Climate Transition Plan

MTU AERO ENGINES AG

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Flying changes one's perspective.

Our products connect people, markets, and cultures. People who fly need to know where they're going, and those who are shaping the future of aviation even more so. Mobility and global connections have never been both so vital and at the same time so challenging. That's why it's all the more important that we keep climate action firmly in our sights.

And that's precisely what our Climate Transition Plan, our flight plan for a sustainable future, sets out to do: It defines the route, the milestones, and the points along the way where decisions must be made. So it shows us not only where we want to go, but also how to get there. We're actively shaping this course—technologically, strategically, and along our value chain.

Our Climate Transition Plan sets out a science-based path for MTU that's aligned with the Paris Agreement and for the first time takes into account significant sources of emissions—from purchased materials and our sites to the use of our engines in airline operations. Our aim is to continuously reduce emissions and to resolutely drive this project forward every day.

At our sites, we're improving energy efficiency, electrifying systems and processes, expanding the use of renewable energy, and refining processes that conserve resources—all with a view to increasing the sustainability and resilience of our production and maintenance activities. At the end of 2025, we commissioned our own geothermal plant at the Munich site, which will provide carbon-free energy to meet up to 80 percent of our future heating needs.

However, our greatest leverage for climate action lies in our products, and this is where being a technology leader puts us in a particularly strong position. Along a clear development path with defined stages, we're working on highly efficient turbofan technologies and new propulsion concepts—from the further development and hybridization of gas turbines to hydrogen-powered fuel cells. At the same time, we're supporting the use of alternative aviation fuels, which can already be used in a blend of up to 50% in today's fleet without any modifications to the aircraft or propulsion system. These technological advances are crucial to measurably reducing the climate impact of air travel and thus the majority of our Scope 3 emissions.

We're pursuing the transformation holistically: with clear criteria in the supply chain, by integrating climate risks and opportunities into our corporate management, and through governance that anchors responsibility at the highest level with the Executive Board. We've set transparent targets for all key emissions scopes up to 2035, 2040, and 2050, and we've defined clear responsibilities to ensure that our progress is verifiable and reliable. We're also aligning our investments with the transition path.

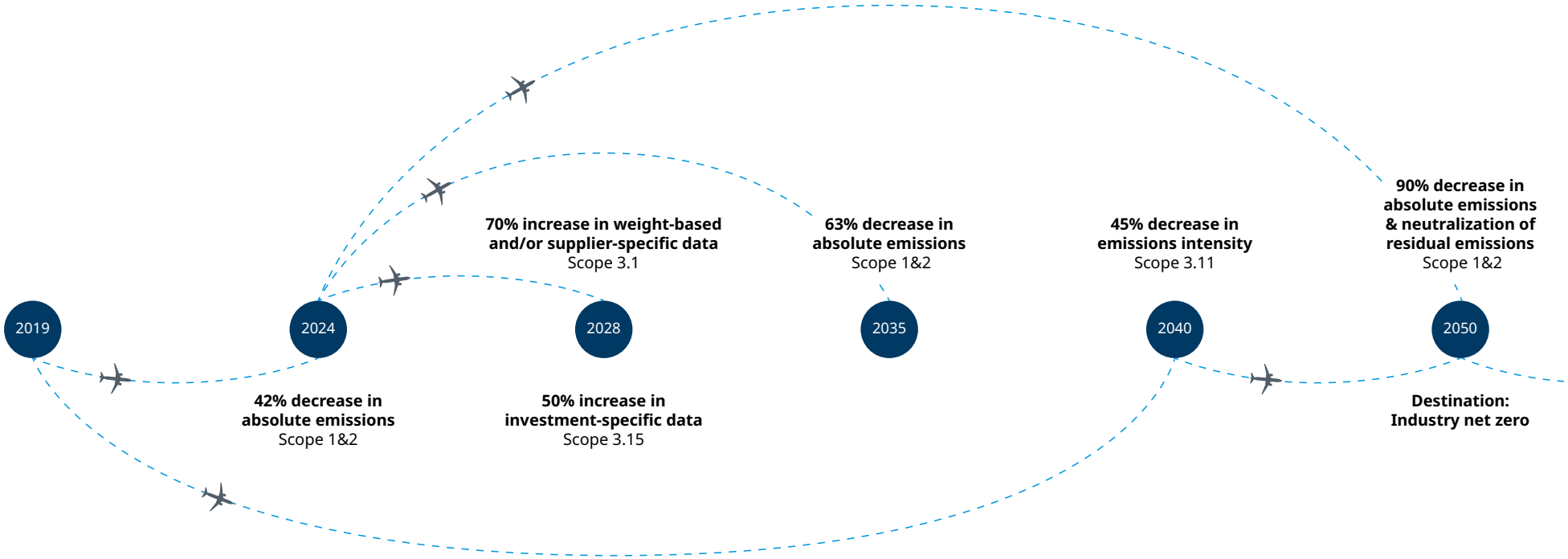
We believe it's equally important to aim for responsible transformation that shapes change for employees, partners, and sites in a fair and proactive manner.

Aviation is all about international interaction between many players, including aircraft and engine manufacturers, airlines, airport operators, fuel producers, and air traffic control. This calls for coordinated action. We're working closely with business partners, customers, suppliers, research institutes, and regulators to lay the foundations for sustainable mobility.

Even as we shape the transition to aviation with a lower climate impact, we're also strengthening MTU's performance and competitiveness—with technological excellence, strategic clarity, and the necessary determination. Every flight consists of a takeoff, cruise, and landing. The takeoff phase is complete and we're now on course!

