checked="" type="checkbox"/> Yes	Select from:	Rich text input [must be under 2500 characters]
Biodiversity	Select from: <input checked="" type="checkbox"/> No, but we plan to within the next two years	Select from: <input checked="" type="checkbox"/> No standardized procedure	N/A

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

- Chief Executive Officer (CEO)
- Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

- Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

- Other policy applicable to the board, please specify :Corporate Governance and Public Responsibility Charter

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

- Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
- Monitoring progress towards corporate targets
- Monitoring the implementation of a climate transition plan

(4.1.2.7) Please explain

The Corporate Governance and Public Responsibility (CGPR) Committee has primary oversight of American's sustainability efforts, including our climate strategy. Its purpose also includes oversight of political activities and the procedures for compliance with significant applicable legal, ethical and regulatory requirements that impact corporate governance and public responsibility. The Committee received updates on climate change at each quarterly meeting in 2023.

[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

- Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

Consulting regularly with an internal, permanent, subject-expert working group

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	Select from: <input checked="" type="checkbox"/> Yes
Biodiversity	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

- Assessing environmental dependencies, impacts, risks, and opportunities
- Managing environmental dependencies, impacts, risks, and opportunities

(4.3.1.4) Reporting line

Select from:

- Other, please specify :Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

- Quarterly

(4.3.1.6) Please explain

Please see page 7 of our 2024 Sustainability Report.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

- Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

- Assessing environmental dependencies, impacts, risks, and opportunities

Policies, commitments, and targets

- Setting corporate environmental policies and/or commitments

(4.3.1.4) Reporting line

Select from:

- Other, please specify :Executive Vice President of American Eagle, Corporate Real Estate, and Government Affairs

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

- More frequently than quarterly

(4.3.1.6) Please explain

N/A

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

- Other committee, please specify :Corporate Governance and Public Responsibility Committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

- Assessing environmental dependencies, impacts, risks, and opportunities
- Managing environmental dependencies, impacts, risks, and opportunities

(4.3.1.4) Reporting line

Select from:

- Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

Quarterly

(4.3.1.6) Please explain

Please see page 7 of our 2024 Sustainability Report.

[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

No, and we do not plan to introduce them in the next two years

(4.5.3) Please explain

Short- and long-term incentive pay for the management group is based on company financial performance. Since jet fuel consumption is the leading source of American's GHG emissions and is also one of American's largest categories of expense, the management group can raise its incentive pay if it is successful in reducing the company's fuel consumption – which in turn increases the company's profitability -- and the associated emissions.

[Fixed row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	<i>Select from:</i> <input checked="" type="checkbox"/> Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

- Climate change
- Biodiversity

(4.6.1.2) Level of coverage

Select from:

- Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

- Direct operations
- Downstream value chain

(4.6.1.4) Explain the coverage

The Policy applies at all levels and to all American Airlines Group companies. We intend to continuously encourage our business partners, suppliers, contractors, service providers and vendors to support this Policy and to adopt similar policies. We welcome customer, supplier and shareholder involvement in the development, implementation and evaluation of effective outcomes of the Policy's implementation.

(4.6.1.5) Environmental policy content

Environmental commitments

- Commitment to comply with regulations and mandatory standards
- Commitment to stakeholder engagement and capacity building on environmental issues

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

- Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

- Publicly available

(4.6.1.8) Attach the policy

Environmental Policy Statement – About us – American Airlines.pdf

[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

- Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

- Science-Based Targets Initiative (SBTi)
- Task Force on Climate-related Financial Disclosures (TCFD)
- UN Global Compact

(4.10.3) Describe your organization's role within each framework or initiative

First airline to be validated under the SBTi WB2 pathway. American is a supporter of TCFD and we report under TCFD guidelines annually. American is a signatory to the UN Global Compact.

