Finnair

CDP Corporate Questionnaire 2026

Word version

Important: this export excludes unanswered questions
This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.
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11/19/2026, 07:31 am

Classified as Internal

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:
☑ EUR

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

(1.3.2) Organization type

Select from:
☑ State owned organization

(1.3.3) Description of organization

Finnair is a network airline that specializes in passenger and cargo traffic between Europe, North America, Asia and Middle East. It also offers package tours under its Aurinkomatkat-brand. Finnair offers direct flights to approximately 40 countries and over 100 destinations. In October, we set a science-based emissions reduction target, which was validated by the Science Based Targets Initiative (SBTi). Our goal is to reduce the emission intensity (CO2e/RTK) of our operations by 34.5 per cent by 2033 from a 2023 baseline. We focus on reducing our own emissions, and our means of achieving this goal consist of investing in sustainable aviation fuel beyond regulatory requirements, improving operational efficiency, optimizing the network and investing in fleet renewal. Increasing the use of sustainable aviation fuel accounts for more than half of the CO2e reduction we are aiming for, and the development of its availability and price is crucial to achieving the climate targets of Finnair and other airlines. The reduction of emissions is often the most visible aspect of the airlines' sustainability efforts, but Finnair has recognized the interconnected challenges of climate change, biodiversity loss, and the transition to a circular economy. To address these challenges, the company has set ambitious goals across these fronts and encourages collaborative efforts from all its stakeholders. Finnair has begun its long journey as part of the energy transition to minimize the amount of fossil energy, but the transition to use cleaner energy sources will take several decades in aviation. Nonetheless, Finnair is gradually increasing the volume of Sustainable Aviation Fuel (SAF) refueling, continuously improving energy-efficiency of flying, and closely monitoring the development of new hydrogen and hybrid-electric aircraft. Worldwide, new technologies are advancing at an accelerating pace, making it crucial to identify and select the optimal path to achieve the sectors common target of net zero in 2050. The costs of reducing the environmental impact of aviation will increase significantly due to regulatory measures, such as the abolition of free emissions allowances and sustainable aviation fuel mandates. We aim to cover the cost increases with profitable flying and, for example, by

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optimizing ancillary sales. We encourage all our stakeholders to join us in building more sustainable aviation so that future generations can also explore the wonders of the diverse Earth.
[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.

(1.4.1) End date of reporting year

12/31/2025

(1.4.2) Alignment of this reporting period with your financial reporting period

Select from:
☑ Yes

(1.4.3) Indicate if you are providing emissions data for past reporting years

Select from:
☑ Yes

(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for

Select from:
☑ 1 year

(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for

Select from:
☑ 1 year

(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for

Select from:

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☑ Not providing past emissions data for Scope 3
[Fixed row]

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

3106200000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[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:
☑ Yes

(1.6.2) Provide your unique identifier

FI4000567029

ISIN code - equity

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(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:

☑ No

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:

☑ Yes

(1.6.2) Provide your unique identifier

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213800SB6EOB8SSK9W63

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
☑ Finland

(1.8) Are you able to provide geolocation data for your facilities?

	Are you able to provide geolocation data for your facilities?	Comment
	Select from: ☑ Yes, for all facilities	*Finnair business operations and facilities are all located at the vicinity of Helsinki-Vantaa airport.*

[Fixed row]

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(1.8.1) Please provide all available geolocation data for your facilities.

Row 1

(1.8.1.1) Identifier

Finnair corporate buildings

(1.8.1.2) Latitude

60.309022

(1.8.1.3) Longitude

24.96442

(1.8.1.4) Comment

All the company operated facilities are located at the Helsinki-Vantaa airport. The facilities include three aircraft maintenance hangars, catering facility, cargo facility, and ground equipment facilities.
[Add row]

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

Select all that apply
☑ Heavy Duty Vehicles (HDV)
☑ Aviation

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:
☑ Yes, we have mapped or are currently in the process of mapping our value chain

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(1.24.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ Tier 2 suppliers

(1.24.7) Description of mapping process and coverage

100% of tier 1 supplier has been mapped with disciplined use of procurement data from company financial system. Tier 2 suppliers are partly identified, especially in risk categories or risk countries, where this information is mostly relevant.
[Fixed row]

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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)

1

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

In short term we constantly evaluate those strategic risks that are significant in value and might require tactical updating.

Medium-term

(2.1.1) From (years)

2

(2.1.3) To (years)

5

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

Mid-term time horizon provides a longer viewpoint to strategic and financial planning.

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Long-term

(2.1.1) From (years)

6

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

Select from:
☑ No

(2.1.3) To (years)

25

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

At the long-term time horizon, we look up to year 2050.
[Fixed row]

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

(2.2.1) Process in place

Select from:
☑ Yes

(2.2.2) Dependencies and/or impacts evaluated in this process

Select from:
☑ Impacts only

(2.2.4) Primary reason for not evaluating dependencies and/or impacts

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Select from:
☑ No standardized procedure

(2.2.5) Explain why you do not evaluate dependencies and/or impacts and describe any plans to do so in the future

Finnair's IRO process considers impacts, risks and opportunities related to individual environmental aspects. The company has identified dependencies on natural resources and ecosystem services during the IRO process, but the company does not currently have a systematic and documented process to ensure review and evaluation of the environmental dependencies.
[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	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[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

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(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

☑ Dependencies

☑ Impacts

☑ 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:

☑ Partial

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

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(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

☑ Not location specific

(2.2.2.12) Tools and methods used

Enterprise Risk Management

☑ COSO Enterprise Risk Management Framework

International methodologies and standards

☑ IPCC Climate Change Projections

☑ Other international methodologies and standards, please specify :IATA IEnvA

Other

☑ Materiality assessment

☑ Partner and stakeholder consultation/analysis

☑ Scenario analysis

(2.2.2.15) Risk types and criteria considered

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Acute physical

☑ Cyclone, hurricane, typhoon

☑ Flood (coastal, fluvial, pluvial, ground water)

☑ Heavy precipitation (rain, hail, snow/ice)

☑ Wildfires

Chronic physical

☑ Changing precipitation patterns and types (rain, hail, snow/ice)

☑ Changing temperature (air, freshwater, marine water)

☑ Changing wind patterns

Policy

☑ Carbon pricing mechanisms

☑ Changes to national legislation

☑ Poor coordination between regulatory bodies

☑ Poor enforcement of environmental regulation

☑ Changes to international law and bilateral agreements

☑ Changes to regulations of existing products and services

Market

☑ Changing customer behavior

Reputation

☑ Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g., GHG emissions, deforestation & conversion, water stress, excessive bycatch)

Technology

☑ Transition to lower emissions technology and products

☑ Unsuccessful investment in new technologies

Liability

☑ Exposure to sanctions and litigation

☑ Non-compliance with regulations and legislation

Classified as Internal

(2.2.2.16) Partners and stakeholders considered

Select all that apply

☑ NGOs
☑ Customers
☑ Employees
☑ Investors
☑ Suppliers
☑ Regulators
☑ Local communities

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

Select from:

☑ No

(2.2.2.18) Further details of process

Finnair has established a recurring process for identifying, assessing and managing environmental impacts, risks and opportunities. Environmental dependencies may also be identified where relevant, but Finnair does not yet apply a comprehensive and standardized process for systematically evaluating dependencies across all environmental topics. The process is integrated into Finnair's sustainability governance, enterprise risk management (ERM), strategic planning and Environmental Management System (IATA IEnvA-certified). Environmental matters are assessed from short-, medium- and long-term perspectives and cover upstream and downstream value-chain activities. Identification of environmental IROs is primarily conducted through Finnair's Double Materiality Assessment (DMA), which is updated regularly and supported by stakeholder engagement, analysis of regulatory developments, industry trends, internal and external assessments, and review of operational data. Stakeholders engaged include employees, customers, investors, suppliers, authorities and other relevant external parties. Their input is used to identify actual and potential environmental impacts as well as business risks and opportunities. Environmental impacts, risks and opportunities are assessed using defined criteria. Impacts are evaluated based on severity considerations, while risks and opportunities are assessed based on likelihood and potential financial effects. The assessment covers Finnair's material environmental topics, including climate change, biodiversity and ecosystems, resource use and circular economy. Results are reviewed by relevant experts and management, validated by the Executive Board and approved by the Board of Directors. Climate-related dependencies, risks and opportunities are further assessed through scenario-based climate risk assessments. These assessments consider different future climate and transition scenarios, evaluate physical and transition-related risks, identify emerging opportunities and support the development of mitigation and adaptation measures. Factors assessed include policy and regulatory developments, sustainable aviation fuel availability, cost, technology developments, market changes and climate-related operational disruptions. Management of identified environmental IROs is integrated into Finnair's ERM framework and business processes. Material topics are reflected in strategic planning, target setting, investment decisions, sustainability programmes and risk mitigation activities. Environmental risks and opportunities are regularly monitored through management reviews, performance indicators, audits and internal control processes. The company applies a three-lines-of-defence model where business functions manage risks, specialist functions provide oversight and support, and Internal Audit provides independent assurance. The effectiveness and relevance of the process are maintained through periodic reassessment, continuous stakeholder engagement and regular review of environmental developments, ensuring that emerging impacts, risks and opportunities are incorporated into decision-making and long-term planning.

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[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

Finnair assesses interconnections between environmental impacts, dependencies, risks and opportunities through its existing environmental assessment processes rather than through a separate standalone methodology. Interconnections are considered in the Double Materiality Assessment, climate scenario analysis, environmental risk assessments and transition-planning activities. These processes have identified links between climate change, biodiversity, sustainable aviation fuel feedstocks, resource use and the circular economy. For example, increasing SAF use supports climate mitigation but may create upstream biodiversity, land-use and resource-related impacts depending on the feedstock and production pathway. The identified interconnections are considered in the assessment of impacts, risks and opportunities and inform supplier engagement, sustainability criteria, environmental management and strategic planning. Finnair is continuing to develop the consistency and documentation of this assessment across environmental topics.
[Fixed row]

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

(2.3.1) Identification of priority locations

Select from:

☑ No, but we plan to within the next two years

(2.3.7) Primary reason for not identifying priority locations

Select from:

☑ No standardized procedure

(2.3.8) Explain why you do not identify priority locations

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The company has begun to develop its expertise and awareness to identify and manage its relations to natural ecosystems. The preparation work has started and it is estimated that it will take a few years to achieve a systematic process.
[Fixed row]

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

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ EBITDA

(2.4.3) Change to indicator

Select from:

☑ Absolute increase

(2.4.5) Absolute increase/ decrease figure

75000000

(2.4.6) Metrics considered in definition

Select all that apply

☑ Time horizon over which the effect occurs

(2.4.7) Application of definition

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When evaluating the risk impact, the primary criteria used shall be strategic impact. Financial and reputation impacts are used as assisting criteria for the impact evaluation. A substantive financial or strategic impact can be valued at an impact of 75 M€ on EBIT over a period of three years.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

(2.4.6) Metrics considered in definition

Select all that apply

☑ Likelihood of effect occurring

(2.4.7) Application of definition

When evaluating the opportunities strategic, financial and reputational impacts are used as criteria for the evaluation.
[Add row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:

☑ Yes, we identify and classify our potential water pollutants

(2.5.2) Details of policies and processes in place to identify and classify potential water pollutants

Finnair's aircraft maintenance operations (MRO) involve the use of hazardous chemicals. MRO services are part of the company's environmental management system (EMS), according to which potential water pollutants are identified.
[Fixed row]

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(2.5.1) Describe how your organization minimizes the adverse impacts of potential water pollutants on water ecosystems or human health associated with your activities.

Row 1

(2.5.1.1) Water pollutant category

Select from:

☑ Inorganic pollutants

(2.5.1.2) Description of water pollutant and potential impacts

Finnair's aircraft maintenance operations (MRO) involve the use of hazardous chemicals, including volatile organic compounds (VOC) and heavy metals, for example, chromium (VI) compounds (REACH substance of very high concern). The use of chemicals is low in quantity, but their chemical nature is diverse and may have negative impact on water ecosystems or human health.

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Implementation of Best Available Techniques (BATs) for pollution control

☑ Industrial and chemical accidents prevention, preparedness, and response

☑ Provision of best practice instructions on product use

☑ Reduction or phase out of hazardous substances

(2.5.1.5) Indicators for measuring and evaluating the success of the procedure

Select all that apply

Classified as Internal

☑ Compliance with discharge permits / regulatory limits

(2.5.1.6) Please explain

To minimize the risk of releases affecting water ecosystems or human health, maintenance activities are managed under the company's Environmental Management System (EMS). Risk-based procedures govern the handling, storage, use and disposal of hazardous substances, while accident prevention and emergency response measures reduce the likelihood of unintended releases. Best-practice technologies, maintenance instructions and continuous improvement of maintenance methods help minimize chemical consumption and waste generation. Where feasible, hazardous substances are reduced or replaced with less environmentally harmful alternatives. Compliance with environmental permit requirements and applicable regulatory limits is monitored regularly to verify the effectiveness of these controls. [Add row]

Classified as Internal

C3. Disclosure of risks and opportunities

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

Climate change

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Water

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Environmental risks exist, but none with the potential to have a substantive effect on our organization

(3.1.3) Please explain

In 2023, Finnair initially carried out a double materiality analysis (DMA) in accordance with the European Sustainability Reporting Standards (ESRS), carefully taking into account ESRS 2's disclosure requirements and EFRAG's value chain implementation guidelines. DMA results excluded ESRS E3 (water) from material aspects. The initial DMA has been reviewed in 2024, 2025 and 2026. In all of those reviews the materiality of the Water has not been changed.
[Fixed row]

Classified as Internal

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☑ Changes to regulation of existing products and services

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.9) Organization-specific description of risk

Global, regional and national regulatory changes that increase direct operational costs. In the case when the increase in the cost cannot be fully passed on to ticket prices, there is a high risk of lower margins.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

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☑ Short-term
☑ Medium-term
☑ Long-term
☑ The risk has already had a substantive effect on our organization in the reporting year

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:
☑ Virtually certain

(3.1.1.14) Magnitude

Select from:
☑ High

(3.1.1.15) Effect of the risk on the financial position, financial performance and cash flows of the organization in the reporting year

The criteria for the anticipated magnitude of the financial effects have been estimated as annual cost impact as follows: Low impact; less than 5 MEUR, Medium impact; 5–20 MEUR and High impact; over 20 MEUR.

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Short-term Impact (0-1 years): The ReFuelEU Aviation regulation entered into force at the beginning of 2025. Its entry into force, together with the amendments to the EU ETS, will increase Finnair's fuel costs. Medium-term impact (2-5 years): The biggest additional cost in the medium term will come from the amendments to the EU ETS regulation. It is uncertain whether the EU SAF incentive through ETS emission allowances will continue or how the proposed changes will play out, and whether non-CO2 impacts will be included to the ETS system or incentivized. Long-term impact (6-10 years): ReFuelEU Aviation's SAF mandate for fuel suppliers will increase to 6% in 2030 and to 20% in 2035. Other countries will also start implementing SAF mandates by 2030 or beyond. It is uncertain whether a kerosene tax will enter into force in the EU during this period.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:
☑ No

Classified as Internal

(3.1.1.26) Primary response to risk

Engagement

☑ Engage in multi-stakeholder initiatives

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

An absolute value cannot be given. The company's management of environmental regulatory risk is based on its work to generate a transition plan, which includes four streams: future climate scenarios, energy transition, energy efficiency and immediate climate action. In addition, the prices of emission allowances in the EU emissions trading system are constantly monitored and purchases are optimized as a ETS market is volatile. Finnair also uses an internal carbon price that aims to estimate the price of energy raised by regulation in advance.

(3.1.1.29) Description of response

To respond to the potential risk outcome, Finnair works on having a valid board approved transition plan. The strategic use of SAF and participation in evolving new energy ecosystems offers a significant opportunity to reduce operational emissions and adapt to the future regulatory cost increase while maintaining a good market position.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Technology

☑ Transition to lower emissions technology and products

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(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Upstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Finland

(3.1.1.9) Organization-specific description of risk

As aircraft market shifts towards low-carbon aircraft technologies, investments in lower emissions new technology aircraft require significant capital investments. Rising capital and/or operational costs may lead to the need to rise flight ticket prices. If the increase in fixed assets/operating costs cannot be fully passed on in ticket prices, there is a risk that margins will be reduced.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased capital expenditures

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ About as likely as not

(3.1.1.14) Magnitude

Select from:

☑ Medium-high

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(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Finnair has announced is partial renewal of its narrowbody fleet, but this brings no impacts in the short-term. In the medium- and long-term (2-10 years), direct operational costs based on environmental fees through EU regulations will increase. If Finnair's growth and the investment needs rising from the ageing of its narrow-body fleet cannot be met by utilising the latest technology on the market, the relative fuel cost of the fleet could weaken compared to competitors.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ No

(3.1.1.26) Primary response to risk

Engagement

☑ Engage with suppliers

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

An absolute value cannot be provided. Finnair is proceeding with the renewal of its narrowbody fleet and has signed a purchase agreement with Embraer on 18 firm orders for E195-E2 aircraft, with additional 16 options, and 12 purchase rights. The company is also maintaining and improving its legacy fleet fuel efficiency.