Johannes Bussmann
Chief Executive Officer and Chief Sustainability Officer
MTU Aero Engines AG

MTU's flight plan for a sustainable future



Business model

MTU Aero Engines is a globally recognized expert in commercial and military aircraft engines. Its high-tech expertise ranges from the development and production of high-quality components to the final assembly of complete engines and the maintenance of aircraft engines and stationary gas turbines. The company operates worldwide through subsidiaries, joint ventures, and equity investments.

Innovation and technology

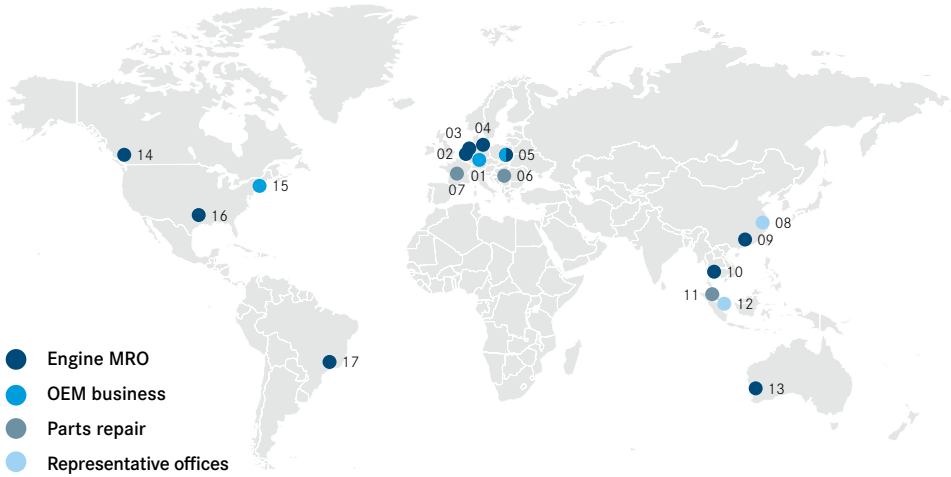
For decades, MTU has been developing new propulsion technologies and actively shaping the future of aviation. The aviation industry faces significant challenges: Increasing global mobility, finite natural resources, and accelerated climate change require sustainable solutions for next-generation propulsion systems. To achieve the goals of the Paris Agreement and the EU Green Deal, future aircraft and engines must become significantly more efficient and emit less emissions.

Transition in a hard-to-abate industry

Aviation is one of the industries in which lower-emission solutions are particularly challenging to implement: Long product cycles of more than 20 years between the introduction of two generations of engines and usage cycles of a further 25 years mean that new technologies penetrate the market only gradually. At the same time, commercial aviation requires high performance at low weight, which limits the applicability of many alternative energy carriers and propulsion concepts due to low energy and power density.

Against this backdrop, MTU pursues a technologically and economically realistic transformation path. The company aims to increase aviation's contribution to global emission reductions by advancing next-generation propulsion technologies and laying the foundation for emission-reduced flight as a long-term ambition.

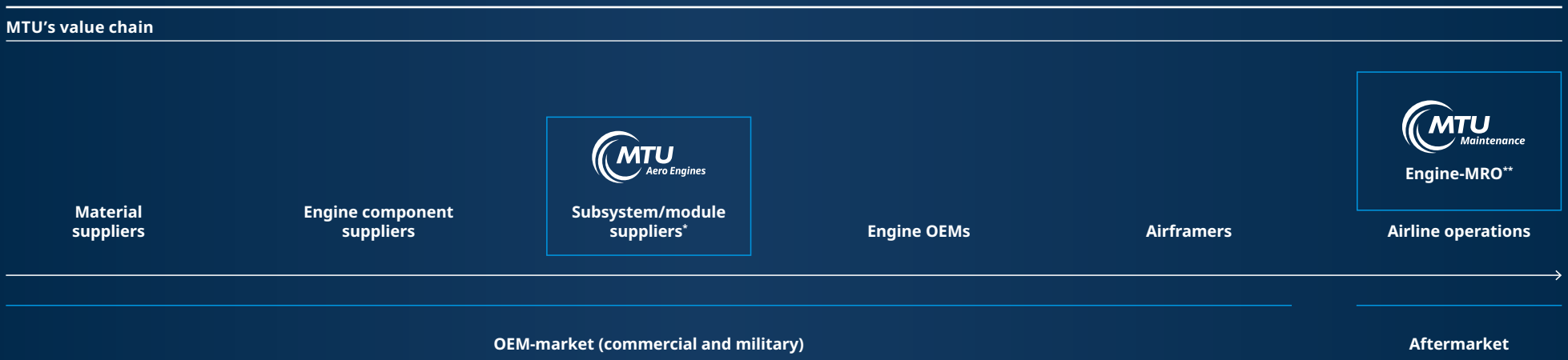
MTU's sites worldwide



01 MTU Aero Engines, Munich
Aerospace Embedded Solutions[1]
eMoSys
02 MTU Maintenance Lease Services
03 MTU Maintenance Hannover
04 MTU Maintenance Berlin-Brandenburg
3D.aero
Pratt & Whitney Canada Customer Service Centre Europe[2]
05 MTU Aero Engines Polska
EME Aero[3]
06 MTU Maintenance Serbia
07 Ceramic Coating Center[1]
08 MTU Aero Engines Shanghai
09 MTU Maintenance Zhuhai[4]
10 MTU Maintenance Service Center Ayutthaya
11 Airfoil Services (ASSB)[3]
12 MTU Maintenance Singapore
13 MTU Maintenance Australia
14 MTU Maintenance Canada
15 MTU Aero Engines North America
16 MTU Maintenance Fort Worth
17 MTU Maintenance do Brasil Ltda.