[Fixed row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

- Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

- In voluntary sustainability reports

(4.12.1.3) Environmental issues covered in publication

Select all that apply

- Climate change

(4.12.1.4) Status of the publication

Select from:

Complete

(4.12.1.5) Content elements

Select all that apply

Strategy

Governance

Emission targets

Emissions figures

Risks & Opportunities

Value chain engagement

Dependencies & Impacts

Public policy engagement

Content of environmental policies

(4.12.1.6) Page/section reference

All

(4.12.1.7) Attach the relevant publication

American-Airlines-Sustainability-Report-2024.pdf

(4.12.1.8) Comment

N/A

[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

Yes

(5.1.2) Frequency of analysis

Select from:

Annually

[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

RCP 2.6

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

No SSP used

(5.1.1.3) Approach to scenario

Select from:

- Quantitative

(5.1.1.4) Scenario coverage

Select from:

- Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- Acute physical
- Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

- 1.5°C or lower

(5.1.1.7) Reference year

2000

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2030
- 2040
- 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

RCP2.6 is the lowest warming scenario with emissions falling steadily through the 2000's reaching zero by 2100.

(5.1.1.11) Rationale for choice of scenario

Please see "Climate-Related Risks and Opportunities Analysis" on page 66 of our 2024 Sustainability Report, available at <https://news.aa.com/sustainability/>.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

- RCP 4.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

- SSP2

(5.1.1.3) Approach to scenario

Select from:

- Qualitative

(5.1.1.4) Scenario coverage

Select from:

- Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- Acute physical
- Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

- 2.0°C - 2.4°C

(5.1.1.7) Reference year

2005

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2040
- 2070

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The SSP2-4.5 scenario was selected as a moderate scenario representing a future with decreasing GHG emissions after mid-century and lesser physical impacts. SSP5-8.5 is a high-emissions scenario representing a future with increasing emissions and greater physical impacts from climate change.

(5.1.1.11) Rationale for choice of scenario

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

RCP 8.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

SSP5

(5.1.1.3) Approach to scenario

Select from:

Qualitative

(5.1.1.4) Scenario coverage

Select from:

Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

Acute physical

Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

4.0°C and above

(5.1.1.7) Reference year

2005

(5.1.1.8) Timeframes covered

Select all that apply

2025

2040

2070

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The SSP2-4.5 scenario was selected as a moderate scenario representing a future with decreasing GHG emissions after mid-century and lesser physical impacts. SSP5-8.5 is a high-emissions scenario representing a future with increasing emissions and greater physical impacts from climate change.

(5.1.1.11) Rationale for choice of scenario

Please see "Climate-Related Risks and Opportunities Analysis" on page 66 of our 2024 Sustainability Report, available at <https://news.aa.com/sustainability/>.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

IEA NZE 2050

(5.1.1.3) Approach to scenario

Select from:

- Qualitative

(5.1.1.4) Scenario coverage

Select from:

- Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- Policy
- Market
- Reputation
- Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

- 1.5°C or lower

(5.1.1.7) Reference year

2022

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2030
- 2040
- 2050

(5.1.1.9) Driving forces in scenario

Finance and insurance

- Cost of capital

Stakeholder and customer demands

- Consumer sentiment

Regulators, legal and policy regimes

- Global regulation
- Level of action (from local to global)
- Global targets

Relevant technology and science

- Other relevant technology and science driving forces, please specify :Low carbon technology innovation

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The IEA WEO scenarios come out yearly and are updated to incorporate important factors that may influence the energy market (e.g., such as the war in Ukraine). Across the 2022 scenarios economic growth are held constant, allowing for a comparison view into how different energy choices may affect the larger economic status across the world. WEO notes that the scenarios however do not capture feedback loops between climate action, climate change and economic growth.

(5.1.1.11) Rationale for choice of scenario

Please see “Climate-Related Risks and Opportunities Analysis” on page 66 of our 2024 Sustainability Report, available at <https://news.aa.com/sustainability/>.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

- IEA STEPS (previously IEA NPS)

(5.1.1.3) Approach to scenario

Select from:

- Qualitative

(5.1.1.4) Scenario coverage

Select from:

- Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- Policy
- Market
- Reputation
- Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

- 2.5°C - 2.9°C

(5.1.1.7) Reference year

2022

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2030
- 2040
- 2050

(5.1.1.9) Driving forces in scenario

Regulators, legal and policy regimes

- Global regulation
- Level of action (from local to global)
- Global targets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The IEA WEO scenarios come out yearly and are updated to incorporate important factors that may influence the energy market (e.g., such as the war in Ukraine). Across the 2022 scenarios economic growth are held constant, allowing for a comparison view into how different energy choices may affect the larger economic status across the world. WEO notes that the scenarios however do not capture feedback loops between climate action, climate change and economic growth.

