O céu do Brasil é Azul

RoadMap – Net Zero

SBTi – Net Zero approved

APPROVED

NET-ZERO SCIENCE-BASED TARGETS

The Science Based Targets initiative has validated that the science-based greenhouse gas emissions reductions target(s) submitted by Azul Linhas Aéreas SA conform with the SBTi Corporate Net Zero Standard.

SBTi has classified your company's scope 1 and 2 target ambition as in line with a 1.5°C trajectory.

The official net-zero science-based target language:

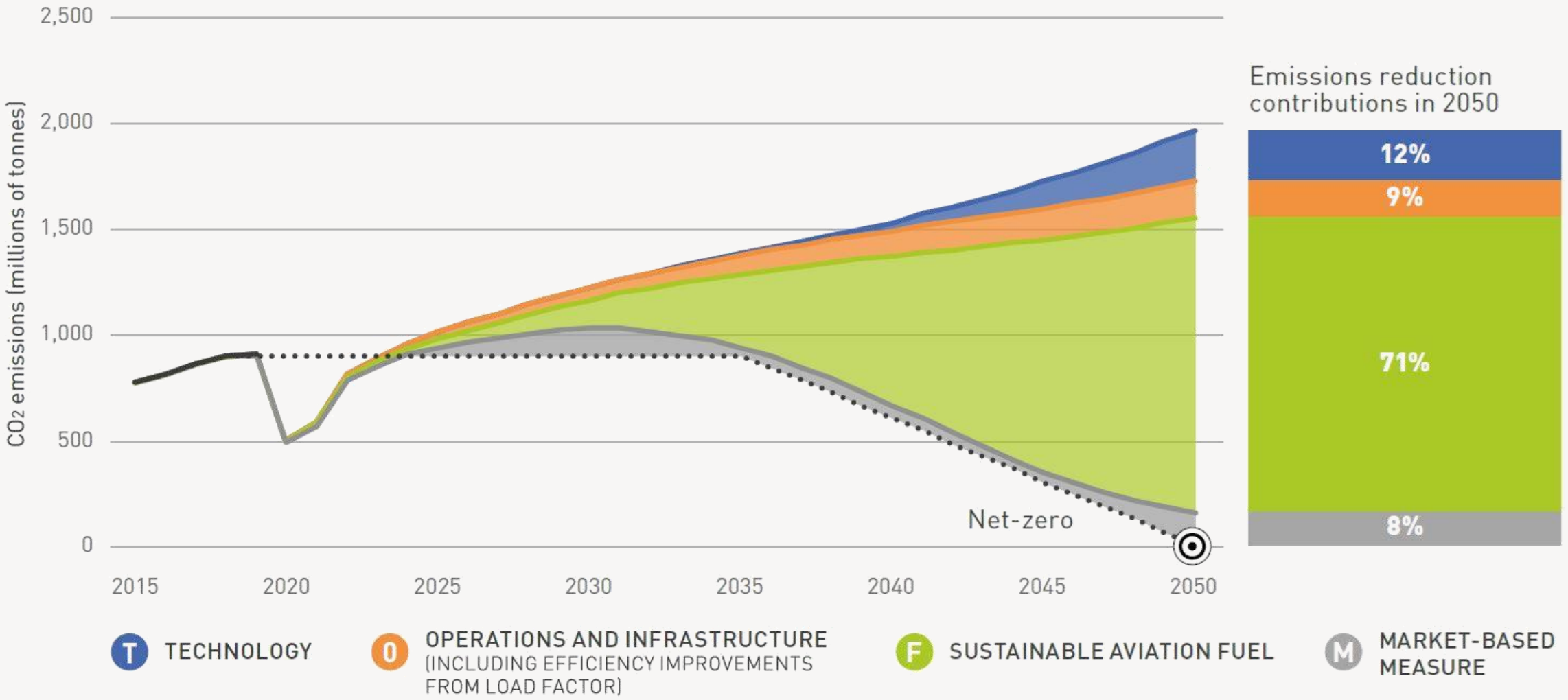
Overall Net-Zero Target: Azul Linhas Aéreas SA commits to reach net-zero greenhouse gas emissions across the value chain by 2045.