(3.1.1.29) Description of response

No significant technological renewal of the market is expected in the medium- or long-term, that would lead either to significant relative deterioration in operational costs or to negative customer attitudes. Over a longer timeline of more than 10 years, estimating technological development and economic impacts is very challenging. Finnair is closely monitoring the development of new hydrogen and hybrid-electric aircraft.

Climate change

(3.1.1.1) Risk identifier

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Select from:

☑ Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Market

☑ Changing customer behavior

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Upstream value chain

(3.1.1.9) Organization-specific description of risk

Failure to take action on climate change can lead to loss of reputation, customer loyalty and investor confidence. Reduced demand could result in decreasing revenue.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Decreased revenues due to reduced demand for products and services

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Unlikely

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(3.1.1.14) Magnitude

Select from:

☑ Unknown

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

In the short- and medium-term, there is no trend where Finnair's actions (positive or negative) would have a significant impact on Finnair's attractiveness.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ No

(3.1.1.26) Primary response to risk

Engagement

☑ Align organization's public policy engagement with its environmental strategy

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

An absolute value cannot be provided. Finnair has a dedicated resource for Sustainability communication ensuring company's marketing and external communication is aligning with its sustainability strategy.

(3.1.1.29) Description of response

To provide investors with Finnair's vision for the future and to deliver on this, Finnair needs to communicate this vision to its customers and provide them with sustainable service and loyalty programs, invest in modern and efficient technology, leverage industry best practices, and continuously strive to reduce fuel consumption and CO2 emissions. Effective communication and promotional awareness-campaigns between different stakeholders are also essential in avoiding market risks and creating new opportunities for cooperation.

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[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:
☑ OPEX

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

878900000

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:
☑ 21-30%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

8789000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:
☑ 1-10%

(3.1.2.7) Explanation of financial figures

Classified as Internal

Fuel costs cover about 30 percent of the company's Opex (total 878.9 MEUR), and all of this is under the threat of changing environmental regulations. These are mainly the EU ETS, CORSIA, ReFuelEU Aviation and RED III. Physical risks are estimated to have a potential 1% impact on increased fuel consumption in the form of maneuvers and higher cost index flights due to timely traffic performance.
[Add row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

(3.3.1) Water-related regulatory violations

Select from:
☑ No

(3.3.3) Comment

Water-related violations might arise from the company's technical operations where the company is treating wastewater. There has not been any fines for water-related regulatory violations.
[Fixed row]

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

Select from:
☑ Yes

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

Select all that apply
☑ EU ETS
☑ Switzerland ETS
☑ UK ETS

Classified as Internal

(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

37.3

(3.5.2.2) Scope 2 emissions approach

Select from:
☑ No compliance obligation for scope 2 emissions

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

0

(3.5.2.4) Period start date

01/01/2025

(3.5.2.5) Period end date

12/31/2025

(3.5.2.6) Allowances allocated

202753

(3.5.2.7) Allowances purchased

1013560

(3.5.2.8) Verified Scope 1 emissions in metric tons CO2e

1216313

Classified as Internal

(3.5.2.9) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.10) Details of ownership

Select from:

☑ Facilities we own and operate

(3.5.2.11) Comment

-

Switzerland ETS

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

0.7

(3.5.2.2) Scope 2 emissions approach

Select from:

☑ No compliance obligation for scope 2 emissions

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

0

(3.5.2.4) Period start date

01/01/2025

(3.5.2.5) Period end date

12/31/2025

Classified as Internal

(3.5.2.6) Allowances allocated

11682

(3.5.2.7) Allowances purchased

10922

(3.5.2.8) Verified Scope 1 emissions in metric tons CO2e

22604

(3.5.2.9) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.10) Details of ownership

Select from:

☑ Facilities we own and operate

(3.5.2.11) Comment

-

UK ETS

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

1.2

(3.5.2.2) Scope 2 emissions approach

Select from:

☑ No compliance obligation for scope 2 emissions

Classified as Internal

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

0

(3.5.2.4) Period start date

01/01/2025

(3.5.2.5) Period end date

12/31/2025

(3.5.2.6) Allowances allocated

23641

(3.5.2.7) Allowances purchased

15803

(3.5.2.8) Verified Scope 1 emissions in metric tons CO2e

39444

(3.5.2.9) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.10) Details of ownership

Select from:

☑ Facilities we own and operate

(3.5.2.11) Comment

-

Classified as Internal

[Fixed row]

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

Finnair is committed to complying with international and national legislation in its operations, as well as the ethical operating principles laid out in its Code of Conduct and policies related to sustainability. Finnair reports emissions under EU ETS, SWISS ETS and CORSIA through the Finnish authority Traficom. Emissions under the UK ETS are reported directly to the UK ETS registry. The company annually verifies emissions under all emissions reduction schemes with an independent verifier and always starts the verification process well in advance of the due date. Finnair is actively monitoring the development of the price of emission allowances and strives to acquire the necessary market-based emission rights at best price. Finnair also aims to use sustainable aviation fuels (SAF) in growing volumes to the extent that they are available and affordable. Utilizing SAF in the emissions trading schemes reduces SAF's premium over fossil aviation fuel. In order to reduce fuel consumption and thus the acquisition of emission rights, Finnair follows a strategy comprised of three elements: technological development, improvement of operational and operative efficiency, and development of infrastructure.

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

Climate change

(3.6.1) Environmental opportunities identified

Select from:

☑ Yes, we have identified opportunities, and some/all are being realized

Water

(3.6.1) Environmental opportunities identified

Select from:

☑ No

(3.6.2) Primary reason why your organization does not consider itself to have environmental opportunities

Select from:

☑ Judged to be unimportant or not relevant

Classified as Internal

(3.6.3) Please explain

In 2023, Finnair carried out a double materiality analysis (DMA) in accordance with the European Sustainability Reporting Standards (ESRS), carefully taking into account ESRS 2's disclosure requirements and EFRAG's value chain implementation guidelines. DMA results excluded ESRS E3 (water) from material aspects. The initial DMA has been reviewed in 2024, 2025 and 2026. In both of those reviews the materiality of the Water has not been changed.
[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:
☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Energy source
☑ Use of renewable energy sources

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:
☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply
☑ Finland

(3.6.1.8) Organization specific description

Classified as Internal

The strategic approach to SAF offers a significant opportunity to reduce direct emissions and align with upcoming regulations. By increasing the use of SAF in phases, Finnair can stay ahead of regulatory changes and enhance its competitive standing. Early adoption of SAF could position Finnair among the leaders in sustainable aviation, potentially reducing exposure to future compliance costs and brand damage associated with high-emission industry. Over the long-term, a successful SAF strategy can mitigate financial risks linked to fuel price volatility, decrease possible carbon taxes, and support Finnair's growth by meeting consumer demand for sustainable travel.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ About as likely as not (33–66%)

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The potential economic impact here refers to a reduction in regulative environmental charges, but also to a risk mitigation measure against increasing SAF premium prizes. As the time horizon is long reliable estimates on the financial performance and cash flows are challenging to make.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

Classified as Internal

☑ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

As the time horizon is long, reliable estimates on the financial effects are challenging to make.

(3.6.1.26) Strategy to realize opportunity

Finnair sees SAF as crucial in reducing CO2 emissions of aviation. However, the reduction in environmental charges (e.g. EU ETS cost) alone does not incentivise SAF use, but there should also be other incentives available. This can be achieved by wide collaboration within the air transport sector stakeholders and policy makers. Finnair supports for SAF ramp-up in Helsinki-Vantaa airport and participates in R&D programs and various EU initiatives for improving SAF implementation attractiveness in aviation. Finnair is engaged in climate policy discussions in various forums, developing and promoting market driven energy and climate policy framework and legislation. Finnair encourages customers to contribute to voluntary SAF and thus helping the industry in its transition from using fossil fuels.

Climate change

(3.6.1.1) Opportunity identifier

Select from:
☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resilience
☑ Increased resilience to impacts of climate change

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:
☑ Upstream value chain

Classified as Internal

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Finland

(3.6.1.8) Organization specific description

The geographic location of the company's home base, HEL Hub, presents an opportunity to enhance operational resilience against the impacts of climate change. Its lower exposure to severe physical risks, combined with specialized expertise in handling extreme weather conditions, positions the company to mitigate disruptions and maintain continuity in business operations. This resilience not only reduces the risks relating with on-time-performance but also strengthens the company's reputation for reliability. Such preparedness can lead to cost savings by reducing the potential for lost revenue and increased insurance premiums due to weather-related incidents.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ About as likely as not (33–66%)

(3.6.1.12) Magnitude

Select from:

☑ Low

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Classified as Internal

The economic impact of the opportunity is difficult to assess, since punctuality and fuel consumption are the result of many factors, and the physical climate change outcome is yet unknown. Most of the benefits come from operational reliability.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

As the time horizon is long, reliable and physical climate change outcome in local surroundings is unknown. Estimates on the financial performance and cash flows are challenging to make.

(3.6.1.26) Strategy to realize opportunity

Maintaining and improving operational punctuality is already one of the company's core competencies on a day-to-day basis. In relation to climate change, the increase in extreme weather events may create pressure to develop better weather forecasts, which means deeper cooperation with the providers of these services.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp3

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Markets

☑ Increased availability of products with reduced environmental impact [other than certified products]

(3.6.1.4) Value chain stage where the opportunity occurs

Classified as Internal

Select from:

☑ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Finland

(3.6.1.8) Organization specific description

Involving customers in voluntary climate initiatives, such as supporting SAF, can promote customer loyalty and improve Finnair's reputation. By providing ancillary services that support Finnair's own environmental goals, Finnair can meet the growing demand for climate-conscious travellers, strengthen its brand and reduce exposure to penalties or litigation for misleading environmental claims. Sustainability-related programs can support revenue growth and strengthen Finnair's position in a market that is increasingly defined by sustainability.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced direct costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ About as likely as not (33–66%)

(3.6.1.12) Magnitude

Select from:

☑ Low

Classified as Internal

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The potential positive impact here points to an opportunity to increase the use of SAF beyond the company's own voluntary purchasing opportunities, reducing environmental regulatory fees.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

The potential positive impact here points to an opportunity to increase the use of SAF beyond Finnair's own voluntary purchasing opportunities, reducing environmental regulatory fees.

(3.6.1.26) Strategy to realize opportunity

The company offers its customers the opportunity to take voluntary climate action through targeted programmes. They can finance the purchase of an additional SAF that increases the total amount of SAF used by the company. This customer collaboration is constantly being developed and simpler and more interesting components are being created. Finnair will provide customers with more transparent, clear and targeted communications related to its own environmental actions and cooperation.
[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Classified as Internal

Select from:

☑ OPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

87890000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ 1-10%

(3.6.2.4) Explanation of financial figures

Fuel costs cover about 30 percent of the company's total Opex (total 878.9 MEUR), and it is estimated here that 10% of this expense provides an opportunity to be replaced with alternative sustainable fuel in long time perspective.
[Add row]

Classified as Internal

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, but it is not publicly available

(4.1.5) Briefly describe what the policy covers

The Board of Directors has defined the diversity principles applicable to its composition, which are available to the Shareholders' Nomination Board when seeking successors to the retiring members of the Board of Directors and when preparing its proposal for the composition of the Board of Directors for the Annual General Meeting. The diversity principles applied to the composition of the Board of Directors consist of sufficient expertise and experience to perform their duties diligently and efficiently, the members of the Board of Directors must also be able to cooperate with each other, and the members of the Board of Directors must have complementary education and experience. The Board of Directors must consist of at least 40 per cent of both men and women, and the composition must also be diverse in terms of age distribution, term of office and cultural background.
[Fixed row]

Classified as Internal

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

Climate change

(4.1.1.1) Board-level oversight of this environmental issue

Select from:

☑ Yes

Water

(4.1.1.1) Board-level oversight of this environmental issue

Select from:

☑ No, and we do not plan to within the next two years

(4.1.1.2) Primary reason for no board-level oversight of this environmental issue

Select from:

☑ Judged to be unimportant or not relevant

(4.1.1.3) Explain why your organization does not have board-level oversight of this environmental issue

In 2023, Finnair carried out a double materiality analysis (DMA) in accordance with the European Sustainability Reporting Standards (ESRS), carefully taking into account ESRS 2's disclosure requirements and EFRAG's value chain implementation guidelines. DMA results excluded ESRS E3 (water) from material aspects. The initial DMA has been reviewed in 2024, 2025 and 2026. In both of those reviews the materiality of the Water has not been changed.

Biodiversity

(4.1.1.1) Board-level oversight of this environmental issue

Select from:

☑ No, but we plan to within the next two years

(4.1.1.2) Primary reason for no board-level oversight of this environmental issue

Classified as Internal

Select from:

☑ Not an immediate strategic priority

(4.1.1.3) Explain why your organization does not have board-level oversight of this environmental issue

In 2023, Finnair carried out a double materiality analysis (DMA) in accordance with the European Sustainability Reporting Standards (ESRS), carefully taking into account ESRS 2's disclosure requirements and EFRAG's value chain implementation guidelines. The DMA results excluded ESRS E4 (biodiversity) from strategically important considerations. The initial DMA has been reviewed in 2024, 2025 and 2026. In the year 2025 DMA review SAF feedstock has been assessed to be material. The potential impact has been assessed to occur in the medium- and long-term and is then subject of discussions for being future BoD oversight issue. [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

☑ Board chair

☑ 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 :Charter of the Audit Committee

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

Classified as Internal

Select from:

☑ Scheduled agenda item in some board meetings – at least annually

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

Select all that apply

☑ Overseeing reporting, audit, and verification processes

☑ Other, please specify :review Finnair's transition plan with attention to its ambition, feasibility and clarity, and assess the business resilience on climate change in the long-term.

(4.1.2.7) Please explain

The BoD and Executive Board (EB) are committed to executing the company's Environmental Policy and ensuring adequate resources for its implementation. The BoD approves significant strategic matters, business plans, partnerships, and other decisions beyond the CEO's authority. It also holds overall responsibility for assessing and managing risks, including climate-related risks, while monitoring the corporate sustainability agenda as part of the broader group strategy. The BoD has delegated oversight of the quality and integrity of sustainability reporting, internal controls, and the independence and performance of the sustainability reporting auditor to the Audit Committee. It reviews Finnair's transition plan with attention to its ambition, feasibility and clarity, and assess the business resilience on climate change in the long-term and discusses the effects of the transition plan on financial statements and sustainability reporting. The Committee reports its findings and recommendations to the BoD. It does not hold independent decision-making authority unless explicitly authorised by the BoD. The CEO attends BoD meetings, manages daily operations, and ensures that BoD directives are followed during strategy execution. As chair of the EB, the CEO links the BoD and operational management, and holds responsibility for the company's sustainable strategy, including climate-related issues. The EB is accountable for the effectiveness and success of the company's sustainability management system. The CEO and EB bear the highest level of direct responsibility for sustainability matters. The EB ensures sufficient human and financial resources are allocated to achieve sustainability objectives and targets, while supporting continual improvement. It also approves and endorses high-level sustainability initiatives and the strategic roadmap.
[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

Classified as Internal

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

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

☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience

☑ Executive-level experience in a role focused on environmental issues

Water

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Not assessed

[Fixed row]

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

Climate change

(4.3.1) Management-level responsibility for this environmental issue

Select from:

☑ Yes

Water

(4.3.1) Management-level responsibility for this environmental issue

Classified as Internal

Select from:

☑ No, and we do not plan to within the next two years

(4.3.2) Primary reason for no management-level responsibility for environmental issues

Select from:

☑ Judged to be unimportant or not relevant

(4.3.3) Explain why your organization does not have management-level responsibility for environmental issues

In 2023, Finnair carried out a double materiality analysis (DMA) in accordance with the European Sustainability Reporting Standards (ESRS), carefully taking into account ESRS 2's disclosure requirements and EFRAG's value chain implementation guidelines. DMA results excluded ESRS E3 (water) from material aspects. The initial DMA has been reviewed in 2024, 2025 and 2026. In both of those reviews the materiality of the Water has not been changed

Biodiversity

(4.3.1) Management-level responsibility for this environmental issue

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

Classified as Internal

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

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

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

Finnair's senior management, Executive Board (EB), is ultimately accountable for the effectiveness and fundamental success of the Finnair's sustainability management system. The CEO of Finnair and the EB have the highest level of direct responsibility for sustainability-related matters. Moreover, CEO/EB ensures that sufficient human and financial resources are provided to perform the tasks required to meet the set objectives and targets, as well as to ensure the continual improvement of the Finnair's sustainability management system. EB approves and supports the high-level sustainability initiatives and the strategic roadmap.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Other C-Suite Officer, please specify :Chief Revenue Officer (CRO)

(4.3.1.2) Environmental responsibilities of this position

Classified as Internal

Policies, commitments, and targets

☑ Setting corporate environmental policies and/or commitments

(4.3.1.4) Reporting line

Select from:

☑ Other, please specify :As the biodiversity has not determined to be a strategic aspect, CRO and Environmental Steering Group are the highest level of management in the company.

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

Select from:

☑ Not reported to the board

(4.3.1.6) Please explain

As biodiversity has not been assessed as a strategic environmental aspect of the company, the company's Sustainability Management Team (SLT) is the company's top management level in biodiversity reporting.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Other C-Suite Officer, please specify :Chief Revenue Officer (CRO)

(4.3.1.2) Environmental responsibilities of this position

Policies, commitments, and targets

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Classified as Internal

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

(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

CRO is accountable of the company's Environmental Management System (EMS) and chair the company's Environmental Steering Group (Env SG). They propose the strategic roadmap and large-scale environmental programs to the Executive Board (EB). They also approve the targets and initiatives within the agreed roadmap, as well as sustainability development programs (unless they require financial investments beyond their approval limits). CRO is accountable for the Energy and emission efficiency of the Company's network, traffic and fleet planning, and energy transition.