(5.1.1.11) Rationale for choice of scenario

*Please see “Climate-Related Risks and Opportunities Analysis” on page 66 of our 2024 Sustainability Report, available at <https://news.aa.com/sustainability/>.
[Add row]*

(5.1.2) Provide details of the outcomes of your organization’s scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

- Risk and opportunities identification, assessment and management
- Strategy and financial planning

(5.1.2.2) Coverage of analysis

Select from:

- Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

Please see "Climate-Related Risks and Opportunities Analysis" on page 66 of our 2024 Sustainability Report, available at <https://news.aa.com/sustainability/>.
 [Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

	Transition plan	Primary reason for not having a climate transition plan that aligns with a 1.5°C world	Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world
	Select from: <input checked="" type="checkbox"/> No, but we are developing a climate transition plan within the next two years	Select from: <input checked="" type="checkbox"/> Other, please specify :No SBTi 1.5 pathway for aviation.	Please see pages 11-14 of our 2024 Sustainability Report.

[Fixed row]

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Methodology or framework used to assess alignment with your organization's climate transition
	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Other methodology or framework

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition.

	Methodology or framework used to assess alignment	Financial metric	Percentage share of selected financial metric aligned in the reporting year (%)
Row 1	<i>Select from:</i> <input checked="" type="checkbox"/> Other, please specify :Internal methodology developed to align capital spending to the investments needed to meet expected emission reductions.	<i>Select from:</i> <input checked="" type="checkbox"/> CAPEX	70

[Add row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

(5.5.1) Investment in low-carbon R&D

Select from:

Yes

(5.5.2) Comment

In 2024, American participated in ZeroAvia’s Series C fundraising round and made a conditional purchase agreement for up to 100 engines, which will allow us to retrofit and power our Bombardier CRJ-700 regional jet aircraft with ZeroAvia’s hydrogen-electric powertrain (see page 26 of our 2024 Sustainability Report).

[Fixed row]

(5.5.8) Provide details of your organization’s investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

Aviation

(5.5.8.2) Technology area

Select from:

Other propulsion technology, please specify :Hydrogen fuel

(5.5.8.3) Stage of development in the reporting year

Select from:

Pilot demonstration

(5.5.8.4) Average % of total R&D investment over the last 3 years

100

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

100

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

In 2021, American became an anchor partner of Breakthrough Energy Catalyst, a ground-breaking program within the larger Breakthrough Energy network that is working to accelerate the development and commercialization of critical technologies for decarbonization, including SAF.

[Add row]

(5.10) Does your organization use an internal price on environmental externalities?

	Use of internal pricing of environmental externalities	Environmental externality priced
	<i>Select from:</i> <input checked="" type="checkbox"/> Yes	<i>Select all that apply</i> <input checked="" type="checkbox"/> Carbon

[Fixed row]

(5.10.1) Provide details of your organization's internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:

- Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

- Drive low-carbon investment
- Navigate regulations

(5.10.1.3) Factors considered when determining the price

Select all that apply

- Other, please specify :In alignment with estimated CORSIA offset price

(5.10.1.4) Calculation methodology and assumptions made in determining the price

Market research

(5.10.1.5) Scopes covered

Select all that apply

- Scope 1

(5.10.1.6) Pricing approach used – spatial variance

Select from:

- Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

- Evolutionary

(5.10.1.9) Indicate how you expect the price to change over time

We anticipate that CORSIA will drive increasing demand for eligible offsets over the next 10+ years, which in turn will drive higher offset prices over time.

(5.10.1.10) Minimum actual price used (currency per metric ton CO₂e)

4

(5.10.1.11) Maximum actual price used (currency per metric ton CO₂e)

25

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

- Capital expenditure
- Procurement

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

Yes, for some decision-making processes, please specify

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

35

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

Estimated cost is evaluated annually.