[1] 50% MTU | 50% Safran
[2] 50% MTU | 50% P&WC
[3] 50% MTU | 50% LHT
[4] 50% MTU | 50% China Southern

Value chain and emissions materiality



* incl. derived industrial gas turbines ** incl. engine leasing

MTU plays a critical role in the global engine value chain. The company manufactures key engine components, including core modules such as high-pressure compressors (HPC), low-pressure turbines (LPT), and turbine center frames (TCF), which account for around one-third of its revenue. Engine MRO accounts for the remaining two-thirds. The positioning within OEM, MRO, and partnership structures has direct implications for MTU's emissions profile:

- **Scope 1 & 2** emissions arise from MTU's own production and maintenance activities, including energy consumption in plant operations and engine test runs.
- **Scope 3.1** (Purchased goods and services) and **Scope 3.2** (Capital goods) are significant due to MTU's manufacturing activities and the energy-intensive supply chains required for highly engineered engine components.
- **Scope 3.4** (Transportation & distribution) results from the global logistics of materials, engine modules, and components across MTU's international production, partner, and service network.
- **Scope 3.11** (Use of sold products) is material because MTU products consume large amounts of fossil energy and are in use for decades, meaning that emissions from use account for the largest part of the footprint.
- **Scope 3.15** (Investments) is relevant because MTU holds interests in joint ventures and partner companies across the aviation sector, whose operational emissions are attributable to MTU proportionally in accordance with the GHG Protocol.

Climate Transition Plan policy

MTU has established binding corporate guidelines that incorporate climate issues into strategic planning, investment decisions, product development, and operational processes. These guidelines define responsibilities for setting targets, greenhouse gas accounting, risk management, and the implementation of transition actions in all business units under MTU's operational control.

They also ensure that material climate-related impacts and transition risks along the value chain are systematically taken into account and that sustainability requirements are reflected in key business decisions. The guidelines are consistent with internationally recognized standards such as the GHG Protocol and the goals of the Paris Agreement.

Policies related to climate change mitigation and adaptation

Climate Transition Plan policy		
Climate Action Manual	Sustainable site development	Evaluating environmentally relevant aspects in product design

GHG inventory: Approach and methodology

Scope 1 and 2 emissions (own operations) are calculated using **activity data** from MTU's production, maintenance, and office sites.

Scope 3.1 emissions (Purchased goods and services) are calculated using a **hybrid approach** that combines a **spend-based** and a **weight-based** method. **Scope 3.2** (Capital goods) and **3.4** (Transportation & distribution) emissions are calculated using a **spend-based** approach across entities under operational control.

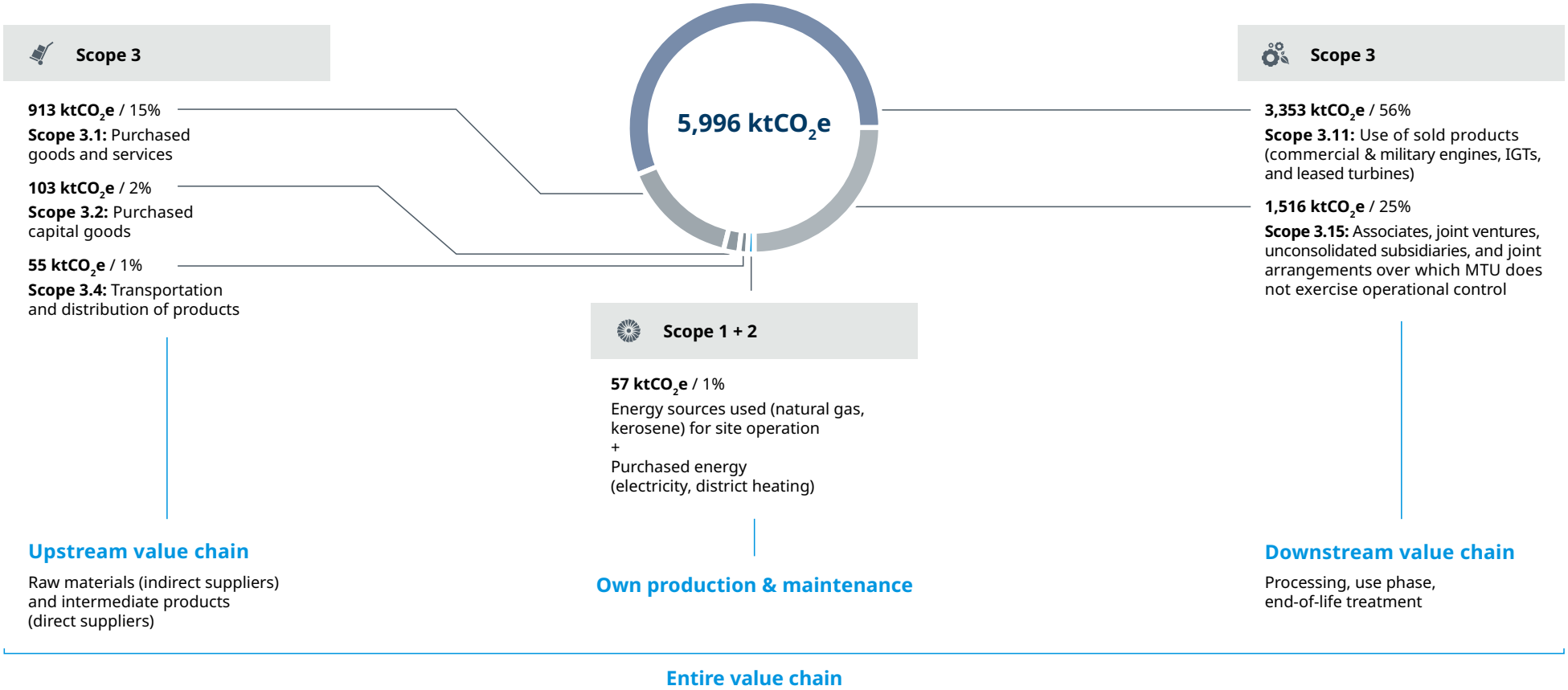
Scope 3.11 emissions are calculated using ICAO (International Civil Aviation Organization) lifecycle factors for aviation and DEFRA factors for stationary gas turbines, with **physical weight allocation** of MTU modules based on the GHG Protocol and IAEG (International Aerospace Environmental Group) guidance. Non-CO_2 effects are excluded pending standardization.