Near-Term Targets: Azul Linhas Aéreas SA commits to reduce well-to-wake scope 1 and 3 jet fuel GHG emissions 46% per revenue tonne kilometer (RTK) by 2030 from a 2019 base year.***
*The target boundary includes land-related emissions and removals from bioenergy feedstocks.
**Non-CO2e effects which may also contribute to aviation induced warming are not included in this target. Azul Linhas Aéreas SA commits to report publicly on its collaboration with stakeholders to improve understanding of opportunities to mitigate the non-CO2e impacts of aviation annually over its target timeframe.

Long-Term Targets: Azul Linhas Aéreas SA commits to reduce absolute scope 1 and 2 GHG emissions 90% by 2045 from a 2019 base year* **. Azul Linhas Aéreas SA also commits to reduce absolute scope 3 GHG emissions from fuel- and energy-related activities and upstream transportation and distribution 90% within the same timeframe*.
*The target boundary includes land-related emissions and removals from bioenergy feedstocks.
**Non-CO2e effects which may also contribute to aviation induced warming are not included in this target. Azul Linhas Aéreas SA commits to report publicly on its collaboration with stakeholders to improve understanding of opportunities to mitigate the non-CO2e impacts of aviation annually over its target timeframe.

We want to lead decarbonization in the Latin American.

Aviation decarbonisation roadmap



Source:ICAO

Fleet Renewal Program

Azul is the only Brazilian company with a multi-fleet: we fly Caravan, ATR, Embraer, and Airbus aircraft. Thanks to this, we have been able to implement our strategy of connecting Brazil.

We adopted the "right aircraft on the right route" method, which allows us to optimize operations by directing flight offerings according to demand and in synergy with airport infrastructure.

The Fleet Renewal Program has been in place since 2016 and keeps pace with the evolution of equipment, seeking to ensure eco-efficiency in fuel consumption and, consequently, a lower rate of carbon emissions.

Operational Efficiency: on the ground

More direct and efficient flights and better aircraft utilization

APU Zero:
This program aims to minimize the use of the Auxiliary Power Unit (APU) in aircraft. We guarantee thermal comfort during boarding and disembarking through an external source of electrical power (whether Ground Power Units – GPUs; Combos that integrate GPU and Air Conditioning Unit – ACU, both diesel-powered; or 400Hz bridges).

Single Engine Taxi In (SETI) e Single Engine Taxi Out (SETO):
This procedure involves moving the aircraft on the ground using only one engine, resulting in savings of over 3 million liters of jet fuel per year and approximately 8,000 tons of CO_2 emissions avoided.

Operational Efficiency: In Flight

More direct and efficient flights and better aircraft utilization

RAISBEK:
Equipment installed on Azul Conecta aircraft improves aerodynamic performance, reducing kerosene consumption by up to 10% per flight during the cruise phase.

OptiClimb e Descent Profile Optimisation (DPO):
Project focused on optimizing the ascent/descent profile of aircraft in order to reduce fuel consumption and CO_2 emissions.

Family X:
This initiative, in partnership with the OCC (Operational Control Center), aims to optimize the allocation of more efficient aircraft on longer routes, maximizing fuel economy.

Route shortening:
An in-house team conducts ongoing studies to identify opportunities for shortening routes. During flights, pilots receive suggestions for segments that could be shortened; decisions are made jointly with air traffic controllers.

Sustainable Aviation Fuel (SAF)

- All of our aircraft are already equipped to receive SAF in the proportions recommended by the safety committee (ASTM).

- We are enthusiastic about the use of SAF as the main decarbonization mechanism in the 2030-45 decades and understand the crucial role that is in Brazil's DNA: the country has the potential to be one of the main players in the production and consumption of biofuel, given our agricultural vocation and expertise in biofuels since the 1970s.

We want to promote partnerships to develop the national production of SAF

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Thank you!

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