[Add row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change
Customers	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change
Investors and shareholders	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change
Other value chain stakeholders	Select from:	Select all that apply

	Engaging with this stakeholder on environmental issues	Environmental issues covered
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Climate change

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

Business risk mitigation

(5.11.2.4) Please explain

In 2024, we developed a new Sustainability Procurement Council, where leaders of our Sustainability and Procurement groups discuss ongoing projects and shape strategy. Our Procurement group also established a centralized team dedicated to collaborating with external partners as well as other business units within American. Together, these groups work to further mitigate against potential human rights violations, unfair labor practices and poor environmental stewardship. Additionally, in 2024 American updated its Sustainability Supply Chain Policy (reference policy, https://s202.q4cdn.com/986123435/files/doc_downloads/esg/aag-sustainable-supply-chain-policy.pdf).

[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

	Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process
Climate change	<i>Select from:</i> <input checked="" type="checkbox"/> No, but we plan to introduce environmental requirements related to this environmental issue within the next two years

[Fixed row]

(5.11.7) Provide further details of your organization’s supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

No other supplier engagement

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

Unknown

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

Unknown

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

NA

(5.11.9.6) Effect of engagement and measures of success

NA

[Add row]

(5.13) Has your organization already implemented any mutually beneficial environmental initiatives due to CDP Supply Chain member engagement?

	Environmental initiatives implemented due to CDP Supply Chain member engagement
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

	Consolidation approach used	Provide the rationale for the choice of consolidation approach
Climate change	Select from: <input checked="" type="checkbox"/> Operational control	<i>Operational control provides the best estimate of emissions that we are able to influence.</i>
Plastics	Select from: <input checked="" type="checkbox"/> Other, please specify :NA	NA
Biodiversity	Select from: <input checked="" type="checkbox"/> Other, please specify :NA	NA

[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:

No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply <input checked="" type="checkbox"/> No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?
	Select all that apply <input checked="" type="checkbox"/> No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

- 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories
- The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
- The Greenhouse Gas Protocol: Public Sector Standard
- The Greenhouse Gas Protocol: Scope 2 Guidance
- The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

(7.3) Describe your organization’s approach to reporting Scope 2 emissions.

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: <input checked="" type="checkbox"/> We are reporting a Scope 2, location-based figure	Select from: <input checked="" type="checkbox"/> We are reporting a Scope 2, market-based figure	NA

[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:

- No

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2016

(7.5.2) Base year emissions (metric tons CO2e)

38912664

(7.5.3) Methodological details

NA

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2016

(7.5.2) Base year emissions (metric tons CO2e)

341000.0

(7.5.3) Methodological details

NA

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2016

(7.5.2) Base year emissions (metric tons CO2e)

341000

(7.5.3) Methodological details

NA

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

2640302

(7.5.3) Methodological details

NA

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

271014

(7.5.3) Methodological details

NA

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

8427569

(7.5.3) Methodological details

NA

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

4362681

(7.5.3) Methodological details

NA

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

1850

(7.5.3) Methodological details

NA

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

121714

(7.5.3) Methodological details

NA

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

227290

(7.5.3) Methodological details

NA

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

3176

(7.5.3) Methodological details

NA

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

22717

(7.5.3) Methodological details

NA

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

NA

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

NA

Scope 3 category 12: End of life treatment of sold products

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

NA

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

NA

Scope 3 category 14: Franchises

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

NA

Scope 3 category 15: Investments

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

332361

(7.5.3) Methodological details

NA

Scope 3: Other (upstream)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

NA

Scope 3: Other (downstream)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

NA

[Fixed row]

(7.6) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

	Gross global Scope 1 emissions (metric tons CO2e)
Reporting year	39946681

[Fixed row]

(7.7) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

	Gross global Scope 2, location-based emissions (metric tons CO2e)	Gross global Scope 2, market-based emissions (metric tons CO2e)
Reporting year	177858	128153

[Fixed row]

(7.8) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

2190927

(7.8.3) Emissions calculation methodology

Select all that apply

Average spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Capital goods

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

293803

(7.8.3) Emissions calculation methodology

Select all that apply

Average spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

8278151

(7.8.3) Emissions calculation methodology

Select all that apply

- Supplier-specific method
- Fuel-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0.1

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

- Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

2911538

(7.8.3) Emissions calculation methodology

Select all that apply

- Fuel-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Waste generated in operations