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

Classified as Internal

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

Policies, commitments, and targets
☑ Monitoring compliance with corporate environmental policies and/or commitments
☑ Measuring progress towards environmental corporate targets
☑ Measuring progress towards environmental science-based targets

Strategy and financial planning
☑ Developing a climate transition plan
☑ Implementing a climate transition plan

(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:
☑ Half-yearly

(4.3.1.6) Please explain

The Environmental Steering Group (hereafter "Env SG") is chaired by the Chief Revenue Officer (CRO) and co-led by the VP, Sustainability. The other members are Chief Operating Officer (COO) and Chief Finance Officer (CFO). The Env SG is responsible for ensuring that environmental sustainability is embedded in Finnair's strategic and operational decision-making. The Env SG monitors the implementation of environmental targets, oversees the management of Finnair's Environmental Management System (EMS) and environmental-related risks and opportunities. The Env SG also reviews and endorses environmental policies and initiatives for Executive Board approval.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Classified as Internal

Executive level

☑ Chief Financial Officer (CFO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Strategy and financial planning

☑ Implementing a climate transition plan

(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

CFO is a member of the Company's Environmental Steering Group (Env SG) and is accountable for climate change risk management and long-term financial planning, including capital allocation.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Classified as Internal

Executive level

☑ Chief Operating Officer (COO)

(4.3.1.2) Environmental responsibilities of this position

Policies, commitments, and targets

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

Strategy and financial planning

☑ Implementing a climate transition plan

Other

☑ Providing employee incentives related to environmental performance

(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

COO is a member of the Company's Environmental Steering Group (Env SG) and is accountable for energy and emission efficiency of traffic program execution. [Add row]

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

Classified as Internal

Climate change

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

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

10

(4.5.3) Please explain

In 2025, Finnair's Board of Directors decided on the latest LTI plan, covering the years 2025-2027. The sustainability performance metric included in the LTI plan is CO2/RTK with 10% weight for all the plan participants. In addition, in 2025, CO2/RTK was a strategic, selectable STI for CEO, EB, directors and senior salaried employees, with 10-20% weight.

Water

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

Select from:

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

(4.5.3) Please explain

Water is not material environmental aspect for the company.
[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

Classified as Internal

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Board/Executive board

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

☑ Organization performance against an environmental sustainability index

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Long-Term Incentive Plan, or equivalent, only (e.g. contractual multi-year bonus)

(4.5.1.5) Further details of incentives

Annual target for CO2e/RTK: In 2025, the Board decided on the latest LTI plan for the years 2025–2027 for all the plan participants. The environmental sustainability performance metrics included is carbon emissions per revenue tonne kilometre (CO2/RTK) with 10% weight.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Fuel burn covers over 80% of the company's total emissions and respective costs represent about 20-30% of operational costs, hence operational efficiency and the use of resources is critical in meeting climate and financial targets.
[Add row]

Classified as Internal

(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

(4.6.1.4) Explain the coverage

Classified as Internal

The scope of the Finnair Environmental Management System covers flight operations, corporate buildings, catering functions, and aircraft maintenance services.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to stakeholder engagement and capacity building on environmental issues

☑ Commitment to no trade of CITES listed species

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to avoidance of negative impacts on threatened and protected species

Climate-specific commitments

☑ Commitment to net-zero emissions

(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

Finnair Environmental Policy.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?

Classified as Internal

Select from:

☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ Science-Based Targets Initiative (SBTi)

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

In October 2024, Finnair set a science-based emissions reduction target, which was validated by the Science Based Targets Initiative (SBTi). The Company's goal is to reduce the emission intensity (CO2e/RTK) of our operations by 34.5 per cent by 2033 from a 2023 baseline
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Yes

☑ Yes, we engaged directly with policy makers

☑ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ No, and we do not plan to have one in the next two years

(4.11.5) Indicate whether your organization is registered on a transparency register

Classified as Internal

Select from:

☑ Yes, my organization is registered

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☑ Mandatory government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

EU Transparency register, Reg Number: 419027043263-15 Finnish Transparency Register, Company ID: 0108023-3

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

The company has Public Relations team that maintains relations with relevant policymakers and participates in the activities and negotiations of advocacy organizations. The team plays a role in the company's sustainability management system and participates in the work of environmental working groups. [Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EU ETS

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

Classified as Internal

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☑ Emissions trading schemes

☑ Subsidies on infrastructure

☑ Subsidies on products or services

☑ Sustainable finance

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Europe

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization’s proposed alternative approach to the policy, law, or regulation

Finnair do not agree with the possible extension of the scope of the EU ETS. Also, alignment between RED, ReFuelEU Aviation and ETS on terminologies and definitions of eligible SAF and eSAF and reporting practices need to be achieved. The extension and transparent enforcement of EU ETS SAF Allowance mechanism need to be achieved.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Participation in working groups organized by policy makers

Classified as Internal

☑ Regular meetings
☑ Discussion in public forums
☑ Responding to consultations
☑ Submitting written proposals/inquiries

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

The EU ETS is highly relevant to Finnair's climate commitments because it affects fossil jet fuel costs, SAF incentives, carbon cost exposure and the future treatment of aviation non-CO2 climate impacts. Finnair's transition plan work has identified fuel efficiency, fleet renewal, SAF and non-CO2 mitigation as key decarbonization levers, while recognizing that regulation, SAF availability and cost pass-through are material external dependencies. Finnair expects EU ETS to support decarbonization where it strengthens carbon pricing and SAF-related support, but it may negatively affect climate targets delivery if revenues are not recycled into aviation energy transition, if SAF support is weakened, or if scope extensions increase costs without addressing competitive distortions. For non-CO2 effects, Finnair recognizes the climate relevance of contrails and has established a dedicated non-CO2 Environmental Management Plan. Finnair has started EU-required monitoring and reporting through NEATS and completed the first verified 2025 non-CO2 reporting cycle. However, Finnair considers the concerns raised by the industry to be relevant: NEATS and contrail avoidance are not yet sufficiently validated through observational data, verification of actual climate outcomes remains limited, flight-planning and ATM integration are immature, and contrail avoidance trials indicate potential extra fuel-burn, cost and capacity impacts. The intended outcome of Finnair's engagement is an EU ETS framework that supports real emissions reductions, maintains or strengthens SAF support, recycles aviation revenues into aviation energy transition, and treats non-CO_2 impacts through a phased approach: robust MRV and data quality first, tool and operational validation second, and only then possible incentives or obligations.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:
☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Classified as Internal

Select all that apply

☑ Paris Agreement

Row 2

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

ReFuelEU Aviation

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☑ Alternative fuels

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Europe

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Support with minor exceptions

Classified as Internal

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

Finnair does not seek a general exemption from ReFuelEU Aviation and supports the overall level of ambition in the SAF mandate, as the regulation is an important mechanism for creating SAF demand certainty and supporting aviation decarbonisation. Finnair also broadly supports the anti-tankering requirement, as it is intended to prevent avoidance of SAF obligations and protect the environmental integrity of the regulation. However, efficient implementation of the anti-tankering requirement is challenging in an airline network context, where fuel planning is affected by safety margins, weather, airport infrastructure, disruption recovery, aircraft rotation, operational resilience and cost-efficiency considerations. Finnair's proposed alternative approach is therefore to make it more workable by lowering the required annual fuel uplift threshold from 90% to 80% at airport level. This would create a more realistic operational margin while maintaining the core purpose of the rule: preventing systematic economic tankering. A lower threshold would also reduce unnecessary deviation reporting where differences are caused by legitimate safety, operational or network-planning reasons rather than avoidance of the regulation. Finnair has not advocated for lowering the ambition of the SAF mandate. Instead, Finnair has supported the level of ambition in the Commission proposal while advocating for a wider eligible feedstock base to help ensure sufficient SAF supply at a reasonable price level, without compromising robust sustainability criteria. This is important because SAF availability and affordability are key dependencies in Finnair's transition plan. If eligible supply is too narrow or costly, the regulation may increase compliance costs without sufficiently accelerating actual emissions reductions. Finnair supports strengthening the enabling framework around ReFuelEU Aviation. This includes clearer and harmonized alignment between RED, ReFuelEU Aviation and EU ETS terminology and definitions for eligible SAF and eSAF, consistent reporting practices, practical treatment of chain-of-custody and sustainability documentation requirements, and stronger supply-side measures to scale SAF and eSAF production. The objective is to maintain environmental ambition while ensuring that airlines can comply based on actual SAF availability, clear definitions and workable administrative processes.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Regular meetings

☑ Discussion in public forums

☑ Responding to consultations

☑ Submitting written proposals/inquiries

☑ Participation in working groups organized by policy makers

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Classified as Internal

ReFuelEU Aviation is highly relevant to Finnair's climate commitments because it directly determines the minimum level of sustainable aviation fuel (SAF) that must be supplied at EU airports and therefore shapes the availability, cost and scalability of one of Finnair's most important decarbonisation levers. SAF is a central element of Finnair's climate work, but its delivery depends on functioning regulation, sufficient supply, credible sustainability criteria, book-and-claim or other chain-of-custody solutions where applicable, and a cost framework that enables airlines to increase uptake without undermining competitiveness. Finnair expects ReFuelEU Aviation to have mainly positive long-term impacts by creating demand certainty for SAF, supporting investment in production capacity, harmonising requirements across the EU, and reducing the risk of fragmented national blending mandates. However, the regulation may also create negative impacts if SAF supply does not scale in line with mandates, if price premiums remain high, if administrative requirements are unclear or burdensome, or if non-EU competitors are not exposed to comparable costs. These factors are directly relevant to Finnair's ability to meet its climate commitments as SAF availability and affordability remain key external dependencies. Finnair engages on ReFuelEU Aviation through industry associations and direct regulatory monitoring to promote a policy framework that supports real emissions reductions while safeguarding operational feasibility and a level playing field. The aim of the engagement is to ensure that SAF mandates are matched with effective supply-side measures, investment incentives, clear sustainability and reporting rules, and practical implementation requirements for airlines, airports and fuel suppliers. Finnair also supports policy development that enables eSAF and other advanced fuels to scale, as these are important for aviation's longer-term decarbonization pathway.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 3

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

RED III

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

Classified as Internal

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☑ Electricity grid access for renewables

☑ Renewable energy generation

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Europe

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

Finnair's proposed alternative approach is to improve alignment between RED III, ReFuelEU Aviation and EU ETS on terminology, definitions of eligible SAF and eSAF, greenhouse gas accounting and reporting practices. A consistent regulative framework would support more reliable compliance, reduce administrative burden, and provide clearer investment signals for fuel producers, airlines and customers. This is particularly important because RED III acts as the basis for determining what fuels can be recognised and reported under other aviation climate policy instruments.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Responding to consultations

☑ Submitting written proposals/inquiries

Classified as Internal

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

RED III defines which fuels can qualify as sustainable aviation fuel (SAF), eSAF / renewable fuels of non-biological origin, and other eligible renewable fuels for regulatory and reporting purposes. It also determines the sustainability criteria, greenhouse gas accounting rules and chain-of-custody requirements that companies need to follow in order to credibly report SAF use and benefit from related public policy mechanisms. For Finnair, RED III therefore forms part of the regulatory foundation for using SAF as a core decarbonisation lever in its climate work. It affects whether SAF purchases can be counted towards environmental targets, whether they are recognised under related frameworks such as ReFuelEU Aviation and EU ETS, and whether public economic support for the aviation transition can be accessed in practice. If the RED III criteria, definitions or traceability requirements are too restrictive or inconsistently applied, this could slow down SAF market development, increase compliance complexity and delay the energy transformation of the aviation sector. Finnair's engagement therefore aims to support a RED III framework that maintains robust sustainability safeguards while enabling scalable SAF and eSAF deployment. Finnair supports clear, technology-neutral and sustainability-based criteria, practical chain-of-custody arrangements, and alignment between RED III, ReFuelEU Aviation and EU ETS on terminology, definitions of eligible SAF and eSAF, greenhouse gas accounting and reporting practices. This alignment is important to avoid situations where the same fuel is treated differently across regulatory frameworks, creating uncertainty for airlines, fuel suppliers and investors.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ No, we have not evaluated

[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Classified as Internal

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ Other global trade association, please specify :Airlines for Europe (A4E)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, and they have changed their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Finnair's position in climate and energy -related issues do not differ from the official A4E positions.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

40000

Classified as Internal

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

The funding is about the annual membership fee of the organization.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ No, we have not evaluated

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☑ Other, please specify :Registered Association

(4.11.2.3) State the organization or position of individual

Hydrogen Cluster Finland - is a network of companies and industrial associations that facilitates sharing of information, collaboration and joint ventures, and development of a business perspective to promote hydrogen economy, create business opportunities and support the transformation towards climate neutrality. Hydrogen Cluster Finland welcomes dialogue and collaboration with companies, clusters, and platforms active in hydrogen economy to create sustainable innovation.

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

Classified as Internal

(4.11.2.6) Indicate whether your organization’s position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual’s position in the reporting year

Select from:

☑ Yes, and they have changed their position

(4.11.2.8) Describe how your organization’s position is consistent with or differs from the organization or individual’s position, and any actions taken to influence their position

Finnair's position in climate and energy -related issues do not differ from the Hydrogen Cluster Finland's official positions.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

6000

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

The funding is an annual membership fee of the organisation. The Hydrogen Cluster Finland has a specific working group ensuring national regulation enables hydrgogen (and eSAF) ecosystems' fast-enough development, and H2 and its derivates production.

(4.11.2.11) Indicate if you have evaluated whether your organization’s engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization’s engagement on policy, law or regulation

Classified as Internal

Select all that apply
☑ Paris Agreement
[Add 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 mainstream reports

(4.12.1.2) Is your publication in line with a standard or framework?

Select from:
☑ Yes

(4.12.1.3) Standard or framework the publication is in line with

Select all that apply
☑ ESRS

(4.12.1.4) Environmental issues covered in publication

Select all that apply

Classified as Internal

☑ Climate change
☑ Biodiversity

(4.12.1.5) Status of the publication

Select from:
☑ Complete

(4.12.1.6) Content elements

Select all that apply
☑ Strategy
☑ Governance
☑ Risks & Opportunities
☑ Value chain engagement
☑ Dependencies & Impacts
☑ Biodiversity indicators
☑ Public policy engagement
☑ Climate-related targets
☑ Greenhouse gas emissions figures
☑ Content of environmental policies

(4.12.1.7) Page/section reference

42-110

(4.12.1.8) Attach the relevant publication

Finnair annual report-2025.pdf

(4.12.1.9) Comment

Finnair's Sustainability Report for the reporting period 2025 has been prepared in accordance with the Finnish Accounting Act, EU Taxonomy Regulation, and European Sustainability Reporting Standards (ESRS) issued by the European Financial Reporting Advisory Group (EFRAG) under the EU Corporate Sustainability Reporting Directive (CSRD). Finnair's CSRD report provides our stakeholders a deep insight to the company's sustainability commitments, approach and performance. The scope of consolidation of the Report encompasses the operations of the parent company Finnair Plc and all subsidiaries controlled by Finnair Plc. In addition, the Report covers Finnair's value chain, meaning the upstream and downstream value chain. Environmental information includes also the fuel consumption of Nordic Regional Airlines AB (Norra) and any other air operator for flights operated as purchased traffic for Finnair.
[Add row]

Classified as Internal

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

Water

(5.1.1) Use of scenario analysis

Select from:

☑ No, and we do not plan to within the next two years

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:

☑ Judged to be unimportant or not relevant

(5.1.4) Explain why your organization has not used scenario analysis

In 2023, Finnair carried out a double materiality analysis (DMA) in accordance with the European Sustainability Reporting Standards (ESRS), carefully taking into account ESRS 2's disclosure requirements and EFRAG's value chain implementation guidelines. DMA results excluded ESRS E3 (water) from material aspects. The initial DMA has been reviewed in 2024, 2025 and 2026. In both of those reviews the materiality of the Water has not been changed.

Classified as Internal

[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

Climate transition scenarios
☑ IEA NZE 2050

(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
☑ Policy
☑ Market
☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:
☑ 1.5°C or lower

Classified as Internal

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 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)

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 emission aircraft technology development and SAF production technology development

Macro and microeconomy

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Classified as Internal

IEA NZE2050 envisions a rapid and aggressive transition, with high reliance on new technologies that may not yet be commercially viable in 2050's and stronger global policy commitments. Its constraints stem from the high costs of adaptation, technology uncertainties, and the need for global cooperation.