Scope 3.15 emissions (Investments) are calculated using a **revenue-based** approach for associates, joint ventures, and non-consolidated subsidiaries outside operational control.

Across all scopes, MTU applies the GHG Protocol and an operational-control boundary with annual reviews of category materiality and methods; all other Scope 3 categories are currently non-material or not relevant.

Corporate carbon footprint

Scope 1, 2, and 3*



* Calculation for the 2024 reporting year, considered for significance assessment and as base year for Scope 1 & 2, Scope 3.1 and Scope 3.15.

Climate targets at a glance

MTU set targets that translate ambition into measurable outcomes and are aligned with the Paris Agreement, anchored in the business model, and accountable through transparent milestones and related actions, which are disclosed in the sustainability statement as part of the Annual Report.

MTU's climate target framework

	Own operations (Scope 1&2)	Purchased goods & services (Scope 3.1)	Use of sold products (Scope 3.11 – commercial aviation)	Investments (Scope 3.15)
Near-term targets	**−63%** (CO_2e) (absolute Scope 1 & market-based Scope 2 reduction by 2035, compared to 2024)	**Mission** to increase weight-based and/or supplier-specific data to **70%** by 2028, compared to 2024	**−45%** (gCO_2e/ASK) (relative reduction by 2040, compared to 2019)	**Mission** to increase investment-specific data to **50%** by 2028, compared to 2024
Long-term targets	**−90%** (CO_2e) (absolute Scope 1 & market-based Scope 2 reduction by 2050, compared to 2024)	**Mission** to decrease supplier-related CO_2e emissions by 2050, starting from 2028	Commitment to the commercial aviation industry's **net zero 2050 ambition**	**Mission** to decrease investment-related CO_2e emissions by 2050, starting from 2028
Net zero	Neutralizing up to **10%** of residual Scope 1 & Scope 2 emissions (2050)			
Coverage	Covers **97%** of Scope 1 & location-based Scope 2 emissions across all fully consolidated production and maintenance sites*	Covers **15%** of Scope 3 emissions (Purchased goods & services across all sites under operational control)	Covers **44%** of Scope 3 emissions (Use of commercial OEM products in the narrowbody and widebody segment)	Covers **27%** of Scope 3 emissions (Investment in JVs without operational control)
Pathway	Based on the SBTi cross-sector pathway and aligned with the **1.5°C** target of the Paris Agreement	Not yet 1.5°C aligned (Data transparency enhancement underway for science-based alignment)	Developed with reference to a **well-below-2°C** pathway (IEA SDS) (Including future SAF assumptions)	Not yet 1.5°C aligned (Data transparency enhancement underway for science-based alignment)

* The remaining 3% include small leased-in sites with low-emission activities.

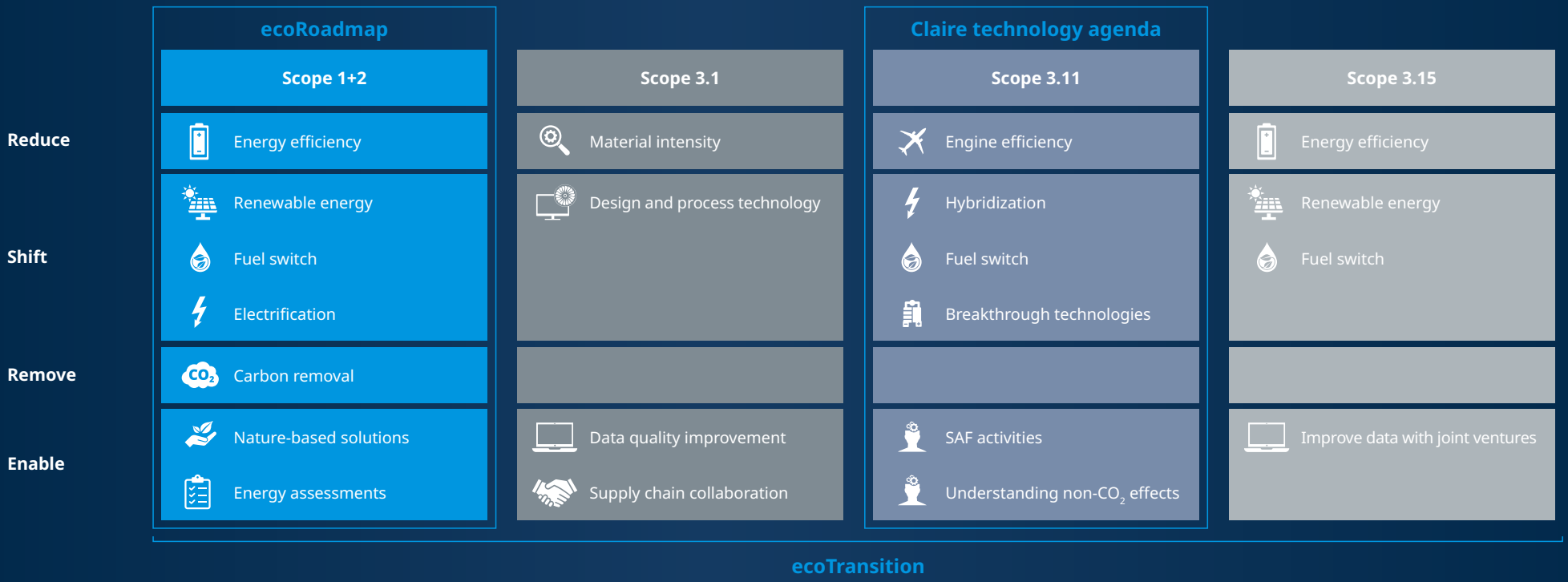
MTU's integrated climate transition programs

