American Airlines Group Inc

2024 CDP Corporate Questionnaire 2024

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.
Terms of disclosure for corporate questionnaire 2024 - CDP

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04/08/2025, 05:33 pm

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 Aviation Group 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
	12/31/2023	*Select from:* ☑ Yes	*Select from:* ☑ No

[Fixed row]

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

52788000000

(1.5) Provide details on your reporting boundary.

(1.5.1) Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?

Select from:

☑ No

(1.5.2) How does your reporting boundary differ to that used in your financial statement?

American presents its emissions under the operational control approach, accounting for emissions from operations over which it has the full authority to introduce and implement its operating policies.
[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

☑ Cuba
☑ Peru
☑ Chile
☑ China
☑ Haiti
☑ Belize
☑ Brazil
☑ India
☑ Italy
☑ Japan
☑ Qatar
☑ Spain
☑ Guyana
☑ Israel

☑ Canada
☑ France
☑ Greece
☑ Bahamas
☑ Croatia
☑ Ecuador
☑ Germany
☑ Grenada
☑ Colombia
☑ Dominica
☑ Honduras
☑ Portugal
☑ Suriname
☑ El Salvador
☑ Netherlands
☑ New Zealand
☑ Saint Lucia
☑ Switzerland
☑ Saint Vincent and the Grenadines
☑ Democratic People's Republic of Korea
☑ United Kingdom of Great Britain and Northern Ireland
☑ Mexico
☑ Panama
☑ Turkey
☑ Iceland
☑ Ireland
☑ Jamaica
☑ Uruguay
☑ Barbados
☑ Argentina
☑ Australia
☑ Guatemala
☑ Nicaragua
☑ Costa Rica
☑ Dominican Republic
☑ Antigua and Barbuda
☑ Trinidad and Tobago
☑ Saint Kitts and Nevis
☑ United States of America

(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
	Select from: ☑ Yes, we have mapped or are currently in the process of mapping plastics in our value chain	*Select all that apply* ☑ 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: ☑ No, but we plan to within the next two years	*Select from:* ☑ Not an immediate strategic priority	*This is an area of work in progress.*

[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
	Select from: ☑ Yes	*Select from:* ☑ 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

(2.2.2.7) 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 61-70 of our 2023 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, and, in 2023, we continued to implement our commitments outlined in the Buckingham Palace Declaration. This organization, established by the Royal Foundation of the Prince and Princess of Wales, is working to protect elephants, rhinos, monkeys, birds, insects, reptiles and other endangered species, including plants, from the illegal wildlife trade that is pushing them toward extinction. This global criminal enterprise is worth an estimated 20 billion USD annually, with poachers and traffickers trading in a wide variety of endangered wildlife and wildlife body parts, generally for sale as trophies or for purported medicinal uses. Their activities are also linked to money laundering as well as the trafficking of drugs and weapons. American has pledged to increase awareness among team members regarding the nature, scale and consequences of these activities. In 2023, we began our journey by working to understand our exposure to wildlife trafficking. Through an intensive analysis of our global network and the smuggling routes of animal products, we developed a risk assessment and used it to craft our strategy. It highlights specific regions, routes and hotspots within our network that pose high risks of smuggling. The global nature of our Cargo operation and its significant presence in areas at risk of wildlife trafficking made it a logical choice for launching this strategy. Cargo served more than 21,000 unique origin and destination pairs in 2023. Highest-volume stations are spread throughout the world, including London, São Paulo, Buenos Aires, Dallas-Fort Worth, Miami and Los Angeles. We have made wildlife awareness training a requirement for frontline Cargo team members, and over 95% of them completed it in 2023. We began the process of expanding training to other teams as well. We also worked to increase awareness among Cargo team members by distributing informational posters outlining common red flags and trafficking methods for display in more than 40 Cargo stations worldwide. We also worked closely with our Corporate Security department to develop new channels for reporting suspected trafficking incidents. And to raise awareness, our Living Green Employee Business Resource Group sponsored events on this topic.
[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.
[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

(3.5) 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

01/01/2023

(3.5.2.4) Period end date

12/31/2023

(3.5.2.5) Allowances allocated

288

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

237

(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

NA

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

01/01/2023

(3.5.2.4) Period end date

12/31/2023

(3.5.2.5) Allowances allocated

183

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

59

(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 UK ETS

(3.5.2.10) Comment

NA
[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 we will have compliance obligations under CORSIA's First Phase (2024-2026), though the extent of our obligation will remain uncertain until the First Phase has ended 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)