(5.1.1.11) Rationale for choice of scenario

The different selected scenarios (IPCC RCP 2.6, IPCC RCP 8.5, IEA NetZero 2050, and IEA APS) provide different perspectives on the potential future of the aviation sector in the context of climate change, based on a range of assumptions about technological progress, policy interventions, and social and economic factors. The IPCC RCP 2.6 and IEA NetZero 2050 scenarios were selected to represent low-emissions pathways that require significant technological progress and policy interventions to achieve emissions reductions. Both scenarios assume that the electrification of short-haul flights, the use of alternative fuels, and the widespread use of carbon offsets will be necessary to reduce emissions from the aviation sector. The IEA NetZero 2050 scenario also highlights the potential for hydrogen-powered long-haul flights in the future.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ IEA APS

(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

☑ Policy

☑ Market

Classified as Internal

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:
☑ 2.0°C - 2.4°C

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply
☑ 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)

Finance and insurance
☑ Cost of capital

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

IEA APS takes a gradual approach, with slow-paced technology development, low regulatory ambition, and a continued reliance on fossil fuels. Its constraints include moderate carbon pricing, slow infrastructure adaptation, and potential operational disruptions from extreme climate events.

Classified as Internal

(5.1.1.11) Rationale for choice of scenario

The different selected scenarios (IPCC RCP 2.6, IPCC RCP 8.5, IEA NetZero 2050, and IEA APS) provide different perspectives on the potential future of the aviation sector in the context of climate change, based on a range of assumptions about technological progress, policy interventions, and social and economic factors. The IPCC RCP 8.5 and IEA APS scenarios represent high-emissions pathways with limited technological progress and significant growth in air travel, resulting in a significant increase in emissions from the aviation sector. Both scenarios assume that limited use of carbon offsets and a focus on meeting demand for air travel will be the priority, rather than reducing emissions.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) 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

Classified as Internal

☑ Chronic physical

☑ Market

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0°C and above

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Changes in ecosystem services provision

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

Direct interaction with climate

☑ On asset values, on the corporate

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

RCP 8.5 assumes a world with very high population growth, continued fossil fuel dominance, and no climate mitigation policies. It leads to over 4°C of warming by 2100. While seen as an unlikely baseline, it is used as a stress test scenario for physical climate risks. Key uncertainties relate to future policy actions, technology evolution, and demographic trends.

(5.1.1.11) Rationale for choice of scenario

Classified as Internal

The different selected scenarios (IPCC RCP 2.6, IPCC RCP 8.5, IEA NetZero 2050, and IEA APS) provide different perspectives on the potential future of the aviation sector in the context of climate change, based on a range of assumptions about technological progress, policy interventions, and social and economic factors. The IPCC RCP 8.5 and IEA APS scenarios represent high-emissions pathways with limited technological progress and significant growth in air travel, resulting in a significant increase in emissions from the aviation sector. Both scenarios assume that limited use of carbon offsets and a focus on meeting demand for air travel will be the priority, rather than reducing emissions.
[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

☑ Resilience of business model and strategy

☑ Capacity building

☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

(5.1.2.3) Summarize the influence of the scenario analysis on the selected business processes

Scenario analysis has influenced Finnair's climate-related risk and opportunity management, strategy and financial planning, resilience assessment, capacity building, and target setting and transition planning. The analysis used transition and physical climate scenarios, including IEA NZE 2050, IEA APS and IPCC RCP 2.6 and 8.5 narratives, across short-, medium- and long-term horizons consistent with Finnair's risk and strategic planning horizons. Transition scenarios highlighted regulation, SAF availability and price, carbon pricing, aircraft technology development and customer demand as the most material uncertainties for aviation. Physical scenarios highlighted increasing acute weather disruption, although Finnair's Helsinki hub was assessed as relatively less exposed than many global operating environments. The results informed risk and opportunity identification by supporting the classification of climate-related regulatory cost, SAF market development, technology transition and physical disruption as relevant risk and opportunity areas in the enterprise risk management process. They also informed strategy and financial planning by reinforcing the need to manage exposure to rising fuel, SAF and carbon-related costs, to monitor regulatory development such as EU ETS and ReFuelEU

Classified as Internal

Aviation, and to consider these factors in emissions reduction planning, cost outlooks and investment discussions. The analysis supported resilience assessment by testing the business model against different transition speeds and physical climate outcomes. Key insights were that aviation decarbonization depends strongly on SAF availability and affordability, fleet renewal, operational efficiency and policy support, while delayed or uneven transition may increase regulatory and market uncertainty. The analysis has also influenced capacity building and transition planning. It has supported internal understanding of climate-related risks, opportunities and dependencies across functions involved in environment, risk, finance, strategy, operations and procurement. It has further informed Finnair's climate transition work, including the SBTi-validated target to reduce CO2e/RTK by 34.5% by 2033 from a 2023 baseline, and the prioritisation of mitigation levers such as SAF beyond regulatory requirements, operational efficiency, network optimisation and fleet renewal. Financial resilience is addressed through annual planning, monitoring of carbon and SAF cost exposure, and allocation of resources to climate-related mitigation actions. Asset resilience is mainly addressed through fleet planning and the ability to upgrade or renew aircraft over time, while existing operations can be adjusted through efficiency measures, route and network optimisation, and engagement with fuel suppliers and policy makers. Where environmental interconnections were identified, the scenario work also helped clarify links to biodiversity and circular economy topics, particularly potential upstream biodiversity impacts connected to SAF feedstocks and the need for certified supply chains. These insights are used to support supplier engagement and to avoid shifting climate mitigation impacts to other environmental areas.
[Fixed row]

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

(5.2.1) Transition plan

Select from:
☑ No, but we are developing a climate transition plan within the next two years

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

Select from:
☑ No standardized procedure

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

Finnair has established the core elements of its climate transition plan, including climate-related targets, governance structures, key decarbonization levers, monitoring processes, and assessment of climate-related risks and opportunities. The transition plan guides the company's efforts to reduce emissions through operational efficiency improvements, fleet-related actions, sustainable aviation fuel (SAF) uptake, and engagement with stakeholders across the aviation value chain. During the reporting period, Finnair continued to advance the maturity of its transition planning processes. While climate-related considerations are integrated into relevant business decision-making and investment evaluations, the transition plan has not yet been fully embedded into strategic financial planning and long-term corporate strategy planning processes. Further work is ongoing to strengthen the linkage between transition plan objectives, long-term financial planning

Classified as Internal

assumptions, capital allocation processes, and future strategic planning cycles. Finnair intends to continue developing these integrations to support implementation of its transition plan and to enhance alignment between climate-related objectives, business strategy, and long-term value creation.
[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:
☑ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply
☑ Products and services
☑ Upstream/downstream value chain
☑ Operations

(5.3.3) Primary reason why environmental risks and/or opportunities have not affected your strategy and/or financial planning across all business areas

Select from:
☑ Other, please specify :risks have affected both strategy and financial planning

(5.3.4) Explain why environmental risks and/or opportunities have not affected your strategy and/or financial planning across all business areas

They have affected.
[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

Classified as Internal

(5.3.1.1) Effect type

Select all that apply

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Climate-related opportunities have impacted Finnair's commercial and product strategy, especially through the growing willingness to fund alternative jet fuel (SAF) by corporate customers, individual customers and value chain partners. The opportunity disclosed in relation to SAF has influenced Finnair's strategy because SAF is currently one of the most important available levers for reducing aviation emissions, while aircraft technology alternatives for long-haul aviation remain limited in the short and medium term. Finnair's strategy considers that customer willingness to pay, regulatory requirements, SAF supply constraints and reputational expectations may develop at different speeds. Therefore, the company's approach is to build capabilities and partnerships gradually while avoiding overstatement of climate claims. This includes considering how SAF-related solutions and emissions information can be integrated into customer and corporate customer offerings in a credible and legally compliant manner. The most substantial effect is that climate-related opportunities are no longer treated only as compliance or operational efficiency matters, but also as commercial and stakeholder-related topics.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ Transition risks

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Classified as Internal

Climate-related transition risks have significantly influenced Finnair's upstream and downstream value chain strategy across the short, medium and long term. The most significant risks relate to the availability, affordability and sustainability of sustainable aviation fuel (SAF), increasing climate-related regulation, carbon pricing mechanisms, evolving customer expectations, and the pace of aircraft, engine and energy technology development. These risks affect Finnair's value chain because the company's ability to achieve its climate targets and transition objectives depends not only on its own operations but also on the actions and capabilities of fuel suppliers, aircraft and engine manufacturers, airports, air navigation service providers, customers and policy makers. In the short and medium term, the strategy has been affected by uncertainty regarding SAF supply volumes, production capacity, feedstock availability and price premiums. Regulatory developments, including EU ETS and ReFuelEU Aviation requirements, are expected to increase compliance costs and influence future fuel procurement decisions. As a result, Finnair has increased its focus on SAF procurement, supplier engagement, regulatory monitoring and industry collaboration to improve long-term availability of SAF and support aviation decarbonization. In the longer term, Finnair's strategy considers uncertainties related to the timing and scalability of new aircraft propulsion technologies, future energy infrastructure, and the capability of the wider aviation ecosystem to deliver the reductions required for net-zero aviation.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Physical risks

☑ Transition risks

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

The most significant transition risks relate to increasing climate-related regulation, including EU ETS and ReFuelEU Aviation requirements, exposure to carbon and fuel costs, uncertainty regarding the availability and affordability of sustainable aviation fuel (SAF), and the pace of technological development required to decarbonize aviation. The most significant physical risks relate to increasing frequency and severity of weather-related disruptions, including storms, heavy precipitation, heat events and other climate-related operational impacts that may affect flight operations, airport infrastructure and network reliability. These risks have affected operational strategy because fuel consumption and operational efficiency are key determinants of both Finnair's environmental performance and operating costs. In response, Finnair has focused on operational efficiency, fleet renewal, fuel-saving initiatives, network optimization and increased use of SAF as core elements of its climate transition strategy. Resource allocation and operational decision-making increasingly consider fuel efficiency, emissions intensity and regulatory cost exposure when evaluating operational initiatives and long-term fleet development. In the short and medium term, operational strategy focuses on improving fuel efficiency, preparing for increasing SAF obligations, managing exposure to carbon pricing and climate-related regulation, and maintaining competitiveness during the aviation sector transition. Key decisions influenced by these risks include investments in more fuel-efficient aircraft, implementation of operational fuel-saving measures, improvements in flight planning and aircraft performance monitoring, and integration of climate considerations into operational

Classified as Internal

planning processes. Physical climate risks are considered as part of operational resilience and risk management. Finnair continuously assesses the impacts of weather patterns on flight operations and operational safety. While Helsinki-Vantaa Airport, Finnair's primary hub, has been assessed as relatively less exposed to certain climate risks than many global aviation hubs, increasing weather-related disruptions may still affect punctuality, operational reliability and customer experience. Strategy therefore emphasizes resilience through operational preparedness, disruption management capabilities, monitoring of climate-related developments and continuous evaluation of operational vulnerabilities across the route network.
[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply
☑ Direct costs

(5.3.2.2) Effect type

Select all that apply
☑ Transition risks

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply
☑ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

The most significant transition risks are the increasing cost of climate-related regulation, including the EU Emissions Trading System (EU ETS) and ReFuelEU Aviation requirements, uncertainty regarding the availability and price of sustainable aviation fuel (SAF), and broader market developments affecting the cost of decarbonizing aviation operations. These risks are incorporated into financial planning through forecasting, budgeting and scenario analysis processes used to assess future operating cost development under different regulatory and market conditions. As fuel is one of the largest cost items in airline operations, financial planning considers both the expected increase in SAF blending requirements and the significant price premium that SAF currently carries compared to conventional jet fuel. Climate-related regulation and carbon pricing mechanisms are therefore expected to increase direct operating costs over time and are incorporated into

Classified as Internal

business planning assumptions and cost outlooks. The identified risks have influenced decisions regarding resource allocation, climate transition planning, operational efficiency programs and fleet-related investment priorities. To help mitigate expected cost increases, Finnair continues to focus on fuel-efficiency improvements, operational optimization, fleet renewal and SAF procurement planning. Financial planning also considers different transition scenarios, including uncertainties related to carbon prices, regulatory developments, SAF production capacity and future technological developments in aviation. These considerations have resulted in increased attention to cost resilience and the long-term competitiveness of the business model.
[Add 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	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
	Select from: ☑ Yes	*Select all that apply* ☑ A sustainable finance taxonomy	*Select from:* ☑ At both the organization and activity level

[Fixed row]

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

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:
☑ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

Classified as Internal

☑ EU Taxonomy for Sustainable Activities

(5.4.1.3) Objective under which alignment is being reported

Select from:

☑ Total across climate change mitigation and climate change adaptation

(5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

☑ Yes

(5.4.1.5) Financial metric

Select from:

☑ Revenue/Turnover

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

724000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

23.3

(5.4.1.8) Percentage share of selected financial metric planned to align in 2030 (%)

0

(5.4.1.9) Percentage share of selected financial metric planned to align in 2035 (%)

0

(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)

84.9

Classified as Internal

(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)

15.1

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

The assessment of alignment with Finnair's climate transition is based on the EU Taxonomy for Sustainable Activities and is aligned with the company's CSRD sustainability reporting approach. The methodology evaluates whether economic activities meet the applicable Taxonomy eligibility and alignment criteria, including substantial contribution requirements, do no significant harm (DNSH) criteria and minimum safeguards. Climate-transition alignment is assessed at both the organization and activity level through the same governance, reporting and control processes used for EU Taxonomy disclosures.

Row 2

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.1.3) Objective under which alignment is being reported

Select from:

☑ Total across climate change mitigation and climate change adaptation

(5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

☑ Yes

(5.4.1.5) Financial metric

Classified as Internal

Select from:

☑ CAPEX

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

3000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

1.8

(5.4.1.8) Percentage share of selected financial metric planned to align in 2030 (%)

0

(5.4.1.9) Percentage share of selected financial metric planned to align in 2035 (%)

0

(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)

92.4

(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)

7.6

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

The assessment of alignment with Finnair's climate transition is based on the EU Taxonomy for Sustainable Activities and is aligned with the company's CSRD sustainability reporting approach. The methodology evaluates whether economic activities meet the applicable Taxonomy eligibility and alignment criteria, including substantial contribution requirements, do no significant harm (DNSH) criteria and minimum safeguards. Climate-transition alignment is assessed at both the organization and activity level through the same governance, reporting and control processes used for EU Taxonomy disclosures.

Row 3

Classified as Internal

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.1.3) Objective under which alignment is being reported

Select from:

☑ Total across climate change mitigation and climate change adaptation

(5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

☑ Yes

(5.4.1.5) Financial metric

Select from:

☑ OPEX

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

48000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

27.2

(5.4.1.8) Percentage share of selected financial metric planned to align in 2030 (%)

Classified as Internal

0

(5.4.1.9) Percentage share of selected financial metric planned to align in 2035 (%)

0

(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)

99.8

(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)

0.2

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

The assessment of alignment with Finnair's climate transition is based on the EU Taxonomy for Sustainable Activities and is aligned with the company's CSRD sustainability reporting approach. The methodology evaluates whether economic activities meet the applicable Taxonomy eligibility and alignment criteria, including substantial contribution requirements, do no significant harm (DNSH) criteria and minimum safeguards. Climate-transition alignment is assessed at both the organization and activity level through the same governance, reporting and control processes used for EU Taxonomy disclosures.
[Add row]

(5.4.2) Quantify the percentage share of your spending/revenue that was associated with eligible and aligned activities under the sustainable finance taxonomy in the reporting year.

Row 1

(5.4.2.1) Economic activity

Select from:
☑ Passenger and freight air transport

(5.4.2.2) Taxonomy under which information is being reported

Select from:

Classified as Internal

☑ EU Taxonomy for Sustainable Activities

(5.4.2.3) Taxonomy alignment

Select from:

☑ Taxonomy-aligned

(5.4.2.4) Financial metrics

Select all that apply

☑ Turnover

☑ CAPEX

☑ OPEX

(5.4.2.5) Types of substantial contribution

Select all that apply

☑ Transitional activity

☑ Activity enabling mitigation

(5.4.2.6) Taxonomy-aligned turnover from this activity in the reporting year (currency)

724000000

(5.4.2.7) Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

23.3

(5.4.2.8) Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

23.3

Classified as Internal

(5.4.2.9) Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

0

(5.4.2.12) Taxonomy-aligned CAPEX from this activity in the reporting year (currency)

3000000

(5.4.2.13) Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

1.8

(5.4.2.14) Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

1.8

(5.4.2.15) Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

0

(5.4.2.18) Taxonomy-aligned OPEX from this activity in the reporting year (currency)

48000000

(5.4.2.19) Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

27.2

(5.4.2.20) Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

27.2

Classified as Internal

(5.4.2.21) Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

0

(5.4.2.24) Calculation methodology and supporting information

Calculation method is based on the total, EU taxonomy based CAPEX and the aligned part is defined based on the technical screening criteria.

(5.4.2.25) Substantial contribution criteria met

Select from:

☑ Yes

(5.4.2.26) Details of substantial contribution criteria analysis

Finnair assessed passenger and freight air transport under EU Taxonomy climate change mitigation activity 6.19. The Taxonomy substantial contribution criteria cover zero-direct-CO2 aircraft, latest-generation aircraft meeting defined fuel-efficiency and greenhouse gas reduction criteria, and operation of eligible aircraft using the required share of sustainable aviation fuel. For 2025, Finnair identified potentially aligned aircraft based on the applicable latest-generation aircraft criteria. Airbus issued a declaration in January 2025 confirming that the A350 meets the required criteria, and an ICF analysis also identified the A350-900 as likely to comply with the applicable aviation Taxonomy criteria.