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1484

(7.8.3) Emissions calculation methodology

Select all that apply

Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Business travel

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

133051

(7.8.3) Emissions calculation methodology

Select all that apply

Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Employee commuting

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

241942

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Upstream leased assets

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

47379

(7.8.3) Emissions calculation methodology

Select all that apply

Site-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

18946

(7.8.3) Emissions calculation methodology

Select all that apply

Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Processing of sold products

(7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

Use of sold products

(7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

Downstream leased assets

(7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

Franchises

(7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

Investments

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1008205

(7.8.3) Emissions calculation methodology

Select all that apply

Investment-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Select from: <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Select from: <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 3	Select from: <input checked="" type="checkbox"/> Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

Annual process

(7.9.1.2) Status in the current reporting year

Select from:

Complete

(7.9.1.3) Type of verification or assurance

Select from:

Limited assurance

(7.9.1.4) Attach the statement

American-Airlines-Sustainability-Report-2024.pdf

(7.9.1.5) Page/section reference

Please see pages 89-95 of our 2024 Sustainability Report.

(7.9.1.6) Relevant standard

Select from:

Attestation standards established by AICPA (AT105)

(7.9.1.7) Proportion of reported emissions verified (%)

100

[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

- Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

- Annual process

(7.9.2.3) Status in the current reporting year

Select from:

- Complete

(7.9.2.4) Type of verification or assurance

Select from:

- Limited assurance

(7.9.2.5) Attach the statement

American-Airlines-Sustainability-Report-2024.pdf

(7.9.2.6) Page/ section reference

Please see pages 89-95 of our 2024 Sustainability Report.

(7.9.2.7) Relevant standard

Select from:

- Other, please specify :Attestation standard established by AICPA (AT-C210)

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:

Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

Annual process

(7.9.2.3) Status in the current reporting year

Select from:

Complete

(7.9.2.4) Type of verification or assurance

Select from:

Limited assurance

(7.9.2.5) Attach the statement

American-Airlines-Sustainability-Report-2024.pdf

(7.9.2.6) Page/ section reference

Please see pages 89-95 of our 2024 Sustainability Report.

(7.9.2.7) Relevant standard

Select from:

- Other, please specify :Attestation standard established by AICPA (AT-C210)

(7.9.2.8) Proportion of reported emissions verified (%)

100

[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

- Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
- Scope 3: Upstream transportation and distribution

(7.9.3.2) Verification or assurance cycle in place

Select from:

- Annual process

(7.9.3.3) Status in the current reporting year

Select from:

- Complete

(7.9.3.4) Type of verification or assurance

Select from:

- Limited assurance

(7.9.3.5) Attach the statement

American-Airlines-Sustainability-Report-2024.pdf

(7.9.3.6) Page/section reference

Please see pages 89-95 of our 2024 Sustainability Report.

(7.9.3.7) Relevant standard

Select from:

Other, please specify :Attestation standards established by AICPA (AT-C210)

(7.9.3.8) Proportion of reported emissions verified (%)

74

[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:

Increased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

15000

(7.10.1.2) Direction of change in emissions

Select from:

Decreased

(7.10.1.3) Emissions value (percentage)

5

(7.10.1.4) Please explain calculation

American reduced emissions due to its increased use of SAF, which increased by more than 250,000 gallons in 2024.

Change in output

(7.10.1.1) Change in emissions (metric tons CO₂e)

2413891

(7.10.1.2) Direction of change in emissions

Select from:

Increased

(7.10.1.3) Emissions value (percentage)

6

(7.10.1.4) Please explain calculation

American's available seat miles (ASMs) and Scope 1 and 2 emissions increased, leading to higher overall emissions output.

[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:

Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:

Yes

(7.12.1) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

	CO2 emissions from biogenic carbon (metric tons CO2)
	30908

[Fixed row]

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:

Yes

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:

CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

39604835

(7.15.1.3) GWP Reference

Select from:

IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

8092

(7.15.1.3) GWP Reference

Select from:

IPCC Sixth Assessment Report (AR6 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:

N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

304161

(7.15.1.3) GWP Reference

Select from:

IPCC Sixth Assessment Report (AR6 - 100 year)

Row 4

(7.15.1.1) Greenhouse gas

Select from:

HFCs

(7.15.1.2) Scope 1 emissions (metric tons of CO₂e)

29593

(7.15.1.3) GWP Reference

Select from:

IPCC Sixth Assessment Report (AR6 - 100 year)

[Add row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

By business division

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO₂e.