American Airlines Group Inc. 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:* ☑ Yes	*Select from:*	*Rich text input [must be under 2500 characters]*
Biodiversity	*Select from:* ☑ No, but we plan to within the next two years	*Select from:* ☑ No standardized procedure	*NA*

[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:* ☑ Yes
Biodiversity	*Select from:* ☑ 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 2023 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 :Chief Government Affairs Officer

(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

NA

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Sustainability 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 2023 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:
☑ Yes

(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]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Resource use and efficiency

☑ Reduction in total energy consumption

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

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.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Facility/Unit/Site management

☑ Business unit manager

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Resource use and efficiency

☑ Energy efficiency improvement

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

Managers and above receive a bonus through the short-term incentive program, which is driven by profitability. Lowering costs of jet fuel -- one of the company's largest categories of expense -- and improving efficiency across the operation drives profitability, thus determining the outcome of the incentive.
[Add row]

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

	Does your organization have any environmental policies?
	Select from: ☑ 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 â^ ’ About us â^ ’ 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
☑ Value chain engagement
☑ Dependencies & Impacts
☑ Public policy engagement
☑ Content of environmental policies

☑ Risks & Opportunities

(4.12.1.6) Page/section reference

All

(4.12.1.7) Attach the relevant publication

American Airlines 2023 Sustainability Report.pdf

(4.12.1.8) Comment

NA
[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 61 of our 2023 Sustainability Report, available at https://news.aa.com/esg/.

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:

☑ 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:

☑ 1.6ºC - 1.9ºC

(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

RCP4.5, represents a future aligned with the 2015 Paris Agreement while RCP8.5 represents an upper range of future climate change impacts.

(5.1.1.11) Rationale for choice of scenario

Please see "Climate-Related Risks and Opportunities Analysis" on page 61 of our 2023 Sustainability Report, available at https://news.aa.com/esg/.

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:

☑ 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:

☑ 3.0ºC - 3.4ºC

(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

RCP8.5 scenario represents a higher emissions future with increasing GHG emissions through 2100 and greater physical impacts from climate change, while the RCP4.5 scenario represents a future with decreasing GHG emissions after mid-century, has lesser physical impacts, and is a 2C scenario

(5.1.1.11) Rationale for choice of scenario

Please see "Climate-Related Risks and Opportunities Analysis" on page 61 of our 2023 Sustainability Report, available at https://news.aa.com/esg/.

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 61 of our 2023 Sustainability Report, available at https://news.aa.com/esg/.

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:

☑ 2.5ºC - 2.9ºC

(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 61 of our 2023 Sustainability Report, available at https://news.aa.com/esg/.
[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 61 of our 2023 Sustainability Report, available at https://news.aa.com/esg/.
[Fixed row]

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

(5.2.1) Transition plan

Select from:
☑ No, but we have a climate transition plan with a different temperature alignment

(5.2.2) Temperature alignment of transition plan

Select from:
☑ Well-below 2°C aligned

(5.2.3) Publicly available climate transition plan

Select from:
☑ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:
☑ No, and we do not plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

The aviation industry will continue to rely on fossil jet fuel until the market for sustainable aviation fuel has matured.

(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ We have a different feedback mechanism in place

(5.2.8) Description of feedback mechanism

We regularly speck to shareholders about our climate transition plan.

(5.2.9) Frequency of feedback collection

Select from:

☑ More frequently than annually

(5.2.10) Description of key assumptions and dependencies on which the transition plan relies

While there are many components to our transition plan, the two key assumptions that will determine the success of our plan are 1.) Appropriate policies will be established to help the SAF market scale, and 2.) New aircraft designs will become available that will reduce emissions by improved efficiency and from the use of alternative fuels

(5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

American continues to advocate for SAF policies that support increased SAF use. In 2024, American was a founding member of the SAF Coalition to help support SAF policy. In addition, American entered into a conditional purchase agreement with Zeroavia to purchase 100 hydrogen electric engines intended to power regional jet aircraft with zero inflight emissions save for water vapor.

(5.2.12) Attach any relevant documents which detail your climate transition plan (optional)

American-Airlines-Sustainability-Report-2023.pdf

(5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

☑ No other environmental issue considered

(5.2.15) Primary reason for not having a climate transition plan that aligns with a 1.5°C world

Select from:

☑ Other, please specify **:**No SBTi 1.5 pathway for aviation.