(5.4.2.27) Do no significant harm requirements met

Select from:

☑ Yes

(5.4.2.28) Details of do no significant harm analysis

Finnair assessed the Taxonomy-aligned proportion of this activity against the applicable 'Do No Significant Harm' -criteria for climate change adaptation, transition to a circular economy, and pollution prevention and control. For climate change adaptation, Finnair reviewed the physical climate risks relevant to its operations under different climate scenarios.

(5.4.2.29) Minimum safeguards compliance requirements met

Select from:

Classified as Internal

☑ Yes

(5.4.2.30) Attach any supporting evidence

Finnair annual report-2025.pdf
[Add row]

(5.4.3) Provide any additional contextual and/or verification/assurance information relevant to your organization's taxonomy alignment.

(5.4.3.1) Details of minimum safeguards analysis

Finnair assessed compliance with the EU Taxonomy Minimum Safeguards by reviewing Regulation (EU) 2020/852 and the Final Report on Minimum Safeguards published by the EU Platform on Sustainable Finance. The assessment covered human and labour rights, anti-corruption and anti-bribery, fair competition and responsible tax conduct. Finnair's Code of Conduct and CEO-approved Policy Commitment to Human Rights establish adherence to the UN Guiding Principles on Business and Human Rights, the ILO Declaration on Fundamental Principles and Rights at Work, and the OECD Guidelines for Multinational Enterprises. The human rights commitment describes an ongoing due diligence process integrated into Finnair's Internal Control Framework, including risk identification, mitigation, monitoring, grievance mechanisms and remediation. Anti-corruption, competition-law and tax compliance are supported by dedicated policies, rules, controls, training, legal review and governance arrangements. Based on this analysis, Finnair concluded that the Minimum Safeguards requirements were met in 2025.

(5.4.3.2) Additional contextual information relevant to your taxonomy accounting

No additional information.

(5.4.3.3) Indicate whether you will be providing verification/assurance information relevant to your taxonomy alignment in question 13.1

Select from:
☑ No

(5.4.3.4) Explain why you will not be providing verification/assurance information relevant to your taxonomy alignment in question 13.1

Taxonomy alignment has been verified as part of the company's CSRD report. The assurance information can be found from the Finnair Annual report 2025.

Classified as Internal

[Fixed row]

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

	Investment in low-carbon R&D	Comment
	Select from: ☑ No	*During the course of the year 2025 there were no monetary investments in the R&D.*

[Fixed row]

(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?

(5.9.1) Water-related CAPEX (+/- % change)

0

(5.9.2) Anticipated forward trend for CAPEX (+/- % change)

0

(5.9.3) Water-related OPEX (+/- % change)

-16

(5.9.4) Anticipated forward trend for OPEX (+/- % change)

Classified as Internal

0

(5.9.5) Please explain

In 2025 water consumption at Helsinki-Vantaa airport area operations reduced 16% from 2024.
[Fixed row]

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

Carbon

(5.10.1) Use of internal pricing for this environmental externality

Select from:
☑ Yes

Water

(5.10.1) Use of internal pricing for this environmental externality

Select from:
☑ No, and we do not plan to in the next two years

(5.10.2) Primary reason for not pricing this environmental externality

Select from:
☑ Not an immediate strategic priority

(5.10.3) Explain why your organization does not price this environmental externality

In 2023, Finnair carried out a double materiality analysis (DMA) in accordance with the European Sustainability Reporting Standards (ESRS), carefully taking into account ESRS 2's disclosure requirements and EFRAG's value chain implementation guidelines. DMA results excluded ESRS E3 (water) from material aspects. The initial DMA has been reviewed in 2024, 2025 and 2026. In both of those reviews the materiality of the Water has not been changed.

Classified as Internal

Other

(5.10.1) Use of internal pricing for this environmental externality

Select from:
☑ No, and we do not plan to in the next two years
[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:
☑ Internal fee

(5.10.1.2) Objectives for implementing internal price

Select all that apply
☑ Drive energy efficiency
☑ Drive low-carbon investment
☑ Incentivize consideration of climate-related issues in decision making
☑ Incentivize consideration of climate-related issues in risk assessment

(5.10.1.3) Factors considered when determining the price

Select all that apply
☑ Alignment with the price of allowances under an Emissions Trading Scheme

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

Classified as Internal

Finnair has included all regulatory costs related to jet fuel in its financial planning as an internal carbon price. This helps Finnair understand and manage the increasing costs associated with the environmental impact of its operations. Finnair's fuel cost includes estimated regulatory costs for carbon dioxide emissions (EU ETS, CORSIA and SAF mandates) and covers Finnair's total aviation fuel consumption (>99% of Scope 1 emissions). Whenever jet fuel cost related calculations are done (for example weight reduction campaigns, fleet and network planning or SAF investments), the carbon price is included automatically. The carbon price is reviewed at least on a quarterly basis to reflect the EU ETS and CORSIA carbon price and estimated SAF mandate cost. The regulation-based carbon price can be volatile, influenced by market dynamics, policy changes, and general economic conditions. This volatility can lead to significant fluctuations in the internal carbon price, providing challenges to maintain consistent financial planning and decision-making. For example, the EU ETS price is subject to short-term market conditions, which may not be fully captured in the future cost estimations of carbon emissions.

(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

The carbon price is reviewed at least on quarterly basis to reflect all regulatory costs for jet fuel.

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

65

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

76

Classified as Internal

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

Select all that apply

☑ Operations

☑ Risk management

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

Select from:

☑ Yes, for some decision-making processes, please specify :fuel-related decisions

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

99.9

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

Select from:

☑ No

[Add row]

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

Value chain stakeholder	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

Classified as Internal

Value chain stakeholder	Engaging with this stakeholder on environmental issues	Environmental issues covered
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]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Contribution to supplier-related Scope 3 emissions

☑ Other, please specify

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 76-99%

Classified as Internal

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

Suppliers are classified as having substantive climate-related impacts where they fall within categories representing the majority of Finnair's supplier-related Scope 3 emissions, are strategically critical to delivery of Finnair's climate objectives, or exceed the defined high-risk threshold under the Sustainable Procurement Program. Sustainable Procurement program uses 3rd party risk management tool to rate suppliers environmental performance based on publicly available information.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

☑ Less than 1%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

8
[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

☑ Procurement spend

☑ Business risk mitigation

☑ Leverage over suppliers

Classified as Internal

☑ Strategic status of suppliers

☑ Supplier performance improvement

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

(5.11.2.4) Please explain

Finnair prioritises suppliers for environmental engagement through its Sustainable Procurement Framework and risk-based sustainability due diligence processes. Suppliers are prioritised based on sustainability risk and Finnair leverage, using a combination of supplier sustainability risk screening, sustainability assessments and category-level risk analysis. Finnair continuously evaluates sustainability risks in its supply base using a 3rd party risk management platform, which combines country, industry and commodity risk indicators with AI-enabled monitoring of public sources such as media and NGO reports. Supplier assessments also consider environmental topics including climate change, pollution, resource use, biodiversity and other environmental risks. Suppliers identified as having elevated sustainability risk, and where Finnair can influence, are prioritised for further engagement. Depending on the risk level, engagement activities may include sustainability self-assessments, follow-up dialogues, supplier audits, corrective action plans and ongoing monitoring. Finnair's approach focuses resources on suppliers where sustainability risks and potential impacts are most significant and where Finnair has opportunities to influence improvements through the supplier relationship. The prioritisation process is reviewed annually as part of the Sustainable Procurement Framework governance and supports Finnair's environmental objectives.
[Fixed row]

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

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ No, we do not have a policy in place for addressing non-compliance

(5.11.5.3) Comment

Classified as Internal

Finnair Supplier code of conduct is an integral part of supplier contracts, please refer to section "5.1 Environmental responsibility" in Finnair Supplier code of conduct. [Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Implementation of emissions reduction initiatives

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Supplier scorecard or rating

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 26-50%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 1-25%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

Classified as Internal

☑ 26-50%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ 1-25%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ Less than 1%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply
☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

The Supplier should consider the climate impact of its operations and to undertake greenhouse gas reduction measures where reasonable. Current requirement is general requirement across the supply chain in form of Supplier code of conduct. Monitoring is done in supplier onboarding phase with supplier self-assessment and continuous monitoring with AI-based tool and self-assessments is in place for risk suppliers as well as strategic suppliers.

Climate change

(5.11.6.1) Environmental requirement

Select from:
☑ Waste and resource reduction and material circularity

Classified as Internal

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Supplier scorecard or rating

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 26-50%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 1-25%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 1-25%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☑ 1-25%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Classified as Internal

Select from:

☑ Less than 1%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

The Supplier should seek for possibilities to implement the principles of the circular economy in its operations. The Supplier should strive to reduce waste to the extent possible. Current requirement is general requirement across the supply chain in form of Supplier code of conduct. Monitoring is done in supplier onboarding phase with supplier self-assessment and continuous monitoring with AI-based tool and self-assessments is in place for risk suppliers as well as strategic suppliers.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Adoption of the UN International Labour Organization Principles

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Grievance mechanism/ Whistleblowing hotline

☑ On-site third-party audit

☑ Supplier scorecard or rating

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Classified as Internal

Select from:
☑ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply
☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

Compliance is monitored with AI based media monitoring tool that will uncover any violations. Media monitoring and self-assessments are used for calculating supplier rating. Non-compliant suppliers are audited. Remedial actions are implemented case by case.
[Add row]

Classified as Internal

(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:

☑ Circular economy

(5.11.7.3) Type and details of engagement

Innovation and collaboration

☑ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 1-25%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 1-25%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Classified as Internal

Finnair cooperates with its suppliers to find ways to recycle materials generated by its own operations, either for reuse or to be recycled as materials. For example, in 2023, the company implemented a process together with its supplier to reuse cabin and ground crew uniforms. This ensures that high-quality workwear is not discarded but rather finds a new user. Since July 2023, thanks to this process, the material required for staff uniforms was reduced by 10 per cent during the first six months.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ No, this engagement is unrelated to meeting an environmental requirement

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Other, please specify :Promoting the need for increasing use of SAF

(5.11.7.3) Type and details of engagement

Financial incentives

☑ Include long-term contracts linked to environmental commitments

Innovation and collaboration

☑ Collaborate with suppliers on innovative business models and corporate renewable energy sourcing mechanisms

☑ Engage with suppliers to advocate for policy or regulatory change to address environmental challenges

(5.11.7.4) Upstream value chain coverage

Classified as Internal

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 1-25%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 51-75%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Finnair cooperates with existing and potential new fuel suppliers to develop the SAF market globally and also to help implementing and developing new SAF production technologies. The company may operate in different value chains in different roles, such as providing secure demand and acting as an influencer to enable national production and operating subsidies for SAF.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :Improving the possible SAF plants FID is making the SAF mandate compliance easier for the fuel suppliers.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Climate change

(5.11.7.2) Action driven by supplier engagement

Classified as Internal

Select from:

☑ Upstream value chain transparency and human rights

(5.11.7.3) Type and details of engagement

Information collection

☑ Other information collection activity, please specify :Collect supplier performance data utilising AI

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Finnair is using AI-based tool to get transparency on upstream value chain regarding human rights (also other ESG topics). Tier 1 is currently covered, Tier 2-N will be covered over the next 2 years.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ No, this engagement is unrelated to meeting an environmental requirement

Classified as Internal

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Unknown

[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:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

☑ Other education/information sharing, please specify :Finnair informs about climate impact of flying and allows customers to estimate a carbon footprint of their flight.

Innovation and collaboration

☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 51-75%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

Classified as Internal

☑ 1-25%

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

It is important that customers (passengers) understand their climate impact and are informed about possible ways to mitigate their carbon footprint, eg. always flying with direct flights, travelling with as light luggage as possible etc. Also, SAF is significantly more costly than regular fuel. To increase the usage of SAF Finnair needs to collaborate with customers. Finnair offers its customers the opportunity to participate in funding additional SAF.

(5.11.9.6) Effect of engagement and measures of success

Anticipated outcome is reduced emissions.

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:

☑ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

Classified as Internal

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

It is important for the shareholders and other investors to understand what kind of environmental targets Finnair has and how the company is progressing towards those targets.

(5.11.9.6) Effect of engagement and measures of success

Clear communication of environmental targets allows an investor to have better understanding of Finnair as an investment.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :Researchers and developers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration

☑ Collaborate with stakeholders in creation and review of your climate transition plan

☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

☑ Engage with stakeholders to advocate for policy or regulatory change

☑ Run a campaign to encourage innovation to reduce environmental impacts

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 26-50%

Classified as Internal

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

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

Finnair engages with researchers, technology developers and innovation partners to support the development and deployment of solutions required for aviation's long-term environmental transition. Many of the technologies and approaches needed to achieve the aviation sector's climate objectives, including sustainable aviation fuel (SAF), eSAF, operational efficiency improvements, contrail mitigation and next-generation aircraft technologies, are beyond the direct control of individual airlines and depend on collaboration across the wider ecosystem. Finnair therefore participates in research projects, pilot initiatives and industry collaborations to improve understanding of environmental impacts, assess emerging technologies, support innovation and help accelerate the development of scalable solutions. Engagement also helps Finnair evaluate future risks and opportunities, strengthen its climate transition planning and contribute operational expertise to research and technology development activities.

(5.11.9.6) Effect of engagement and measures of success

Engagement with researchers and technology developers has improved Finnair's understanding of aviation decarbonization pathways, SAF development, non-CO2 impacts and emerging technologies relevant to the sector. It has supported the evaluation and testing of new approaches, including participation in research and pilot projects related to SAF, operational efficiency and contrail mitigation. The outcomes of these collaborations are used to inform Finnair's climate transition planning, environmental management and advocacy activities. Success is measured through participation in research and innovation projects, successful completion of trials and assessments, improved availability of decision-making data, integration of findings into operational and strategic planning, and the development of partnerships that support the scale-up of environmentally beneficial technologies and solutions for aviation.
[Add row]

(5.12) Indicate any mutually beneficial environmental initiatives you could collaborate on with specific CDP Supply Chain members.

Row 1

(5.12.1) Requesting member

Select from:

☑ McKinsey & Company, Inc.

Classified as Internal

(5.12.2) Environmental issues the initiative relates to

Select all that apply

☑ Climate change

(5.12.4) Initiative category and type

Change to supplier operations

☑ Increase proportion of renewable energy purchased

(5.12.5) Details of initiative

Finnair offers corporate customers the opportunity to reduce scope 3 emissions from business travel through sustainable aviation fuel. Companies can support the decarbonisation of aviation by procuring third-party verified SAF-related Scope 3 emission reductions.

(5.12.6) Expected benefits

Select all that apply

☑ Reduction of downstream value chain emissions (own scope 3)

(5.12.7) Estimated timeframe for realization of benefits

Select from:

☑ 0-1 year

(5.12.8) Are you able to estimate the lifetime CO2e and/or water savings of this initiative?

Select from:

☑ Yes, lifetime CO2e savings only

(5.12.9) Estimated lifetime CO2e savings

420

Classified as Internal

(5.12.11) Please explain

By using SAF, business flight fossil CO2 emissions can be reduced by an average of 80%, in some cases even more. In 2025 McKinsey's flight emissions with Finnair were app. 467 tons of CO2.
[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	Primary reason for not implementing environmental initiatives	Explain why your organization has not implemented any environmental initiatives
	Select from: ☑ No, and we do not plan to within the next two years	*Select from:* ☑ Other, please specify :Engagements are not due to CDP engagements	*CDP supply chain members requesting Finnair assessment are not the primary way of contacting.*

[Fixed row]

Classified as Internal

C6. Environmental performance - Consolidation approach

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

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Finnair has the full authority to introduce and implement its operating policies in all its own operated flights. In addition, it has full control over the network and traffic planning of flights operated by Norra on its behalf. Norra operates Finnair flights with Finnair-owned aircraft. In other words, Finnair has strong operational control over the emissions from its joint venture's flights.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Finnair has the full authority to introduce and implement its operating policies in all its own operated flights. In addition, it has full control over the network and traffic planning of flights operated by Norra on its behalf. Norra operates Finnair flights with Finnair-owned aircraft.

Biodiversity

(6.1.1) Consolidation approach used

Classified as Internal

Select from:

☑ Other, please specify

(6.1.2) Provide the rationale for the choice of consolidation approach

Finnair has the full authority to introduce and implement its operating policies in all its own operated flights. In addition, it has full control over the network and traffic planning of flights operated by Norra on its behalf. Norra operates Finnair flights with Finnair-owned aircraft.
[Fixed row]

Classified as Internal

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

Classified as Internal

[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

☑ Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019

☑ European Union Emissions Trading System (EU ETS): The Monitoring and Reporting Regulation (MRR) – General guidance for aircraft operators

☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

☑ Other, please specify :ISO14083:2023, IATA RP1726, IATA RP1678

(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	*The Scope 2 emissions arise from facilities energy and heat consumption.*

[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 excluded from your disclosure of climate-related data?