	Gross Scope 1 emissions, metric tons CO2e
Transport services activities	39946681

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

By business division

(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e
Transport services activities	177858	128153

[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:

Not relevant as we do not have any subsidiaries

(7.27) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Row 1

(7.27.1) Allocation challenges

Select from:

We face no challenges

(7.27.2) Please explain what would help you overcome these challenges

American uses the industry standard emissions allocation methodology developed by the International Air Transport Association.

[Add row]

(7.28) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

	Do you plan to develop your capabilities to allocate emissions to your customers in the future?	Describe how you plan to develop your capabilities
	Select from: <input checked="" type="checkbox"/> Yes	<i>American plans to further improve its carbon footprint methodology by developing emission factors by market aircraft and cabin.</i>

[Fixed row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

More than 20% but less than or equal to 25%

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired electricity	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired heat	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired steam	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired cooling	Select from: <input checked="" type="checkbox"/> Yes
Generation of electricity, heat, steam, or cooling	Select from: <input checked="" type="checkbox"/> No

[Fixed row]

(7.30.1) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

119748

(7.30.1.3) MWh from non-renewable sources

150380656

(7.30.1.4) Total (renewable + non-renewable) MWh

150500404.00

Consumption of purchased or acquired electricity

(7.30.1.2) MWh from renewable sources

190710

(7.30.1.3) MWh from non-renewable sources

480948

(7.30.1.4) Total (renewable + non-renewable) MWh

671658.00

Total energy consumption

(7.30.1.1) Heating value

Select from:

LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

310458

(7.30.1.3) MWh from non-renewable sources

(7.30.1.4) Total (renewable + non-renewable) MWh

151172062.00

[Fixed row]

(7.30.6) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	<i>Select from:</i> <input checked="" type="checkbox"/> No
Consumption of fuel for the generation of heat	<i>Select from:</i> <input checked="" type="checkbox"/> No
Consumption of fuel for the generation of steam	<i>Select from:</i> <input checked="" type="checkbox"/> No
Consumption of fuel for the generation of cooling	<i>Select from:</i> <input checked="" type="checkbox"/> No
Consumption of fuel for co-generation or tri-generation	<i>Select from:</i> <input checked="" type="checkbox"/> No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

	Heating value	Total fuel MWh consumed by the organization
Other renewable fuels (e.g. renewable hydrogen)	Select from: <input checked="" type="checkbox"/> LHV	119748
Gas	Select from: <input checked="" type="checkbox"/> LHV	4153
Other non-renewable fuels (e.g. non-renewable hydrogen)	Select from: <input checked="" type="checkbox"/> LHV	150376503
Total fuel	Select from: <input checked="" type="checkbox"/> LHV	150500404

[Fixed row]

(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.

Row 1

(7.30.14.1) Country/area

Select from:

United States of America

(7.30.14.2) Sourcing method

Select from:

Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

Electricity

(7.30.14.4) Low-carbon technology type

Select from:

Wind

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

190710

(7.30.14.6) Tracking instrument used

Select from:

US-REC

[Add row]

(7.36) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Row 1

(7.36.1) Activity

Select from:

Aviation

(7.36.2) Metric figure

0.6

(7.36.3) Metric numerator

Select from:

Liters of fuel

(7.36.4) Metric denominator

Select from:

Revenue-ton.km

(7.36.5) Metric numerator: Unit total

15662342888

(7.36.6) Metric denominator: Unit total

26066605116

(7.36.7) % change from last year

7

(7.36.8) Please explain

In 2024, American's efficiency increased due to a 1.4% rise in load factor.

[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.00074

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

40124539

(7.45.3) Metric denominator

Select from:

unit total revenue

(7.45.4) Metric denominator: Unit total

54211000000

(7.45.5) Scope 2 figure used

Select from:

Location-based

(7.45.6) % change from previous year

3.5

(7.45.7) Direction of change

Select from:

Decreased

(7.45.8) Reasons for change

Select all that apply

Change in revenue

(7.45.9) Please explain

American's 2024 emissions intensity per dollar of revenue improved by 3.5% compared to 2023, primarily due to a 2.7% increase in revenue.