(5.2.16) Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world

Please see pages 11-14 of our 2023 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: ☑ Yes	*Select all that apply* ☑ 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	*Select from:* ☑ Other, please specify **:**Internal methodology developed to align capital spending to the investments needed to meet expected emission reductions.	*Select from:* ☑ 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 2023, American joined Embraer's Energia Advisory Group to help define the performance and design requirements for its new line of low- and no-emissions aircraft. The technology aims to use electric, hydrogen and hybrid propulsion technologies to advance next-generation, zero-emissions aircraft.
[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
	Select from: ☑ Yes	*Select all that apply* ☑ 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:* ☑ Yes	*Select all that apply* ☑ Climate change
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ 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 2023, American released its Sustainable Supply Chain Policy to reduce risk and enhance the experience for its customers and team members. American engages new and existing suppliers to understand how they view and manage environmental, social, and governance (ESG) risks. American aims to partner with those who share our goals on ESG matters, including protecting and promoting biodiversity, eliminating all deforestation, and respecting human rights. For more information, please see pages 54-56 of our 2023 Sustainability Report.
[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	Policy in place for addressing supplier non-compliance	Comment
Climate change	*Select from:* ☑ No, but we plan to introduce environmental requirements related to this environmental issue within the next two years	*Select from:* ☑ No, we do not have a policy in place for addressing non-compliance	*NA*

[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: ☑ 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:* ☑ Operational control	*Operational control provides the best estimate of emissions that we are able to influence.*
Plastics	*Select from:* ☑ Other, please specify :NA	*NA*
Biodiversity	*Select from:* ☑ 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 ☑ 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 ☑ 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

☑ IPCC Guidelines for National Greenhouse Gas Inventories, 2006

☑ 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: ☑ We are reporting a Scope 2, location-based figure	*Select from:* ☑ 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)

341000.0

(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)	Methodological details
Reporting year	*37532790*	*Scope 1 amounts exclude biogenic CO2 emissions from SAF*

[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) (if applicable)	Methodological details
Reporting year	*188992*	*125634*	*NA*

[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)

2032859

(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

(7.8.5) Please explain

NA

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

299185

(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

(7.8.5) Please explain

NA

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)

7775256

(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

(7.8.5) Please explain

NA

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

2867275

(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

(7.8.5) Please explain

NA

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

2276

(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

(7.8.5) Please explain

NA

Business travel

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

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

119039

(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

(7.8.5) Please explain

NA

Employee commuting

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

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

240139

(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

(7.8.5) Please explain

NA

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

20929

(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

(7.8.5) Please explain

NA

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

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

17692

(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

(7.8.5) Please explain

NA

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

American is a service provider and does not process sold products.

Use of sold products

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

American is a service provider and does not sell products.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

American is a service provider and does not process sold products.

Downstream leased assets

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

American does not lease downstream assets.

Franchises

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

American does not have any franchises.

Investments

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

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

914768

(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

(7.8.5) Please explain

NA

Other (upstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

NA

Other (downstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

NA
[Fixed row]

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

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ 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:

☑ Reasonable assurance

(7.9.1.4) Attach the statement

American-Airlines-Sustainability-Report-2023.pdf

(7.9.1.5) Page/section reference

Page 83 of Sustainability Report https://s202.q4cdn.com/986123435/files/images/esg/American-Airlines-Sustainability-Report-2023.pdf

(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-2023.pdf

(7.9.2.6) Page/ section reference

Page 83 of Sustainability Report https://s202.q4cdn.com/986123435/files/images/esg/American-Airlines-Sustainability-Report-2023.pdf

(7.9.2.7) Relevant standard

Select from:

☑ Other, please specify **:**Attestation standard estabilshed 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-2023.pdf

(7.9.2.6) Page/ section reference

Page 83 of Sustainability Report https://s202.q4cdn.com/986123435/files/images/esg/American-Airlines-Sustainability-Report-2023.pdf

(7.9.2.7) Relevant standard

Select from:
☑ Other, please specify **:**Attestation standards 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-2023.pdf

(7.9.3.6) Page/section reference

Page 83 of Sustainability Report https://s202.q4cdn.com/986123435/files/images/esg/American-Airlines-Sustainability-Report-2023.pdf

(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 (%)

79
[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)

916

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

4

(7.10.1.4) Please explain calculation

American reduced emissions due to its increased use of SAF, which increased by more than 100,000 gallons in 2023.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA

Mergers

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

2903824

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

8

(7.10.1.4) Please explain calculation

American's available seat miles (ASMs), which we use to measure output, increased 9%, while total Scope 1 and 2 emissions increased by only 8%. As a result, emissions increased as a result of an increase in output.