Select from:

☑ No

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

Scope 1

Classified as Internal

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

2971197

(7.5.3) Methodological details

The direct emissions cover all flights under Finnair's operational control (the parent company Finnair Plc, Norra Oy and any wet-leased flights) and Finnair operated ground vehicle fuel consumption and Finnair's renewable energy production for its own use (solar power). Fuel consumption for flight operations are derived from Finnair's own data systems and based on actual fuel consumptions (Annex 1 EU ETS Directive 2003/87/EC of the European Parliament and of the Council, 'Method A' EU ETS Monitoring and Reporting Regulation (EU) N:o 601/2012). The CO2e emission factor for fossil jet fuel used has been 3,16 kg CO2e/kg with reference to ISO 14083:2023; Table K.1. SAF CO2e factor used has been 0 CO2e/kg as GHG Protocol guides. Fuel volume has been converted to mass using densities provided by the fuel vendor. If density has not been available, a default value of 0.80 kg/liter has been used. Ground vehicles' fuel consumption figures have been derived from Finnair's own refuelling station. The emission factors used for fossil fuels (petrol and fuel oil (LFO)) reference to ISO 14083:2023; Table K.1.

Scope 2 (location-based)

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

4973

(7.5.3) Methodological details

For the year 2023 the location-based emission factor for district heating was the same as the market-based one, being 153.7 kgCO2/MWh (sources: Local Power: Emissions of the district heating network Vantaan Energia Oy - Vantaa). For electricity, location-based factor (Finland total) for the year 2023 was 52.3 kgCO2/MWh (source: Tilastokeskus/Statistics Finland). The emission factors applied do not separate the percentage of biomass used or biogenic CO2. Other GHG emissions than CO2 have also not been available.

Scope 2 (market-based)

Classified as Internal

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

7194

(7.5.3) Methodological details

Market-based emission factors used have been received from the energy company. In 2023, when energy certificates were not used, 17.4 % of the district heat came from bioenergy, 11.7% of the electricity was bio-based and 18.2% was nuclear. These energy consumption mix figures have been received from the energy providers.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

202270

(7.5.3) Methodological details

Most of the products and services purchased are focused on services provided by airports, air traffic management, ground operations, and maintenance operations, excluding upstream transportation and distribution. The method used to calculate emissions has been a spend-based method applied to the total consumption of purchased goods and services. The emission factors used have been obtained from the consultant used for the preparatory work and referred mainly to CDP.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/30/2023

Classified as Internal

(7.5.2) Base year emissions (metric tons CO2e)

67712

(7.5.3) Methodological details

Capital goods are understood as fixed assets, i.e., property, plants, and equipment. For Finnair, this may include acquired aircraft and all components/equipment/vehicles used to support aviation services. The method used to calculate emissions is a spend-based method in all the other acquisitions but the aircraft purchases. The estimation of aircraft production emissions will be received from the aircraft manufacturer directly. The emission factors used have been obtained from the consultant used for the preparatory work and came mainly from CDP.

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

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

484702

(7.5.3) Methodological details

Extraction, production, and transportation emissions of jet fuels are the most significant indirect Scope 3 emission source to Finnair. The calculation is based on true fuel burn of both ground vehicles and aircraft. Fossil jet fuel emissions have been calculated using average emission factors whereas SAF emissions are received from the producer/supplier. The CO2e WTT emission factor (well-to-tank) for fossil jet fuel used has been 0,48 kg CO2e/kg (WTW-WTT) with reference to ISO 14083:2023; Table K.1. SAF WTT emission factors vary on batch-basis and have been received from the fuel supplier's sustainability documents. Renewable ground fuel LCA emission values are based on fuel supplier information.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

Classified as Internal

43857

(7.5.3) Methodological details

This category refers mainly to the cargo and catering services transport emissions. These would contain e.g., onboard service transport, mail, and cargo transportation. Emissions provided here also refer to the third-party logistics services to transport passengers' luggage left behind. The method used to calculate emissions has been a spend-based method. The emission factors used were obtained from the consultant used for the preparatory work and came from CDP.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

2086

(7.5.3) Methodological details

The waste type specific calculation has been utilised in Finnair's home hub Helsinki-Vantaa. The waste data and respective emission factors have been received from the waste management supplier. The calculation included the impacts of waste treatment that are essential in terms of emissions. Waste specific emissions in other airports globally are reported under category 1 purchased services and based on spend-based method.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

862

(7.5.3) Methodological details

Classified as Internal

This category includes business travel on non-Finnair airlines and purchases of ground travel services. Staff travel on Finnair's own aircraft is accounted for in Scope 1 emissions. The flight emissions have been calculated utilising Finnair fuel consumption data from the same or similar (distance-based) Finnair route network. For ground travel services a spend-based method has been utilised. The emission factors used were obtained from the consultant used for the preparatory work and came from CDP.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

1638

(7.5.3) Methodological details

Employee commuting to Helsinki-Vantaa airport have been calculated based on estimations described below. Finnair leased car emissions have been accounted for in the category 1. Number of employees 5223 of which 92% working permanently (4805), average commuting distance 30 km, and average commuting days 2 days (big majority of employees is flying staff), 48 working weeks per year and 65% drive their own car, 28% take bus and 2% cycle. (5% employees have a car benefit)

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

22541

(7.5.3) Methodological details

This category mainly includes emissions from hotel accommodation and destination activities included in the travel services sold by Aurinkomatkat. The emissions have been calculated based on the service costs (spend-based) and utilising emission factors received from the consultant used during the SBTi target setting preparation. All flight emissions from travel services sold by Aurinkomatkat have been included in the Scope 1 emissions.

Classified as Internal

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

150259

(7.5.3) Methodological details

The downstream leased assets cover flights performed with assets under Finnair's financial control (aircraft leased out by Finnair to other operators). Fuel consumption for flight operations are derived from Finnair's own data systems and based on actual fuel consumptions (Annex 1 EU ETS Directive 2003/87/EC of the European Parliament and of the Council, 'Method A' EU ETS Monitoring and Reporting Regulation (EU) N:o 601/2012). The CO2e emission factor for fossil jet fuel used has been 3,16 kg CO2e/kg with reference to ISO 14083:2023; Table K.1. SAF CO2e factor used has been 0 CO2e/kg as GHG Protocol guides. Fuel volume has been converted to mass using densities provided by the fuel vendor. If density has not been available, a default value of 0.80 kg/liter has been used. Ground vehicles' fuel consumption figures have been derived from Finnair's own refuelling station. The emission factors used for fossil fuels (petrol and fuel oil (LFO)) reference to ISO 14083:2023; Table K.1.
[Fixed row]

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

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

3266019

(7.6.3) Methodological details

The direct emissions cover all flights under Finnair's operational control (the parent company Finnair Plc, Norra Oy and any wet-leased flights) and Finnair operated ground vehicle fuel consumption and Finnair's renewable energy production for its own use (solar power). Fuel consumption for flight operations are derived from Finnair's own data systems and based on actual fuel consumptions (Annex 1 EU ETS Directive 2003/87/EC of the European Parliament and of the Council, 'Method A' EU ETS Monitoring and Reporting Regulation (EU) N:o 601/2012). The CO2e emission factor for fossil jet fuel used has been 3,16 kg CO2e/kg with reference to ISO 14083:2023; Table K.1. SAF CO2e factor used has been 0 CO2e/kg as GHG Protocol guides. Fuel volume has been converted to mass using densities provided

Classified as Internal

by the fuel vendor. If density has not been available, a default value of 0.80 kg/liter has been used. Ground vehicles' fuel consumption figures have been derived from Finnair's own refuelling station. The emission factors used for fossil fuels (petrol and fuel oil (LFO)) reference to ISO 14083:2023; Table K.1.

Past year 1

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

3247990

(7.6.2) End date

12/31/2024

(7.6.3) Methodological details

The direct emissions cover all flights under Finnair's operational control (the parent company Finnair Plc, Norra Oy and any wet-leased flights) and Finnair operated ground vehicle fuel consumption and Finnair's renewable energy production for its own use (solar power). Fuel consumption for flight operations are derived from Finnair's own data systems and based on actual fuel consumptions (Annex 1 EU ETS Directive 2003/87/EC of the European Parliament and of the Council, 'Method A' EU ETS Monitoring and Reporting Regulation (EU) N:o 601/2012). The CO2e emission factor for fossil jet fuel used has been 3,16 kg CO2e/kg with reference to ISO 14083:2023; Table K.1. SAF CO2e factor used has been 0 CO2e/kg as GHG Protocol guides. Fuel volume has been converted to mass using densities provided by the fuel vendor. If density has not been available, a default value of 0.80 kg/liter has been used. Ground vehicles' fuel consumption figures have been derived from Finnair's own refuelling station. The emission factors used for fossil fuels (petrol and fuel oil (LFO)) reference to ISO 14083:2023; Table K.1
[Fixed row]

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

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

4000

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

61

Classified as Internal

(7.7.4) Methodological details

Energy consumption figures of the corporate facilities are derived from Finnair's facility management system. In 2025, Finnair purchased 100% emission free electricity (nuclear) and 98% renewable district heating. These energy consumption mix figures have been received from the energy providers. The same coefficient has been used as the location-based emission factor for district heating as for the market-based emission factor: 152.8 kgCO2/MWh for 2024 and 2025 (source: Local Power: Emissions of the district heating network Vantaan Energia Oy - Vantaa). For electricity, location-based factor (Finland total) for the years 2024 & 2025 30.5 kgCO2/MWh (source: Tilastokeskus/Statistics Finland). The emission factors applied do not separate the percentage of biomass used or biogenic CO2. Other GHG emissions than CO2 have also not been available.

Past year 1

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

4500

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

0

(7.7.3) End date

12/31/2024

(7.7.4) Methodological details

Energy consumption figures of the corporate facilities are derived from Finnair's facility management system. In 2024, Finnair purchased 100% wind electricity and green district heating. Both are 100% renewable and emit 0 kgCO2e/MWh. These energy consumption mix figures have been received from the energy providers. The same coefficient has been used as the location-based emission factor for district heating as for the market-based emission factor: 152.8 kgCO2/MWh for 2024 and 2025 (source: Local Power: Emissions of the district heating network Vantaan Energia Oy - Vantaa). For electricity, location-based factor (Finland total) for the years 2024 & 2025 30.5 kgCO2/MWh (source: Tilastokeskus/Statistics Finland). The emission factors applied do not separate the percentage of biomass used or biogenic CO2. Other GHG emissions than CO2 have also not been available.
[Fixed row]

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

Purchased goods and services

Classified as Internal

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

205499

(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

(7.8.6) Please explain

Most of the products and services purchased are focused on services provided by airports, air traffic management, ground operations, and maintenance operations, excluding upstream transportation and distribution. The method used to calculate emissions has been a spend-based method applied to the total consumption of purchased goods and services. The emission factors used have been obtained from the consultant used for the preparatory work and referred mainly to CDP.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

66666

Classified as Internal

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Supplier-specific method

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

26

(7.8.6) Please explain

Capital goods are understood as fixed assets, i.e., property, plants, and equipment. For Finnair, this may include acquired aircraft and all components/equipment/vehicles used to support aviation services. The method used to calculate emissions was a spend based method. The emission factors used have been obtained from the consultant used for the preparatory work and came mainly from CDP.

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)

538025

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

☑ Supplier-specific method

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

1

Classified as Internal

(7.8.6) Please explain

Extraction, production, and transportation emissions of jet fuels are the most significant indirect Scope 3 emission source to Finnair. The calculation is based on true fuel burn of both ground vehicles and aircraft. Fossil jet fuel emissions have been calculated using average emission factors whereas SAF emissions are received from the producer/supplier. The CO2e WTT emission factor (well-to-tank) for fossil jet fuel used has been 0,48 kg CO2e/kg (WTW-WTT) with reference to ISO 14083:2023; Table K.1. SAF WTT emission factors vary on batch-basis and have been received from the fuel supplier's sustainability documents. By the date of publication of the Sustainability Report, no LCA emission factors were received from suppliers for the mandated SAF, due to which the LCA value of tallow-based SAF of 22.5 gCO2e/MJ was used. Ref: ICAO document: CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels. Renewable ground fuel LCA emission values are based on fuel supplier information. In 2024, the value has been 0,228 kgCO2e/ liter for both renewable diesel and fuel oil.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

29080

(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

(7.8.6) Please explain

This category refers mainly to the cargo and catering services transport emissions. These would contain e.g., onboard service transport, mail, and cargo transportation. Emissions provided here also refer to the third-party logistics services to transport passengers' luggage left behind. The method used to calculate emissions has been a spend-based method. The emission factors used were obtained from the consultant used for the preparatory work and came from CDP.

Classified as Internal

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

1444

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Supplier-specific method

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

100

(7.8.6) Please explain

The waste type specific calculation has been utilised in Finnair's home hub Helsinki-Vantaa. The waste data and respective emission factors have been received from the waste management supplier. The calculation included the impacts of waste treatment that are essential in terms of emissions. Waste specific emissions in other airports globally are reported under category 1 purchased services and based on spend-based method.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

Classified as Internal

944

(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

23

(7.8.6) Please explain

This category includes business travel on non-Finnair airlines and purchases of ground travel services. Staff travel on Finnair's own aircraft is accounted for in Scope 1 emissions. The flight emissions have been calculated utilising Finnair fuel consumption data from the same or similar (distance-based) Finnair route network. For ground travel services a spend-based method has been utilised. The emission factors used were obtained from the consultant used for the preparatory work and came from CDP.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

1778

(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

Classified as Internal

0

(7.8.6) Please explain

Employee commuting to Helsinki-Vantaa airport have been calculated based on estimations described below. Finnair leased car emissions have been accounted for in the category 1. Number of employees for the reporting period is 5,684, average commuting distance 30 km, average commuting days 2 days (majority of employees are flying crew), 48 working weeks per year, 65% drive their own car, 28% take the bus, and 2% cycle. (5% of employees have a car benefit). DEFRA: car 0,17 kgCO2e/km, bus 0,027 kgCO2e/km.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☑ Emissions covered under scope 1 or 2

(7.8.6) Please explain

Upstream leased assets would relate to the operation of leased aircraft or operating in the facilities as a tenant. These have fully been reported under Finnair's Scope 1 or Scope 2 inventories and are thus not reported as Scope 3 emissions.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

Classified as Internal

☑ Emissions covered under another scope 3 category, please specify :All inbound and outbound logistics have been reported under category 4.

(7.8.6) Please explain

All inbound and outbound logistics have been reported under category 4.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☑ Not applicable to our organization’s activities

(7.8.6) Please explain

The processing of sold products is not relevant, as Finnair is a flight service provider, and the scope 1 and 2 emissions are reported under Finnair’s own GHG reporting.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

26278

(7.8.3) Emissions calculation methodology

Classified as Internal

Select all that apply

☑ Other, please specify :Spend-based method

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

0

(7.8.6) Please explain

This category mainly includes emissions from hotel accommodation and destination activities included in the travel services sold by Aurinkomatkat. The emissions have been calculated based on the service costs (spend-based) and utilising emission factors received from the consultant used during the SBTi target setting preparation. All flight emissions from travel services sold by Aurinkomatkat have been included in the Scope 1 emissions.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.6) Please explain

End of life treatment of sold products is not relevant for Finnair. Possible end of life emissions from disposed aircraft or aircraft engines are captured in the category 5.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

178233

Classified as Internal

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify :Fuel-based method

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

100

(7.8.6) Please explain

The downstream leased assets cover flights performed with assets under Finnair's financial control (aircraft leased out by Finnair to other operators). Fuel consumption for flight operations are derived from Finnair's own data systems and based on actual fuel consumptions (Annex 1 EU ETS Directive 2003/87/EC of the European Parliament and of the Council, 'Method A' EU ETS Monitoring and Reporting Regulation (EU) N:o 601/2012). The CO2e emission factor for fossil jet fuel used has been 3,16 kg CO2e/kg with reference to ISO 14083:2023; Table K.1. SAF CO2e factor used has been 0 CO2e/kg as GHG Protocol guides. Fuel volume has been converted to mass using densities provided by the fuel vendor. If density has not been available, a default value of 0.80 kg/liter has been used. Ground vehicles' fuel consumption figures have been derived from Finnair's own refuelling station. The emission factors used for fossil fuels (petrol and fuel oil (LFO)) reference to ISO 14083:2023; Table K.1.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.6) Please explain

Franchises are not relevant as Finnair does not have any franchising business.

Investments

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

Classified as Internal

(7.8.6) Please explain

As per GHG protocol guidance, this Scope 3 category is only relevant for financial service firms.

Other (upstream)

(7.8.1) Evaluation status

Select from:
☑ Not evaluated

(7.8.6) Please explain

NA

Other (downstream)

(7.8.1) Evaluation status

Select from:
☑ Not evaluated

(7.8.6) Please explain

NA
[Fixed row]

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

Classified as Internal

Scope	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:
☑ Limited assurance

Classified as Internal

(7.9.1.4) Attach the statement

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(7.9.1.5) Page/section reference

200-201

(7.9.1.6) Relevant standard

Select all that apply

☑ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

100

Row 2

(7.9.1.1) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.1.4) Attach the statement

Classified as Internal

(7.9.1.5) Page/section reference

1

(7.9.1.6) Relevant standard

Select all that apply

☑ ISO14064-3

(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:

Classified as Internal

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.2.5) Attach the statement

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(7.9.2.6) Page/ section reference

200-201

(7.9.2.7) Relevant standard

Select all that apply
☑ ISAE3000

(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

Classified as Internal

(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

finnair-annual-report-2025.pdf

(7.9.2.6) Page/ section reference

200-201

(7.9.2.7) Relevant standard

Select all that apply
☑ ISAE3000

(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

Classified as Internal

Select all that apply

☑ Scope 3: Capital goods
☑ Scope 3: Business travel
☑ Scope 3: Employee commuting
☑ Scope 3: Use of sold products
☑ Scope 3: Purchased goods and services
☑ Scope 3: Waste generated in operations
☑ Scope 3: Upstream transportation and distribution
☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)

(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

finnair-annual-report-2025.pdf

(7.9.3.6) Page/section reference

200-201

(7.9.3.7) Relevant standard

Select all that apply

☑ ISAE3000

Classified as Internal

(7.9.3.8) Proportion of selected emissions categories verified (%)

100

(7.9.3.9) Proportion of total reported scope 3 emissions verified (%)

100
[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)

37873

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

1.16

(7.10.1.4) Please explain calculation

Classified as Internal

Increased SAF consumption from 4,688 t to 16,360 t and HVO from 645t to 2,008 t. Biogenic CO2e emissions increased from 15,458t to 53,704t resulting in lifecycle emission reductions from 17,225 tCO_2e to 55,098 tCO_2e, reducing gross emissions 37,873 tCO2e versus the previous year.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

3855

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

0.12

(7.10.1.4) Please explain calculation

Emissions decreased by 3,855 tCO_2e due to operational fuel-efficiency measures implemented during the reporting year. These measures included actions to improve fuel efficiency in flight and ground operations, reducing fuel consumption and associated greenhouse gas emissions compared to the previous year.