MTU is implementing a structured transition plan covering the entire value chain. The company's implementation approach follows the action levers Reduce, Shift, Remove, and Enable and is organized into three integrated programs:

- **ecoRoadmap:** Reducing greenhouse gas emissions at MTU's production and maintenance sites (Scope 1 & 2).
- **Claire* technology agenda:** Advancing sustainable propulsion technologies to lower in-use emissions of MTU engines (Scope 3.11).
- **ecoTransition:** Enhancing data transparency and developing emissions reduction actions across the entire value chain, with a focus on upstream and investment-related emissions (Scope 3.1 and Scope 3.15).

Together, these programs provide the operational backbone of MTU's Climate Transition Plan. They ensure that technological development, operational improvements, and financial investments are aligned and coordinated to deliver progress on MTU's long-term emission-reduction pathway.

Structured direct and indirect levers to mitigate climate change



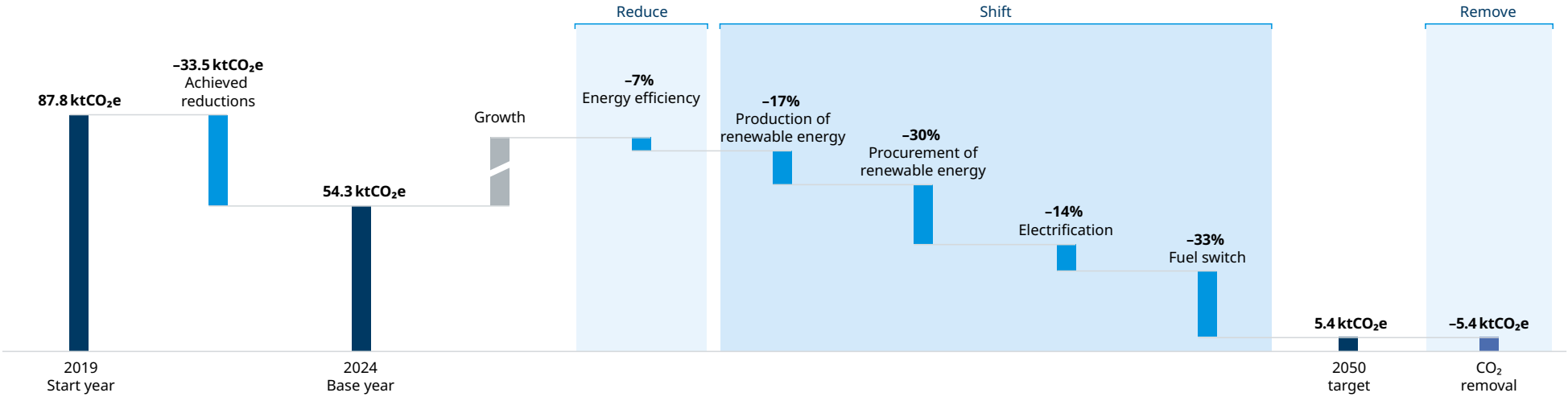
* Clean air engine (Claire)

ecoRoadmap: Decarbonizing our sites worldwide

Scope 1 & 2

To achieve MTU's GHG reduction targets in Scope 1 & 2, the company has defined the following actions below to reduce emissions across its own operations.

Reduction pathway ecoRoadmap



ecoRoadmap reduction path: Scope 1 and market-based Scope 2 emissions ($ktCO_2e$). The distribution of the emissions reduction levers shown is based on current planning assumptions and may change depending on business development and technological implementation.

In addition, new buildings and major renovations are being planned and carried out to minimize greenhouse gas emissions through low-emission and energy-efficient concepts. Actions to adapt to climate change are also being implemented to strengthen each site's resilience to climate-related risks.

Targets in Scope 1 & 2

- **63%** absolute reduction by 2035 compared to 2024
- **90%** absolute reduction by 2050 compared to 2024
- **Neutralization** of residual emissions by 2050

ecoRoadmap: MTU's highlights in the climate transition so far

Scope 1 & 2

Energy efficiency

Heating network optimization by 2030
Building and thermal system upgrades

The optimization of heating networks and building performance at **MTU's Munich site** improves system efficiency and reduces energy consumption.

Energy assessments across key sites
Identification of additional reduction potential

Structured energy assessments at **major sites** systematically identify further efficiency and emission reduction actions.

Renewable energy

Up to 80%
Renewable heat at the Munich site

Deep geothermal energy at **MTU's Munich site** will replace fossil-based heating and reduce Scope 1 emissions.

On-site photovoltaic systems
Expansion across locations

Installed solar capacity at **MTU's Serbia, Polska, and Munich sites** increases the share of renewable electricity and reduces Scope 2 emissions from purchased power.

Fuel switch

SAF-capable test facilities
Adapted engine test stands

Test infrastructure enabled for sustainable aviation fuel at **MTU's Munich, Hannover, and Ludwigsfelde sites** reduces fossil fuel use in operational testing.

Renewable natural gas (RNG)
Substitution for fossil natural gas

The integration of renewable gas solutions at **MTU's Canada site** reduces direct combustion emissions within site operations.

Electrification

Heat pump deployment
Electrification of heating systems

The installation of industrial heat pumps at **MTU's Hannover site** reduces fossil fuel demand and lowers Scope 1 emissions.