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

NA
[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)	Comment
	28065	*NA*

[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)

37189243

(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)

7599

(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)

285563

(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)

50385

(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

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	*PSA Airlines, American's regional carrier based in Vandalia, OH*	*1482600*
Row 2	*Envoy Airlines, American's regional carrier based in Irving, TX*	*2117316*
Row 3	*American's mainline operations based in Fort Worth, TX*	*33458637*
Row 4	*Piedmont Airlines, American's regional carrier based in Salisbury, MD*	*474237*

[Add row]

(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	Comment
Transport services activities	*37532790*	*NA*

[Fixed row]

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

Select all that apply

☑ By business division

(7.20.1) Break down your total gross global Scope 2 emissions by business division.

	Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*Envoy Airlines, American's regional carrier based in Irving, TX*	*210*	*210*
Row 2	*Piedmont Airlines, American's regional carrier based in Salisbury, MD*	*30*	*30*
Row 3	*American's mainline operations based in Fort Worth, TX*	*188692*	*125334*
Row 4	*PSA Airlines, American's regional carrier based in Vandalia, OH*	*60*	*60*

[Add row]

(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	Comment
Transport services activities	*188992*	*125634*	*NA*

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

37532790

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

188992

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

125634

(7.22.4) Please explain

NA

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

NA
[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

(7.26) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Row 1

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

15820

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:
☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 2

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

79.7

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 3

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

6023

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 4

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

259

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 5

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1.3

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 6

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

98.6

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:
☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 7

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

7247

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 8

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

36.5

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 9

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

2759.1

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 10

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

6219

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 11

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

31.3

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 12

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

2367.7

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 13

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

16390

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 14

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

82.5

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 15

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

6240

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 16

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1564

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 17

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

7.9

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 18

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

595.4

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 19

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

2743

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 20

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

13.8

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 21

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1044.3

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:
☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 22

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

2746

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 23

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

13.8

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 24

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1045.5

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 25

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

6396

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 26

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

32.2

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 27

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

2435.1

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 28

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

47064

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 29

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

237

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 30

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

17918.1

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:
☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 32

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

67

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 33

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

0.3

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 34

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

25.5

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 35

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

6

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 36

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 37

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

2.3

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 38

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

114

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 39

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

0.6

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 40

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

43.4

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 41

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1428

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 42

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

7.2

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 43

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

543.7

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 44

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

4557

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 45

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

22.9

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 46

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1734.9

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 47

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

392

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 48

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

2

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 49

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

149.2

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 50

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1914

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 51

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

9.6

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 52

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

728.7

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 53

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1275

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 54

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

6.4

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 55

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

485.4

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 56

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

19480

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 57

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

98.1

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 58

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

7416.4

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:
☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 59

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

664

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 60

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

3.3

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 61

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

252.8

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 62

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

544

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 63

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

2.7

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 64

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

207.1

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 65

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1853

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 66

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

9.3

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 67

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

705.5

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:
☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 68

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1519

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 69

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

7.6

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to collect and manage all utilities, including electric bills, which is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 70

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

578.3

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 71

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

18412

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet Fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 72

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

92.7

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 73

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

7009.8

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:
☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 74

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

1894

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 75

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

9.5

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 76

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

721.1

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 77

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 78

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 79

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.

Row 80

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

67

(7.26.10) Uncertainty (±%)

2

(7.26.11) Major sources of emissions

Jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Jet fuel use, which makes up 99% of Scope 1 emissions, is closely tracked and is reconciled to purchases made. Estimates were made for some of the other emissions, such as fuel for ground service equipment.

Row 81

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

0.3

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

Electricity

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

American utilizes a service to manage its use of utilities, including electric bills. That service, is used to estimate Scope 2 emissions related to the production of electricity. However, not all airports provide details of the electricity use of their tenants. At those locations, electricity use was estimated based on the space rented.