[Add row]

(7.51) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

Aviation

(7.51.1) Scopes used for calculation of intensities

Select from:

Report just Scope 1

(7.51.2) Intensity figure

0.0015

(7.51.3) Metric numerator: emissions in metric tons CO₂e

39946681

(7.51.4) Metric denominator: unit

Select from:

t.mile

(7.51.5) Metric denominator: unit total

2606660511

(7.51.6) % change from previous year

9.85

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

American's 2024 emissions intensity per ton mile improved by 9.85% compared to 2023, primarily due to a 1.6-point increase in load factor. The increased load factor contributed to a 7.3% increase in RPM, which outpaced the 6.3% increase in jet fuel use—the primary driver of Scope 1 emissions.

ALL

(7.51.1) Scopes used for calculation of intensities

Select from:

Report Scope 1 + 2

(7.51.2) Intensity figure

0.0015

(7.51.3) Metric numerator: emissions in metric tons CO₂e

40124539

(7.51.4) Metric denominator: unit

Select from:

t.mile

(7.51.5) Metric denominator: unit total

2606660511

(7.51.6) % change from previous year

3.8

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

American's 2024 emissions intensity per ton mile improved 9.85% from 2023, primarily due to a 1.6 point increase in load factor. The increased load factor contributed to a 7.3% increase in RPM and outpaced the 6.3% increase in jet fuel use - primary driver of Scope 1 emissions. Scope 2 emissions also decreased a most 5.8% but make up a tiny portion of total emissions.

[Fixed row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

Absolute target

Intensity target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

Abs 1

(7.53.1.2) Is this a science-based target?

Select from:

Yes, and this target has been approved by the Science Based Targets initiative

(7.53.1.3) Science Based Targets initiative official validation letter

AMAI-USA-001-OFF Certificate Finalised.pdf

(7.53.1.4) Target ambition

Select from:

Well-below 2°C aligned

(7.53.1.5) Date target was set

04/13/2022

(7.53.1.6) Target coverage

Select from:

Business activity

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

Carbon dioxide (CO2)

Methane (CH4)

Nitrous oxide (N2O)

(7.53.1.8) Scopes

Select all that apply

Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

Market-based

(7.53.1.11) End date of base year

12/31/2019

(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

274333

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

0.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

274333.000

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

(7.53.1.54) End date of target

12/31/2035

(7.53.1.55) Targeted reduction from base year (%)

40

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

164599.800

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

128153

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

128153.000

(7.53.1.79) % of target achieved relative to base year

(7.53.1.80) Target status in reporting year

Select from:

Achieved

(7.53.1.83) Target objective

Reduce absolute Scope 2 GHG emissions by 40% by 2035

[Add row]

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

Int 1

(7.53.2.2) Is this a science-based target?

Select from:

Yes, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

AMAI-USA-001-OFF Certificate Finalised.pdf

(7.53.2.4) Target ambition

Select from:

Well-below 2°C aligned

(7.53.2.5) Date target was set

04/12/2022

(7.53.2.6) Target coverage

Select from:

- Business activity

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

- Carbon dioxide (CO2)
- Methane (CH4)
- Nitrous oxide (N2O)

(7.53.2.8) Scopes

Select all that apply

- Scope 1
- Scope 3

(7.53.2.10) Scope 3 categories

Select all that apply

- Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)
- Category 4: Upstream transportation and distribution

(7.53.2.11) Intensity metric

Select from:

- Other, please specify :Grams of CO2e per revenue ton kilometer

(7.53.2.12) End date of base year

12/31/2019

(7.53.2.13) Intensity figure in base year for Scope 1

1228.2

(7.53.2.32) Intensity figure in base year for total Scope 3

0.0000000000

(7.53.2.33) Intensity figure in base year for all selected Scopes

1228.2000000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

100

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

100

(7.53.2.55) End date of target

12/31/2035

(7.53.2.56) Targeted reduction from base year (%)

45

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

675.5100000000

(7.53.2.60) Intensity figure in reporting year for Scope 1

0.0011746

(7.53.2.79) Intensity figure in reporting year for total Scope 3

0.0000000000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

0.0011746000

(7.53.2.82) % of target achieved relative to base year

222.22

(7.53.2.83) Target status in reporting year

Select from:

Underway

(7.53.2.85) Explain target coverage and identify any exclusions

Intensity target combines Scope 1 and categories 3 and 4 of Scope 3.