Ice storage system
Thermal storage for electrified heat supply

The integration of seasonal ice storage at **MTU's Hannover site** will optimize heat pump performance, reduce peak loads, and minimize fossil sources.

Claire technology agenda: Reduction of use-phase emissions

Scope 3.11

Use-phase emissions of MTU's products form the largest part of the company's GHG footprint and are therefore central to its Climate Transition Plan. MTU addresses these emissions through a phased technology pathway that combines higher engine efficiency, fuel transition through SAF and future e-fuels, and breakthrough propulsion concepts. These actions are anchored in MTU's Claire technology agenda and form the foundation for achieving the company's Scope 3.11 targets.

Intensity target

MTU is committed to **reducing** its Scope 3 GHG emissions **from the use of sold products in commercial aviation by 45%* per available seat kilometer (ASK)** by **2040** from a **2019** base year.

Engine efficiency

Hybridization

Targets that directly influence the intensity target (product-related)

The next-generation turbofan for a single-aisle aircraft with MTU contribution will improve efficiency and therefore reduce CO_2 emissions in the use phase by **up to 15%** compared to the current generation introduced in **2016**. This will also reduce the climate impact caused by non-CO_2 effects.

Breakthrough technologies

Targets that directly influence the intensity target (product-related)

MTU is developing and demonstrating the technology for a **hydrogen fuel-cell** propulsion system optimized for aviation, which reduces **CO_2 emissions by 100%** and climate impact by **95**% in the use phase.

Next-generation turbofan

- Up to 10% reduction in energy consumption and CO_2
- Additional 5% reduction with mild hybridization

Flying Fuel Cell™

- –100% CO_2 / –100% NO_x
- Further reduction of contrail formation
- Nearly climate neutral

* Focusing on narrowbody and widebody commercial OEM products. Future SAF availability is factored into the target. MTU is guided by scenario F2 of the ICAO's Long-term Global Aspirational Goal (LTAG) analysis, with delayed SAF availability taken into account. Non-CO_2 effects are not included in Scope 3.11 - intensity target.

Claire technology agenda: Enabling reduction of use-phase emissions

Scope 3.11

SAF activities

Enabling targets

MTU supports the **development and use of SAF** by **participating in research projects** that assess the effects of varying SAF compositions on engine behavior and emissions. It also **supports initiatives** that promote a **quick ramp-up of SAF** production.

Effects of SAF on propulsion and emissions

MTU supports the use and development of SAF through active memberships (e.g. aireg e.V. (Aviation Initiative for Renewable Energy in Germany)) and partnerships along the value chain, including initiatives to accelerate the market ramp-up of SAF. MTU has demonstrated the smooth operation of alternative fuels in its own engines on its own test stands, examining their effects on system behavior and emissions.

Sustainable aviation fuel (SAF) is a key lever for reducing climate effects in aviation and reducing contrails by lowering particulate emissions. For MTU, this means consistently focusing on 100% SAF compatibility in all future engine designs.

With the abovementioned product-related actions and ongoing research into SAF:

> *MTU commits to supporting the NET ZERO goal of the commercial aviation industry**

Understanding non-CO_2 effects

Enabling targets

MTU conducts **industry stewardship** around the **impact of non-CO_2 effects**.

Atmospheric impact of non-CO_2 emission drivers

In addition to CO_2 emissions, turbofan-powered aircraft cause a climate impact through nitrogen oxides (NO_x) emissions and the formation of contrails. The impact of these non-CO_2 effects is comparable in magnitude to those caused by CO_2. We are committed to thoroughly understanding these effects and identifying the right technological solutions to minimize the overall climate impact of our future products.

As part of this effort, MTU is actively participating in the LuFo project (Germany's federal aviation research program) KlimaRAT. In this initiative, we are leading a consortium to study together with our partners DLR and the University of Stuttgart the formation of contrails under controlled conditions in an altitude test facility. By systematically varying exhaust gas compositions, we aim to deepen our understanding of how these factors influence the climate-relevant characteristics of contrails.

* in reference to the Waypoint 2050 report from the Air Transport Action Group

Investing in a lower-emission future

How MTU allocates capital to accelerate its transition

MTU directs its financial resources toward technologies that support the transition to a more climate-compatible aviation industry.

Enabling targets
MTU is devoting at least 80% of its self-financed **technology funding** up through 2030 to products with **improved environmental performance**.

Progress on the Claire technology agenda

MTU's investments already reflect the company's strategic direction. A substantial share of funding supported the advancement of the next-generation geared turbofan and the development of the Flying Fuel Cell, two key technologies that represent important steps toward significantly lower-emission propulsion concepts. A portion of these expenditures meets the criteria of the EU taxonomy for sustainable economic activities.

ecoRoadmap actions

Beyond propulsion technologies, MTU continues to invest in actions that enhance energy efficiency and increase the use of renewable energy across its sites. These efforts include the expansion of on-site renewable energy generation, the procurement of green electricity, and the electrification and optimization of production processes to reduce energy consumption and emissions.

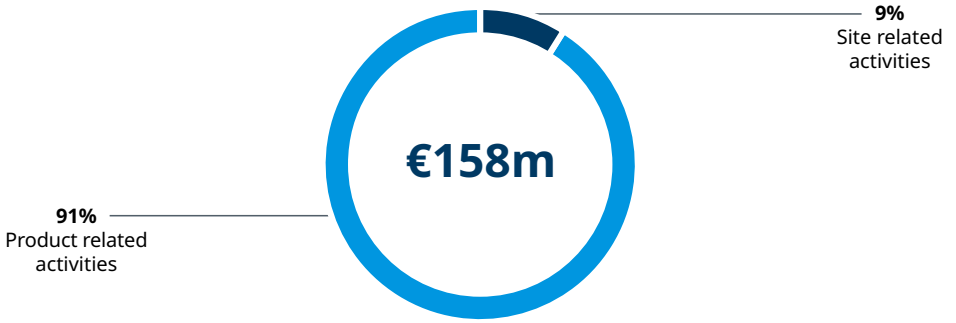
Funding the transition plan

In total, MTU allocated €158 million in 2025 to initiatives that support its transition plan. These resources cover research and development projects, energy-related investments, and operational improvements that contribute to reductions in energy use and emissions across the company's activities.