Row 82

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 15: Investments

☑ Category 2: Capital goods

☑ Category 6: Business travel

☑ Category 7: Employee commuting

☑ Category 8: Upstream leased assets

☑ Category 1: Purchased goods and services

☑ Category 5: Waste generated in operations

☑ Category 4: Upstream transportation and distribution

☑ Category 9: Downstream transportation and distribution

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the volume of products purchased

(7.26.9) Emissions in metric tonnes of CO2e

25.5

(7.26.10) Uncertainty (±%)

20

(7.26.11) Major sources of emissions

Production of jet fuel

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Emissions associated with the production of jet fuel are estimated based on industry default values (from CORSIA) for the life cycle emissions of jet fuel, less American's Scope 1 emissions related to jet fuel. Additional Scope 3 categories are estimated using EPA default factors for each product and service purchased.
[Add row]

(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: ☑ Yes	*American plans to further improve its carbon footprint methodology by developing emission factors by market, aircraft and cabin.*

[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:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ No

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ 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

108761

(7.30.1.3) MWh from non-renewable sources

141401746

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

141510507

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

186993

(7.30.1.3) MWh from non-renewable sources

490738

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

677731

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

295755

(7.30.1.3) MWh from non-renewable sources

141892483

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

142188238
[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	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

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

Sustainable biomass

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

NA

Other biomass

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

NA

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

108761

(7.30.7.8) Comment

NA

Coal

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

NA

Oil

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

NA

Gas

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

3818

(7.30.7.8) Comment

NA

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

141401746

(7.30.7.8) Comment

NA

Total fuel

(7.30.7.1) Heating value

Select from:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

141514325

(7.30.7.8) Comment

NA
[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)

108761

(7.30.14.6) Tracking instrument used

Select from:
☑ US-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:
☑ United States of America

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ No

(7.30.14.10) Comment

NA
[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Antigua and Barbuda

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Argentina

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Australia

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Bahamas

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Barbados

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Belize

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Brazil

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Canada

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Chile

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

China

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Colombia

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Costa Rica

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Croatia

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Cuba

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Democratic People's Republic of Korea

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Dominica

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Dominican Republic

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Ecuador

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

El Salvador

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

France

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Germany

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Greece

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Grenada

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Guatemala

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Guyana

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Haiti

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Honduras

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Iceland

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

India

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Ireland

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Israel

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Italy

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Jamaica

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Japan

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Mexico

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Netherlands

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

New Zealand

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Nicaragua

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Panama

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Peru

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Portugal

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Qatar

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Saint Kitts and Nevis

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Saint Lucia

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Saint Vincent and the Grenadines

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Spain

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Suriname

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Switzerland

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Trinidad and Tobago

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Turkey

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

United Kingdom of Great Britain and Northern Ireland

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

United States of America

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Uruguay

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00
[Fixed 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

0.56

(7.36.3) Metric numerator

Select from:
☑ Liters of fuel

(7.36.4) Metric denominator

Select from:
☑ Revenue-ton.mile

(7.36.5) Metric numerator: Unit total

14725678323

(7.36.6) Metric denominator: Unit total

26503918016

(7.36.7) % change from last year

-0.54

(7.36.8) Please explain

In 2023, American had a small increase in efficiency, mostly due to the 0.6 point increase 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

0.000715

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

37721782

(7.45.3) Metric denominator

Select from:
☑ unit total revenue

(7.45.4) Metric denominator: Unit total

52788000000

(7.45.5) Scope 2 figure used

Select from:
☑ Location-based

(7.45.6) % change from previous year

0.06

(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 2023 emissions intensity per dollar of revenue improved 0.06% from 2022, which was due primarily to an increase in revenue of 8.8% compared to 2022. Passenger yield increased 1.2%, resulting in a 6.7% improvement in revenue per available seat mile. American also had a 34.14% decrease in cargo revenue compared to 2022, which was due to the global air freight capacity increasing. In addition, approximately 70% of our total capital expenditures were allocated to efforts that provided decarbonization benefits such as new, more efficient aircraft. See our 2023 and 2022 Sustainability Report for a thorough discussion of this topic. [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

0.0017

(7.51.3) Metric numerator: emissions in metric tons CO2e

37532790

(7.51.4) Metric denominator: unit

Select from:

☑ t.mile

(7.51.5) Metric denominator: unit total

22898284048

(7.51.6) % change from previous year

11

(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 2023 emissions intensity per ton mile improved 7% from 2022, which was due primarily to an 0.6 point increase in load factor. The increased load factor contributed to a 1.7% increase in ton miles and outpaced the 8% increase in jet fuel use, which is 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