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)

Classified as Internal

0

(7.10.1.4) Please explain calculation

No divestments in 2025.

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

No acquisitions in 2025.

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

Classified as Internal

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No business mergers in 2025.

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

59818

(7.10.1.2) Direction of change in emissions

Select from:
☑ Increased

(7.10.1.3) Emissions value (percentage)

0.5

(7.10.1.4) Please explain calculation

Increased flight activity and operational demand increased emissions from Finnair-operated flights and ground equipment from 3,247,990 tCO_2e to 3,266,019 tCO_2e. The residual increase after accounting for higher SAF use is attributed to output and operational activity.

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Classified as Internal

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No methodology changes in 2025.

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

No boundary changes in 2025.

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

Classified as Internal

(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

The physical operating conditions are affecting flight operations' fuel burn directly, but these are considered as normal operations. The most affecting operating conditions are the closure of the Russian airspace, Ukraine war and Middle East conflicts. The effect of these are calculated in to the 'Change in output'.

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

All the operative and operational activities' emission balance have been included in the 'Change in output'.

Other

Classified as Internal

(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

All the operative and operational activities' emission balance have been included in the 'Change in output'.
[Fixed row]

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

Select from:
☑ Market-based

(7.12) Does your organization have significant land sector activities in its operations or value chain?

	Agriculture, forestry or other land sector activities	Indicate if these activities are only related to forest lands and/or non-productive, non-forest lands
	Select from:	*Select from:*

Classified as Internal

	Agriculture, forestry or other land sector activities	Indicate if these activities are only related to forest lands and/or non-productive, non-forest lands
	☑ Yes, in our upstream/downstream value chain	☑ Yes, these activities are only related to forest lands and/or non-productive, non-forest lands

[Fixed row]

(7.13) Does your organization choose to account for and report technological CO2 removals or captured CO2 with geologic storage, or have you done so in previous years?

	Technological CO2 removals or captured CO2 with geologic storage in the reporting year	Specify the reason for no technological CO2 removals or captured CO2 with geological storage in the reporting year	Technological CO2 removals or captured CO2 with geologic storage were accounted for and reported in previous years
	Select from: ☑ No, explanation provided	*Select from:* ☑ No relevant activities identified	*Select from:* ☑ No

[Fixed row]

(7.15) Does your organization break down its Scope 1 and/or Scope 2 emissions by greenhouse gas type?

(7.15.1) Emissions breakdown by greenhouse gas type

Select from:

☑ No, and we do not plan to within the next two years

(7.15.2) Primary reason for not providing an emissions breakdown by greenhouse gas type

Select from:

Classified as Internal

☑ Not an immediate strategic priority

(7.15.3) Explain why your organization does not break down its Scope 1 or 2 emissions by greenhouse gas type

Finnair currently reports Scope 1 and Scope 2 emissions on an aggregated CO_2e basis and does not provide a breakdown by individual greenhouse gas. Data on methane (CH_4) and nitrous oxide (N_2O) emissions are available in the NEATS reporting system, but these data have not yet been integrated into Finnair's consolidated greenhouse gas inventory and external reporting process. Finnair plans to develop its reporting to include a breakdown by greenhouse gas type at a later stage, but no specific implementation timeline has been established.
[Fixed row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

Country/area	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Finland	*3266019*	*4000*	*61*

[Fixed row]

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

Select all that apply
☑ By business division
☑ By activity

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

Classified as Internal

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	*Flight Operations (Jet fuel consumption)*	*3265975*
Row 2	*Ground Operations (road transport fuel consumption)*	*44*

[Add row]

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	*Flying*	*3263833*
Row 2	*Ground vehicles*	*44*
Row 4	*Maintenance Services (aircraft test runs)*	*2142*

[Add row]

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

Transport services activities

(7.19.1) Gross Scope 1 emissions, metric tons CO2e

3266019

(7.19.3) Comment

Classified as Internal

The company has reported here direct emissions derived from its flight operations and support services at HEL, i.e. the combustion of Jet A-1 and ground equipment fuels.
[Fixed row]

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

Select all that apply
☑ By facility

(7.20.2) Break down your total gross global Scope 2 emissions by business facility.

	Facility	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*Head Quarters, House of Travel and Transportation*	*38*	*0*
Row 2	*Cool Cargo facility*	*327*	*0*
Row 3	*Crew Center, TOKE*	*91*	*0*
Row 4	*Airport area facilities*	*3544*	*61*

[Add row]

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

Classified as Internal

Sector production activity	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport services activities	*4000*	*61*	*All the disclosed Scope 2 emissions relate to the transport services.*

[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)

2948749

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

4000

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

61

(7.22.4) Please explain

The reported emissions refer to the Finnair operated flights and support functions.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

Classified as Internal

317270

(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

All the other entities refer to the flight flown under Finnair call sign but operated under other AOC.
[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:
☑ Xylem Inc

(7.26.2) Scope of emissions

Select from:

Classified as Internal

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :Flights passengers flown

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

0

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.10) Uncertainty (±%)

100

(7.26.11) Major sources of emissions

The emissions reported include Finnair's direct emissions (Scope 1) from flights the company's staff has flown with Finnair. In 2025, Finnair's data did not include any flights tied to Xylem's company ID number.

(7.26.12) Allocation verified by a third party?

Classified as Internal

Select from:

☑ No

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

The pax CO2 allocation has been based on the actual load sheet values from Finnair data systems. If Finnair has not had the company ID available in the ticket sales the customers flight could not be allocated into the report. The emissions allocation includes cabin classes.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 2

(7.26.1) Requesting member

Select from:

☑ McKinsey & Company, Inc.

(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 number of units purchased

Classified as Internal

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :Flights passengers flown

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

2465

(7.26.9) Emissions in metric tonnes of CO2e

467.9

(7.26.10) Uncertainty (±%)

5

(7.26.11) Major sources of emissions

The emissions reported include Finnair's direct emissions (Scope 1) from flights the company's staff has flown with Finnair. WTW emissions of the provided services account 538.9 t CO2

(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

The pax CO2 allocation has been based on the actual load sheet values from Finnair data systems. If Finnair has not had the company ID available in the ticket sales the customers flight could not be allocated into the report. The emissions allocation includes cabin classes.

(7.26.14) Where published information has been used, please provide a reference

N/A

Classified as Internal

Row 3

(7.26.1) Requesting member

Select from:

☑ Deloitte Touche Tohmatsu Limited

(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 number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :Flights passengers flown

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

0

(7.26.9) Emissions in metric tonnes of CO2e

0

Classified as Internal

(7.26.10) Uncertainty (±%)

100

(7.26.11) Major sources of emissions

The emissions reported include Finnair's direct emissions (Scope 1) from flights the company's staff has flown with Finnair. In 2025, Finnair's data did not include any flights tied to Xylem's company ID number.

(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

The pax CO2 allocation has been based on the actual load sheet values from Finnair data systems. If Finnair has not had the company ID available in the ticket sales the customers flight could not be allocated into the report. The emissions allocation includes cabin classes.

(7.26.14) Where published information has been used, please provide a reference

N/A
[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:

☑ Customer base is too large and diverse to accurately track emissions to the customer level

Classified as Internal

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

Due to the nature of our operations, providing precise, passenger-specific emissions data poses several challenges: 1. Variability in Passenger and Luggage Weight: A significant portion of our customers are private individuals, and actual emissions are influenced by the total weight of passengers and their luggage, which varies on each journey. This makes it difficult to offer exact emissions figures per passenger. 2. Limited Accuracy for Corporate Customers: While it is easier to estimate emissions for corporate customers, full accuracy can only be achieved if corporate-specific tagging is used consistently. Without this, we cannot guarantee 100% verification of emissions data for these customers. 3. Operational Variability: External factors such as weather conditions (e.g., wind, rain, snow, temperature), aircraft type, and other operational variables can significantly affect fuel consumption and emissions, adding to the complexity of accurate calculations. 4. High Computational Demand: Providing detailed, day-to-day, and route-specific fuel consumption and emissions data would require substantial computational capacity, given the dynamic nature of operations and the numerous variables involved.
[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	*Finnair is continuously improving its corporate customers SAF program where they can claim Scope 3 emission reductions.*

[Fixed row]

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

Select from:
☑ More than 25% but less than or equal to 30%

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

Classified as Internal

Activity	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:* ☑ Yes
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:* ☑ Yes

[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

Classified as Internal

207693

(7.30.1.3) MWh from non-renewable sources

13018882

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

13226575.00

Consumption of purchased or acquired electricity

(7.30.1.2) MWh from renewable sources

21435

(7.30.1.3) MWh from non-renewable sources

0

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

0

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

21435.00

Consumption of purchased or acquired heat

(7.30.1.2) MWh from renewable sources

21497

(7.30.1.3) MWh from non-renewable sources

Classified as Internal

402

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

21899.00

Consumption of self-generated non-fuel renewable energy

(7.30.1.2) MWh from renewable sources

737

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

737.00

Total energy consumption

(7.30.1.2) MWh from renewable sources

251362

(7.30.1.3) MWh from non-renewable sources

13019284

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

0

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

13270646.00
[Fixed row]

Classified as Internal

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

Fuel Application	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) Total fuel MWh consumed by the organization

207692

(7.30.7.7) Comment

SAF the company has consumed has been certified according to CORSIA or RED II sustainability requirements. The company's ground equipment run on renewable diesel complies with RED II sustainability requirements.

Classified as Internal

Other biomass

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

The company do not consume the energy carrier

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

The company do not consume the energy carrier

Coal

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

The company do not consume the energy carrier

Oil

(7.30.7.1) Total fuel MWh consumed by the organization

13018882

Classified as Internal

(7.30.7.7) Comment

The company's major energy consumption comes from the use of fossil kerosine.

Gas

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

The company do not consume the energy carrier

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

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

The company do not consume the energy carrier

Total fuel

(7.30.7.1) Total fuel MWh consumed by the organization

13226574

(7.30.7.7) Comment

Majority of the company's energy use originates from the use of fossil kerosine.
[Fixed row]

Classified as Internal

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

737

(7.30.9.2) Generation that is consumed by the organization (MWh)

737

(7.30.9.3) Gross generation from renewable sources (MWh)

737

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

737

Heat

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

Classified as Internal

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

Classified as Internal

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0
[Fixed row]

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

Finland

(7.30.14.1) Consumption of purchased electricity (MWh)

21435

(7.30.14.2) Consumption of self-generated electricity (MWh)

737

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

21899

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

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

44071.00
[Fixed row]

(7.30.15) Provide details on the electricity purchases that were accounted for at a zero or near-zero emission factor in the reporting year.

Row 1

Classified as Internal

(7.30.15.1) Country/area of electricity consumption

Select from:

☑ Finland

(7.30.15.2) Sourcing method

Select from:

☑ Unbundled procurement of energy attribute certificates (EACs)

(7.30.15.3) Low-carbon technology type

Select from:

☑ Nuclear

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

21435

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☑ GO [Europe]

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

Select from:

☑ Finland

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

Select from:

☑ No

(7.30.15.14) Comment

Classified as Internal

No comments.
[Add row]

(7.30.16) Provide details on the average emission factor used for all transport movements per mode that directly source energy from the grid.

Row 1

(7.30.16.1) Category

Select from:
☑ HDV

(7.30.16.2) Emission factor unit

Select from:
☑ gCO2e/kWh

(7.30.16.3) Average emission factor: unit value

0

(7.30.16.4) Comment

In 2025, Finnair purchased 100% emission free electricity (nuclear).
[Add row]

(7.30.17) Provide details of your organization’s low-carbon heat, steam, and cooling purchases in the reporting year by country/area.

Row 1

(7.30.17.1) Sourcing method

Classified as Internal

Select from:

☑ Other, please specify :Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

(7.30.17.2) Country/area of consumption of low-carbon heat, steam or cooling

Select from:

☑ Finland

(7.30.17.3) Energy carrier

Select from:

☑ Heat

(7.30.17.4) Low-carbon technology type

Select from:

☑ Other biomass

(7.30.17.5) Low-carbon heat, steam, or cooling consumed (MWh)

21497

(7.30.17.6) Comment

No comments
[Add row]

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

Row 1

(7.36.1) Activity

Classified as Internal

Select from:
☑ Aviation

(7.36.2) Metric figure

0.271

(7.36.3) Metric numerator

Select from:
☑ Other, please specify :kg

(7.36.4) Metric denominator

Select from:
☑ Revenue-ton.km

(7.36.5) Metric numerator: Unit total

1049211014

(7.36.6) Metric denominator: Unit total

3871474409

(7.36.7) % change from last year

-0.9

(7.36.8) Please explain

kg fuel used per revenue ton km (RTK) transported, commonly used efficiency metric in the airline industry. The metric numerator is kg of fuel used and denominator revenue ton kilometers. RTK has been calculated in accordance with SBTi target guidance. Total revenue load consisting of passengers (100kg/pax), cargo and mail × great circle distance in kilometres
[Add row]

Classified as Internal

(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

0.0011

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

3266080

(7.45.3) Metric denominator

Select from:
☑ unit total revenue

(7.45.4) Metric denominator: Unit total

3106200000

(7.45.5) Scope 2 figure used

Select from:
☑ Market-based

(7.45.6) % change from previous year

1.3

(7.45.7) Direction of change

Select from:
☑ Decreased

Classified as Internal

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

(7.45.9) Please explain

Finnair's gross global combined Scope 1 and market-based Scope 2 emissions were 3,266,080 tCO_2e in 2025, compared with 3,247,990 tCO_2e in 2024. Gross Scope 1 emissions increased by 0.6% year-on-year, while market-based Scope 2 emissions remained low at 61 tCO_2e due to renewable energy procurement. Total GHG emissions per net revenue decreased from 1,065.3 tCO_2e/MEUR in 2024 to 1,051.5 tCO_2e/MEUR in 2025. The improvement was primarily driven by increased use of sustainable aviation fuel (SAF), renewable energy procurement, and operational efficiency measures, which partly offset the impact of increased flying activity. As an airline, Finnair also monitors operational emissions intensity indicators.
[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

0.844

(7.51.3) Metric numerator: emissions in metric tons CO2e

3266019

(7.51.4) Metric denominator: unit

Classified as Internal

Select from:
☑ t.km

(7.51.5) Metric denominator: unit total

3871474409

(7.51.6) % change from previous year

-2.1

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

A primary transport activity intensity metric is CO2e per revenue tonne kilometre (RTK). In 2025, TTW emissions intensity was 844 gCO_2e/RTK, compared with 861 gCO_2e/RTK in the previous year. The decrease was primarily driven by improved operational efficiency, increased use of sustainable aviation fuel (SAF), and fleet renewal. The metric covers Finnair-operated flight activities and associated fuel lifecycle emissions. Wet-leased flights operated by third parties are excluded from operational intensity calculations to maintain consistency with Finnair's operational control approach.
[Fixed row]

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

Row 1

(7.52.1) Description

Select from:
☑ Waste

(7.52.2) Metric value

0.24

(7.52.3) Metric numerator

Classified as Internal

kg

(7.52.4) Metric denominator (intensity metric only)

number of passengers

(7.52.5) % change from previous year

14.3

(7.52.6) Direction of change

Select from:

☑ Increased

(7.52.7) Please explain

Finnair monitors waste produced per passenger as a key circular economy performance indicator under its Circular Economy Policy. The indicator covers waste generated in Finnair's own operations at Helsinki-Vantaa Airport and from returning flights. In 2025, waste per passenger was 0.24 kg compared with 0.21 kg in 2024. Although the indicator increased year-on-year, it remained below the 2021 baseline of 0.34 kg per passenger. Finnair continues to improve waste management practices and recycling initiatives, including the recycling of wood waste from Cargo and Technical Operations and testing cardboard recycling from arriving flights. [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

Classified as Internal

Select from:

☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:

☑ No, but we are reporting another target that is science-based

(7.53.1.5) Date target was set

10/28/2024

(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)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3

(7.53.1.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.1.10) Scope 3 categories

Classified as Internal

Select all that apply

☑ Scope 3, Category 2 – Capital goods
☑ Scope 3, Category 6 – Business travel
☑ Scope 3, Category 7 – Employee commuting
☑ Scope 3, Category 11 – Use of sold products
☑ Scope 3, Category 13 – Downstream leased assets
☑ Scope 3, Category 1 – Purchased goods and services
☑ Scope 3, Category 5 – Waste generated in operations
☑ Scope 3, Category 4 – Upstream transportation and distribution
☑ Scope 3, Category 3 – Fuel- and energy- related activities (not included in Scope 1 or 2)

(7.53.1.11) End date of base year

12/31/2023

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

2971197

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

7194

(7.53.1.14) Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)

202270

(7.53.1.15) Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)

67706

(7.53.1.16) Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)

484702

(7.53.1.17) Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)

Classified as Internal

43866

(7.53.1.18) Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)

2086

(7.53.1.19) Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)

862

(7.53.1.20) Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)

1638

(7.53.1.24) Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)

22541

(7.53.1.26) Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)

150259

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

975930.000

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

3954321.000

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

100

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

Classified as Internal

100

(7.53.1.35) Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)

100

(7.53.1.36) Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)

100

(7.53.1.37) Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

100

(7.53.1.38) Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)

100

(7.53.1.39) Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)

100

(7.53.1.40) Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)

100

Classified as Internal

(7.53.1.41) Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)

100

(7.53.1.45) Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)

100

(7.53.1.47) Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)

100

(7.53.1.52) Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

100

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

100

(7.53.1.54) End date of target

12/30/2050

(7.53.1.55) Targeted reduction from base year (%)

100

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

Classified as Internal

0.000

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

3266019

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

61

(7.53.1.59) Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)

205499

(7.53.1.60) Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)

66666

(7.53.1.61) Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)

538025

(7.53.1.62) Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

29080

(7.53.1.63) Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)

1444

(7.53.1.64) Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)

Classified as Internal

944

(7.53.1.65) Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)

1778

(7.53.1.69) Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)

26278

(7.53.1.71) Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)

178233

(7.53.1.76) Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

1047947.000

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

4314027.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ Yes, it covers land-related emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

(7.53.1.79) % of target achieved relative to base year

-9.10

(7.53.1.80) Target status in reporting year

Select from:

☑ Underway

Classified as Internal

(7.53.1.82) Explain target coverage and identify any exclusions

The target covers company's Scope 1, 2 and 3 emissions.