Integration into corporate decision-making

The allocation of financial resources is fully embedded in MTU's business planning and strategic decision-making. Transition-related actions are assessed based on their expected climate impact, economic efficiency, and contribution to MTU's targets. To ensure transparency for stakeholders, detailed CapEx and OpEx information is reported annually in the sustainability statement as part of the Annual Report.

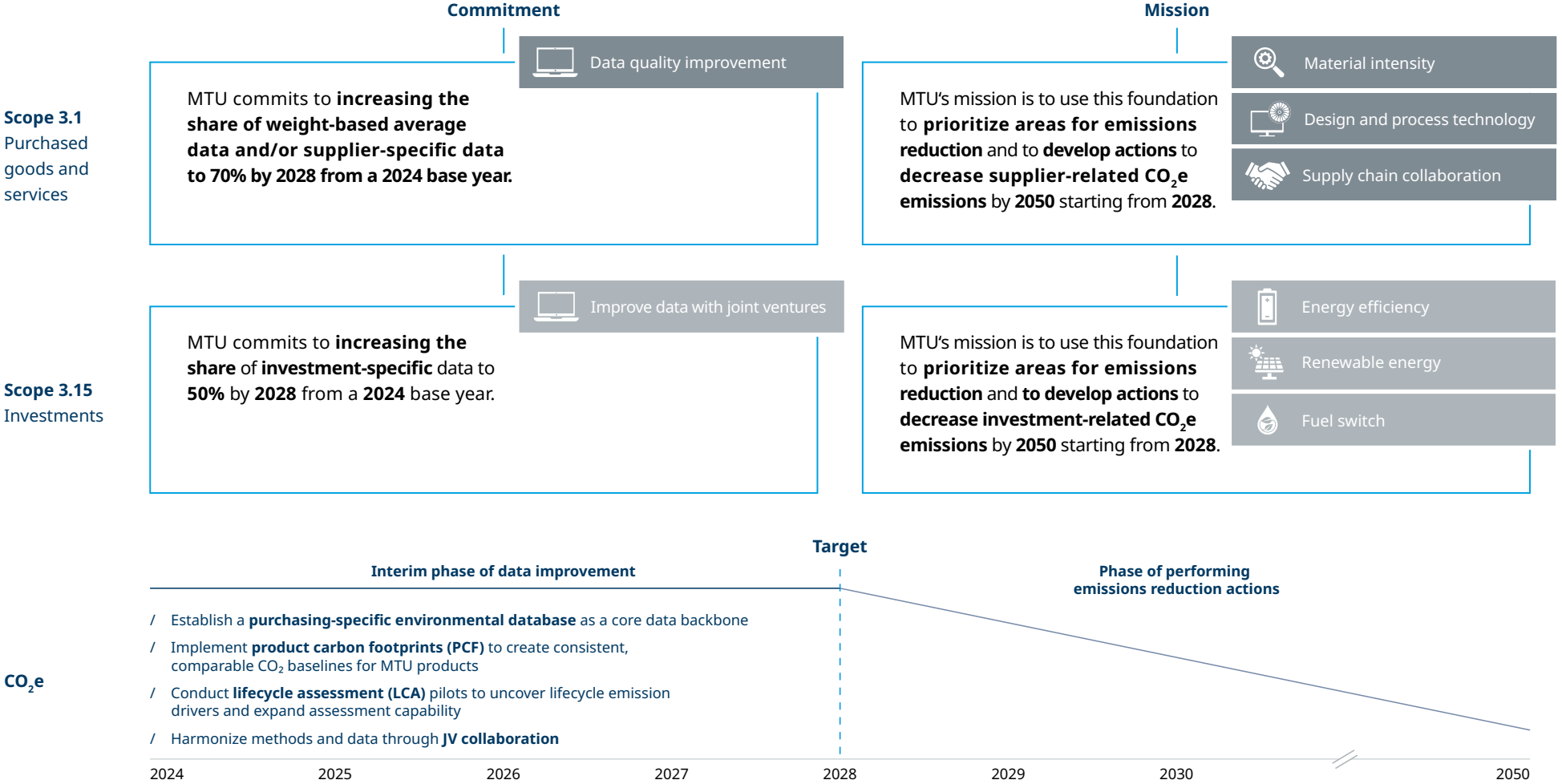
Implementation of actions related to the Climate Transition Plan in 2025 (CapEx and OpEx in € million)



ecoTransition: Data transparency

Scope 3.1 & Scope 3.15

MTU initiated the ecoTransition program to enhance data transparency, advance methodological development, and reduce emissions across the entire value chain. This includes supporting the achievement of targets for Scope 1 and 2 as well as Scope 3.11, and developing targets for Scope 3.1 and 3.15.



Risks & opportunities

MTU has established a process to identify and assess climate-related risks and opportunities across its operations and value chain within the TNFD framework. Physical risks are assessed using a high-emission scenario (SSP 5-8.5) covering all climate hazards for current and future periods, based on site-specific projections. Transition risks and opportunities are assessed against a 1.5°C scenario with climate neutrality by 2050. The assessment for the upstream supply chain is currently under further development. Material risks are integrated into MTU's corporate risk management, ensuring consistency with the company-wide risk & opportunity report. Mitigation actions are addressed to secure resilience across MTU's operations and long-term strategic positioning. Further details are provided in the sustainability statement as part of the Annual Report.