0.0016

(7.51.3) Metric numerator: emissions in metric tons CO2e

37721782

(7.51.4) Metric denominator: unit

Select from:

☑ t.mile

(7.51.5) Metric denominator: unit total

22898284048

(7.51.6) % change from previous year

7

(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 2023 emissions intensity per ton mile improved 7% from 2022, which was due primarily to an 0.6 point increase in load factor. The increased load factor contributed to a 1.7% increase in ton miles and outpaced the 8% increase in jet fuel use, which is the primary driver of Scope 1 emissions. Scope 2 emissions also decreased a most 9% but make up a tiny portion of total emissions.
[Fixed row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:
☑ Other, please specify **:**Passenger NOx emissions

(7.52.2) Metric value

0.05

(7.52.3) Metric numerator

NOx Emissions

(7.52.4) Metric denominator (intensity metric only)

Revenue Passenger Kilometers

(7.52.5) % change from previous year

2

(7.52.6) Direction of change

Select from:

☑ Decreased

(7.52.7) Please explain

Flying more efficient aircraft
[Add 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:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Hydrofluorocarbons (HFCs)

(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

0.5

(7.53.1.54) End date of target

12/31/2035

(7.53.1.55) Targeted reduction from base year (%)

54.2

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

125644.514

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

125634

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

125634.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

100.01

(7.53.1.80) Target status in reporting year

Select from:

☑ Achieved

(7.53.1.82) Explain target coverage and identify any exclusions

Please see the "Addressing Climate Change" and "Indexes & Data" sections of our 2023 and 2022 Sustainability Report, available at https://news.aa.com/esg/.

(7.53.1.83) Target objective

To reduce scope 2 GHG emissions

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ No

(7.53.1.86) List the emissions reduction initiatives which contributed most to achieving this target

RECs
[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

04/13/2022

(7.53.2.6) Target coverage

Select from:

☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Hydrofluorocarbons (HFCs)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

(7.53.2.11) Intensity metric

Select from:

☑ Metric tons CO2e per 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 (metric tons CO2e per unit of activity)

1228

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

1228.0000000000

(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

92.6

(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 (metric tons CO2e per unit of activity)

675.4000000000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

-45

(7.53.2.60) Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

1192

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

1192.0000000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

6.51

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

Please see the "Addressing Climate Change" and "Indexes & Data" sections of our 2023 and 2022 Sustainability Report, available at https://news.aa.com/esg/.

(7.53.2.86) Target objective

To reduce emissions associated with jet fuel.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

We plan to purchase more efficient aircraft and SAF.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ No

[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 see the “Addressing Climate Change” and “Indexes & Data” sections of our 2023 and 2022 Sustainability Report, at https://news.aa.com/esg/.
[Add row]

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

	Explain target coverage and identify any exclusions
Row 1	*Please see the “Addressing Climate Change” and “Indexes & Data” sections of our 2023 and 2022 Sustainability Report https://news.aa.com/esg/*

[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	*Please see the “Addressing Climate Change” and “Appendix” sections of our 2023 Sustainability Report, at https://news.aa.com/esg/.*

[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☑ Other **:**See 2023 Sustainability Report

(7.55.3.2) Comment

Please see the “Addressing Climate Change” and “Appendix” sections of our 2023 Sustainability Report, at https://news.aa.com/esg/.
[Add row]

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

Select from:

☑ Yes, I will provide data through the CDP questionnaire

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

Select from:

☑ Yes

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

	Description of product(s) or service(s)
Row 1	*Please see the "Addressing Climate Change" and "Appendix" sections of our 2023 Sustainability Report, at https://news.aa.com/esg/.*

[Add row]

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

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 **:**Latest generation and airframe and engine technology

(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 3

(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)

(7.75.5) Metric unit

Select from:

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

(7.75.6) Explanation

American's 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.

Row 4

(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

(7.75.5) 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 Americans primary source of GHG emissions This metric tracks the performance of Americans 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.
[Add row]

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

Select from:

☑ No

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: ☑ 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: ☑ 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 83. https://s202.q4cdn.com/986123435/files/images/esg/American-Airlines-Sustainability-Report-2023.pdf

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

American-Airlines-Sustainability-Report-2023.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 2023 Sustainability Report, available at https://news.aa.com/esg/, 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)

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]