(7.53.2.86) Target objective

Reduce well-to-wake GHG emissions related to jet fuel 45% per revenue ton kilometer from owned and subcontracted operations by 2035.

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

Targets to increase or maintain low-carbon energy consumption or production

Net-zero targets

(7.54.1) Provide details of your targets to increase or maintain low-carbon energy consumption or production.

Row 1

(7.54.1.1) Target reference number

Select from:

Low 1

(7.54.1.19) Explain target coverage and identify any exclusions

Please reference the 2024 Sustainability Report.

[Add row]

(7.54.3) Provide details of your net-zero target(s).

	Explain target coverage and identify any exclusions
Row 1	Please reference the 2024 Sustainability Report.

[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:

Yes

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

	Comment
Row 1	<i>Please reference the 2024 sustainability report.</i>

[Add row]

(7.73) Are you providing product level data for your organization’s goods or services?

Select from:

No, I am not providing data

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

No

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

Aviation

(7.75.2) Metric

Select from:

Fleet adoption

(7.75.3) Technology

Select from:

Other, please specify :Latest generation and airframe and engine technology

(7.75.4) Metric figure

26.3

(7.75.5) Metric unit

Select from:

Other, please specify :Percent of available seat miles flown by the latest generation of aircraft, which includes Airbus 321neo, Boeing 737MAX, 787-8 and 787-9 aircraft types.)

(7.75.6) Explanation

Emissions associated with jet fuel are American's primary source of GHG emissions. This metric tracks the performance of American's fleet renewal program in which it is acquiring new aircraft with the latest generation of technology and improved fuel efficiency, while retiring its oldest and least efficient aircraft. This effort will have the greatest near-term impact on emissions since these new aircraft are up to 20% more fuel efficient than the previous generation of aircraft.

Row 2

(7.75.1) Activity

Select from:

Aviation

(7.75.2) Metric

Select from:

Fleet adoption

(7.75.3) Technology

Select from:

Other, please specify :Electric powered ground support equipment (GSE)

(7.75.4) Metric figure

23

(7.75.5) Metric unit

Select from:

Other, please specify :Percent of ground support equipment (GSE) that is electric powered

(7.75.6) Explanation

Americans second largest source of direct GHG emissions comes from the numerous pieces of ground support equipment GSE we need to support our operations such as baggage carts cargo loaders pushout tractors etc. In the past most of our GSE was either diesel or gasoline powered but now there are electric versions available for many categories of GSE Electric GSE produce significantly fewer GHG emissions than either the diesel or gasoline powered versions This metric measures the percent of our GSE fleet that has transitioned to lower carbon electric power

[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

No

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

	Targets in place
	<i>Select from:</i> <input checked="" type="checkbox"/> No, and we do not plan to within the next two years

[Fixed row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

- Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

- Land/water protection
 Species management
 Education & awareness

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?
	Select from: <input checked="" type="checkbox"/> No, we do not use indicators, but plan to within the next two years

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

Climate change

(13.1.1.3) Verification/assurance standard

General standards

Attestation Standards (AT-C Section 105 & 210/205) established by the American Institute of Certified Public Accountants (AICPA)

(13.1.1.4) Further details of the third-party verification/assurance process

Biogenic emissions were examined by independent accountant KPMG LLP, as described in its report starting on page 89.
<https://s202.q4cdn.com/986123435/files/images/esg/American-Airlines-Sustainability-Report-2024.pdf>

(13.1.1.5) Attach verification/assurance evidence/report (optional)

American-Airlines-Sustainability-Report-2024.pdf
[Add row]

(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

(13.2.1) Additional information

American's 2024 Sustainability Report, available at <https://news.aa.com/sustainability/resource-center/>, contains a complete discussion of our company's strategy to address the impact of our operations on the environment and the climate change. We have also attached the breakdown of our scope 1 and 2 emissions by region and business division. We were not able to respond to 7.16 and 7.30.16 in the way we have previously reported; please find the breakdown attached.

(13.2.2) Attachment (optional)

2024 CDP 13.2 Emission Data.xlsx
[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

VP, Sustainability and Chief Sustainability Officer

(13.3.2) Corresponding job category

Select from:

Chief Sustainability Officer (CSO)

[Fixed row]