Considered risks & opportunities	Identified risks and events affecting MTU and value chain	Mitigation & resilience
Physical risks / Temperature / Wind / Water / Solid	**Physical risks** include increasing extreme weather events such as heat stress, water scarcity, floods, and sea level rise, which can affect MTU sites and the global value chain. These hazards can lead to higher adaptation and insurance costs or require site-specific resilience actions. Severe environmental conditions can also have an impact on products, potentially resulting in increased MRO activities.	Physical climate risks are incorporated into **sustainable site development**, guided by site-specific climate projections and relevant regulatory requirements. MTU also considers the testing of materials and components under climate-related influences such as heat stress, humidity, and erosion.
Transition events / Policy and legal / Technology / Market / Reputation	**Transition risks** arise from the necessity to substitute products, processes, and services with lower emission options and from compliance with new regulations, higher GHG prices, and changing stakeholder perceptions. These could potentially reduce demand and impact OEM and MRO activities, as well as ESG ratings and reputation. Examples include potential flight-route bans, higher EU-ETS costs and SAF-related price increases, which may lead to higher ticket prices, lower traffic volumes and fewer flight hours.	The **Claire technology agenda** serves as a key mitigation lever by guiding long-term technology development toward lower-emission propulsion concepts, ensuring alignment with future regulatory and market requirements. MTU's **ecoRoadmap** provides the overarching framework for energy- and site-related mitigation actions, including improved energy efficiency, renewable energy integration, and fuel switch on test stands.
	Transition opportunities arise from investments in climate-optimized propulsion concepts, energy efficiency, low-emission energy sources, expanded low-CO_2 MRO services, and carbon removal to address residual emissions.	The **Claire technology agenda** enables MTU to capture these opportunities by driving innovation in next-generation propulsion pathways and breakthrough technologies, ensuring technological readiness for a low-carbon aviation market. The **ecoRoadmap** complements this by supporting operational efficiency and emissions reduction across MTU's sites.

Governance of MTU's Climate Transition Plan

Oversight & integration

Strong corporate governance forms the basis for the Climate Transition Plan. Overall monitoring is carried out by the **Executive Board**, including the **Chief Sustainability Officer** (CSO), thus making sure that climate targets are integrated into corporate strategy and processes. The **Corporate Sustainability Board** ensures standards, internal controls, and transparent disclosure, and acts as an advisory/decision-preparatory body.

Clear functional ownership

MTU manages climate change mitigation through clear functional responsibilities rather than a single decision-making body.

- The **ecoRoadmap** (Scope 1 & 2), which is linked to remuneration components, is overseen by the **Green Global Board**. This governance body is composed of the responsible site managers of the affected sites and ensures transparent performance tracking and target achievement.
- The **Claire technology agenda** (Scope 3.11) is reported to the Innovation Board by numerous contributing projects.
- The **ecoTransition** is governed by the **Climate Transition Board**, which covers key categories of the value chain (Scope 1 & 2, 3.1, 3.11, 3.15) by ensuring the overall direction of MTU's climate transition and bringing together the responsible owners.

Executive & management compensation linked to CO_2-related performance

MTU integrates CO_2-related performance (Scope 1 & 2) into the compensation systems for the Executive Board and senior management, which are embedded in both the short-term and long-term incentives. These targets are evaluated based on transparent predefined criteria and are embedded in the company's overall management compensation system. The corresponding results and the specific sustainability-related incentive structures are disclosed annually in the management compensation report as part of the Annual Report. This ensures that measurable progress in reducing emissions is reflected directly in performance-related pay and strengthens the credibility of MTU's overall transition plan.

Transparency & metrics

MTU ensures transparent, consistent, and decision-useful reporting on Climate Transition Plan progress. Key climate targets and metrics are monitored and disclosed through the ESG Factbook and corporate sustainability reporting (Sustainability reports and documents – MTU Aero Engines). The annual sustainability report is validated by an independent third party.

Collaborations & standards supporting MTU's transition

MTU collaborates with leading global standards bodies, aviation innovation alliances, and transition networks to ensure credible climate reporting, accelerate technology development, and support a fair and responsible transformation across the value chain.

MTU's Climate Transition Plan builds on strong internal governance and a Just Transition approach. As a UN Global Compact participant, MTU embeds internationally recognized principles into its Sustainability Strategy 2030+. Continuous stakeholder dialogue and robust standards, including the Code of Conduct, Supplier Code of Conduct, and Policy Statement on the Protection of Human Rights, help mitigate negative impacts, safeguard human rights, and support a fair, inclusive shift to more sustainable aviation.

Standards & disclosure frameworks

MTU aligns its reporting and transition planning with globally recognized frameworks, including the GHG Protocol, the ESRS standards developed by EFRAG, and the UN Sustainable Development Goals.

GREENHOUSE GAS PROTOCOL

ESRS E1

SUSTAINABLE DEVELOPMENT GOALS

Industry transition & technology collaboration

MTU contributes to industry partnerships that advance lower-emission propulsion technologies, SAF deployment, and harmonized ESG practices.

IAEG INTERNATIONAL AEROSPACE ENVIRONMENTAL GROUP

CLEAN AVIATION Co-funded by the European Union

aireg Aviation Initiative for Renewable Energy in Germany e.V.

National & international networks

MTU engages in collaborative networks that support credible emissions reduction pathways and regionally anchored transition practices.

United Nations Global Compact

dekarbN

Unternehmensnetzwerk KLIMASCHUTZ Eine IHK-Plattform

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