(7.53.1.83) Target objective

The long-term target of Finnair is to fly net zero in 2050.

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

Finnair's plan for achieving its long-term net-zero 2050 target is based on reducing emissions from its own operations and supporting the wider aviation sector transition. The main levers are SAF, fleet renewal, operational efficiency, network optimisation, and supporting new aircraft and fuel technologies over the longer term. In the short and medium term, the most important reduction lever is SAF, supported by operational efficiency measures and continued optimisation of aircraft utilisation, routes and network structure. In the longer term, the achievement of net zero will depend on the availability and affordability of SAF, continued fleet renewal, development of aircraft and engine technologies, enabling infrastructure, and effective regulatory and policy frameworks for aviation decarbonisation. Finnair has set a science-based near-term target validated by the Science Based Targets initiative to reduce CO2e per revenue tonne kilometre by 34.5% by 2033 from a 2023 baseline. This target provides an interim milestone towards the sector-wide net-zero 2050 objective. By the end of 2025, progress had been made through integration of the SBTi-validated 2033 target into emissions reduction planning. Finnair continued to procure and use SAF, including volumes beyond regulatory requirements where feasible. Operational efficiency actions continued through fuel-saving measures, flight planning, aircraft performance monitoring, weight reduction, and other operational improvements. Fleet renewal and fleet efficiency remained a core part of the long-term transition approach, with investment decisions considering fuel efficiency, emissions intensity and operational suitability. Finnair also continued to monitor and manage exposure to climate-related regulation, including EU ETS and SAF-related cost impacts, and used climate scenario analysis and internal carbon pricing to support strategic and financial planning.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ Yes

Row 2

(7.53.1.1) Target reference number

Select from:

☑ Abs 2

(7.53.1.2) Is this a science-based target?

Classified as Internal

Select from:

☑ No, but we are reporting another target that is science-based

(7.53.1.5) Date target was set

02/29/2020

(7.53.1.6) Target coverage

Select from:

☑ Site/facility

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 1

☑ 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

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

650

Classified as Internal

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

11203

(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)

11853.000

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

0.02

(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

0.03

(7.53.1.54) End date of target

12/30/2023

(7.53.1.55) Targeted reduction from base year (%)

100

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

0.000

Classified as Internal

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

44

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

0

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

44.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ Yes, it covers land-related emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

(7.53.1.79) % of target achieved relative to base year

99.63

(7.53.1.80) Target status in reporting year

Select from:

☑ Achieved and maintained

(7.53.1.82) Explain target coverage and identify any exclusions

The target covers non-flight operations Scope 1 & 2 emissions at Helsinki-Vantaa Airport.

(7.53.1.83) Target objective

Finnair has carbon neutral non-flight operations of its own Scope 1 & 2 emissions at Helsinki Vantaa Airport operations from the beginning of 2023.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Classified as Internal

Select from:

☑ No

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

The initiatives that have contributed most to achieving Finnair's carbon-neutral ground operations target at Helsinki-Vantaa have been the use of renewable purchased electricity, transition to non-fossil fuels in ground operations, low-emission purchased heating and energy solutions, electrification of ground support equipment and vehicles, and energy-efficiency improvements in buildings and facilities. Renewable electricity has had the largest impact on reducing market-based Scope 2 emissions, while the transition from fossil to non-fossil ground fuels has reduced direct Scope 1 emissions from remaining fuel-consuming ground equipment and operational activities. Further reductions have been achieved through electrification where technically feasible and by improving energy efficiency in corporate buildings, hangars, cargo, catering and ground equipment facilities. Any residual emissions within the defined carbon-neutral ground operations boundary are managed through market-based measures.
[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

Finnair Oyj - Near-Term Approval Letter - Tuesday_ 20 August 2024 (1).pdf

(7.53.2.4) Target ambition

Select from:

Classified as Internal

☑ 1.5°C aligned

(7.53.2.5) Date target was set

08/19/2024

(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)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 3

(7.53.2.10) Scope 3 categories

Select all that apply

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

(7.53.2.11) Intensity metric

Select from:

☑ Other, please specify :grams of CO2 per revenue tonne kilometer

(7.53.2.12) End date of base year

12/30/2023

Classified as Internal

(7.53.2.13) Intensity figure in base year for Scope 1

847

(7.53.2.17) Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

129

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

129.0000000000

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

976.0000000000

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

99.75

(7.53.2.38) % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure

99.95

(7.53.2.53) % of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

47.24

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

80.9

Classified as Internal

(7.53.2.55) End date of target

12/31/2033

(7.53.2.56) Targeted reduction from base year (%)

34.5

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

639.2800000000

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

13

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

13

(7.53.2.60) Intensity figure in reporting year for Scope 1

843

(7.53.2.64) Intensity figure in reporting year for Scope 3, Category 3: Fuel- and energy-related activities

128

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

128.0000000000

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

971.0000000000

Classified as Internal

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ Yes, it covers land-related emissions only (e.g. FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

1.48

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

Finnair Oyj has committed to reduce well-to-wake scope 1 and 3 jet fuel GHG emissions 34.5% per revenue tonne kilometer (RTK) by 2033 from a 2023 base year. Note 1: Non-CO_2 factors which may also contribute to aviation induced warming are not included in this target. Finnair Oyj will publicly report its non-CO2 impacts. Note 2: The target boundary includes land-related emissions and removals from bioenergy feedstocks. Finnair's SBTi-validated aviation target is a combined well-to-wake jet fuel emissions intensity target covering Scope 1 jet fuel combustion emissions and Scope 3 Category 3 fuel lifecycle emissions. The target is managed and monitored as a single integrated gCO2e/RTK metric in accordance with the SBTi aviation guidance and validation. Finnair does not manage separate Scope 1 and Scope 3 intensity targets and therefore the reporting-year performance here is reported using the combined WTW intensity metric under Scope 1.

(7.53.2.86) Target objective

Finnair's vision is to accelerate the aviation sector's transition away from fossil fuels, guided by cross-sectoral cooperation and continued scientific and technological advancements. Finnair's SBTi-validated short-term emissions efficiency target for the next ten years to support limiting global warming to 1.5 degrees as agreed in the Paris Agreement, entails a 34.5% reduction in well-to-wake Scope 1 and 3 jet fuel GHG emissions per revenue tonne kilometre (RTK) by 2033 from a 2023 base year. Translated to absolute CO2e emissions, the target equates to a reduction of approximately 13%.

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

By the end of 2025, progress had been made through implementation of Finnair's climate transition work and integration of the SBTi-validated 2033 target into emissions reduction planning. Finnair continued to procure and use SAF, including volumes beyond regulatory requirements where feasible. Operational efficiency actions continued through fuel-saving measures, flight planning, aircraft performance monitoring, weight reduction, and other operational improvements. SAF, fleet renewal and fleet efficiency remained a core part of the long-term transition approach, with investment decisions considering fuel efficiency, emissions intensity and

Classified as Internal

operational suitability. Finnair also continued to monitor and manage exposure to climate-related regulation, including EU ETS and SAF-related cost impacts, and used climate scenario analysis and internal carbon pricing to support strategic and financial planning.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:
☑ Yes
[Add row]

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

Select all that apply
☑ No other climate-related targets

(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.

	Emissions reduction initiatives that were active within the reporting year
	Select from: ☑ Yes

[Fixed row]

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

Classified as Internal

Stage of development	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e
Under investigation	*10*	
To be implemented	*8*	*8557*
Implementation commenced	*6*	*5570*
Implemented	*5*	*7627*
Not to be implemented	*0*	

[Fixed row]

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

Row 1

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

☑ Other low-carbon energy consumption initiative, please specify :Transition to renewable energy

(7.55.2.2) Estimated annual CO_2e savings (metric tonnes CO2e)

6207

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Classified as Internal

Select from:

☑ Mandatory

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

450000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

2500000

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Low-carbon energy consumption / Sustainable aviation fuel (SAF) and renewable fuels. Includes the 2025 SAF blending mandate and increased use of renewable fuels, resulting in an estimated Scope 1 emission reduction of 6,207 tCO_2e.

Row 2

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Other energy efficiency in production processes initiative, please specify :Improving fuel efficiency of flying

(7.55.2.2) Estimated annual CO_2e savings (metric tonnes CO2e)

Classified as Internal

1420

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

140000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

200000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Energy efficiency in transport / Improving fuel efficiency. Fuel-efficiency improvement measures implemented in 2025 resulted in estimated Scope 1 emission reductions of 1,420 tCO_2e.
[Add row]

Classified as Internal

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

Row 1

(7.55.3.1) Method

Select from:

☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

EU's Fit for 55 package will increase the operative costs of the airlines. Finnair has calculated the dependencies and future costs of the package on its operations. And has included these possible costs for the financial calculations.

Row 2

(7.55.3.1) Method

Select from:

☑ Financial optimization calculations

(7.55.3.2) Comment

Approx. 95% of filed flight plans are optimised in such a way that fuel is having a weight factor of 70% (the remaining 30% being enroute charges and flight time costs).

Row 3

(7.55.3.1) Method

Select from:

☑ Internal price on carbon

(7.55.3.2) Comment

Classified as Internal

Finnair has included all regulatory costs related to jet fuel in its financial planning as an internal carbon price. This helps Finnair understand and manage the increasing costs associated with the environmental impact of its operations. Finnair's fuel cost includes estimated regulatory costs for carbon dioxide emissions (EU ETS, CORSIA and SAF mandates) and covers Finnair's total aviation fuel consumption (>99% of Scope 1 emissions). Whenever jet fuel cost related calculations are done (for example weight reduction campaigns, fleet and network planning or SAF investments), the carbon price is included automatically. The carbon price is reviewed at least on a quarterly basis to reflect the EU ETS and CORSIA carbon price and estimated SAF mandate cost. The regulation-based carbon price can be volatile, influenced by market dynamics, policy changes, and general economic conditions. This volatility can lead to significant fluctuations in the internal carbon price, providing challenges to maintain consistent financial planning and decision-making. For example, the EU ETS price is subject to short-term market conditions, which may not be fully captured in the future cost estimations of carbon emissions.
[Add row]

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

Select from:
☑ No, I am not providing data

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

Select from:
☑ No

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

Row 1

(7.75.1) Activity

Select from:
☑ Aviation

(7.75.2) Metric

Select from:
☑ Yearly purchase

(7.75.3) Technology

Classified as Internal

Select from:

☑ Other, please specify :SAF

(7.75.4) Metric figure

16360

(7.75.5) Metric unit

Select from:

☑ Other, please specify :tons

(7.75.6) Explanation

Finnair is increasingly refueling SAF in its flights.

Row 2

(7.75.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.75.2) Metric

Select from:

☑ Fleet adoption

(7.75.3) Technology

Select from:

☑ Vehicle using bio-fuel

(7.75.4) Metric figure

Classified as Internal

61

(7.75.5) Metric unit

Select from:

☑ % of fleet

(7.75.6) Explanation

Finnair's ground vehicle fleet consisted of 422 vehicles in 2025. Of these, 138 vehicles (32.7%) were fully electric, 259 vehicles (61.4%) operated on renewable HVO fuel, and 25 vehicles (5.9%) continued to use fossil fuels. As a result, 94.1% of the fleet was powered by lower-emission energy sources (electricity or HVO), while only 5.9% relied on conventional fossil fuels. The remaining fossil-fuel vehicles are primarily associated with operational requirements where suitable low-emission alternatives are not yet available, and Finnair continues to evaluate opportunities to further reduce fossil fuel use across its ground operations.

Row 3

(7.75.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.75.2) Metric

Select from:

☑ Fleet adoption

(7.75.3) Technology

Select from:

☑ Battery electric vehicle (BEV)

(7.75.4) Metric figure

33

Classified as Internal

(7.75.5) Metric unit

Select from:

☑ % of fleet

(7.75.6) Explanation

Finnair's ground vehicle fleet consisted of 422 vehicles in 2025. Of these, 138 vehicles (32.7%) were fully electric, 259 vehicles (61.4%) operated on renewable HVO fuel, and 25 vehicles (5.9%) continued to use fossil fuels. As a result, 94.1% of the fleet was powered by lower-emission energy sources (electricity or HVO), while only 5.9% relied on conventional fossil fuels. The remaining fossil-fuel vehicles are primarily associated with operational requirements where suitable low-emission alternatives are not yet available, and Finnair continues to evaluate opportunities to further reduce fossil fuel use across its ground operations.
[Add row]

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

Select from:

☑ Yes

(7.79.1) Provide details of the project-based carbon credits retired by your organization in the reporting year.

Row 1

(7.79.1.1) Project type

Select from:

☑ Agroforestry

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

Classified as Internal

Orizon's CarbonCrop Programme supports and incentivizes South African farmers/landowners in the transition towards more sustainable agricultural practices by paying out a majority share of the carbon credit revenues resulting from emission reductions and carbon sequestration on our participating project fields. Together with their partners, they support farmers by providing tailored financial and practical advice, building online tools to assist farmers in their transition, hosting information sessions/webinars and contributing to local research on sustainable agriculture. The program, with its project boundaries being the geographic boundaries of the Republic of South Africa, will be registered as a grouped project under VM0042 - Methodology for Improved Agricultural Land Management. Each project activity will be carried out and monitored according to this methodology and its supporting methodologies, standards, and tools. Over time this project will include various types of farming practices /land types by adding instances that meet the additionality and applicability conditions as per the methodology. Project vision is to be a comprehensive partner for their current and future farmers in their regenerative journey, support further research and investment into Regenerative Agriculture ("RA") and to ultimately help drive a national shift to improve soil health and productivity to secure the long-term future of agriculture in South Africa.

(7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)

331

(7.79.1.5) Purpose of retirement

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at retirement?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at retirement

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

Classified as Internal

☑ VCS/Verra (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Barrier analysis

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Activity-shifting

☑ Market leakage

☑ Other, please specify :Displacement of agricultural production or grazing activities

(7.79.1.13) Provide details of other issues the selected program requires projects to address

In addition to addressing additionality, leakage and reversal risk, the Verra VCS VM0042 methodology requires projects to establish a baseline scenario, comply with detailed monitoring, reporting and verification (MRV) requirements, quantify and deduct uncertainty, meet soil carbon measurement and modelling requirements, satisfy project boundary and eligibility criteria, and address non-permanence risk through the VCS durability framework.

(7.79.1.14) Please explain

VCU Serial No: 18547-902247417-902247747-VCS-VCU-263-VER-ZA-14-3368-01012021-31122021-0 Carbon credit procurement is managed by Finnair's Sustainability/Environment function in collaboration with Treasury unit.
[Add row]

Classified as Internal

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

(13.1.1.2) Disclosure module and data verified and/or assured

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

☑ Identification, assessment, and management processes

(13.1.1.3) Verification/assurance standard

Classified as Internal

General standards

☑ ISAE 3000

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

Finnair's disclosures relating to the identification, assessment and management of environmental impacts, risks and opportunities were subject to limited assurance as part of the external assurance of the Sustainability Statement prepared in accordance with the Corporate Sustainability Reporting Directive (CSRD) and ESRS requirements. The assurance included review of the double materiality assessment process, governance, risk identification, assessment methodologies, and related disclosures concerning material environmental impacts, risks and opportunities.

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

Finnair annual report-2025.pdf

Row 2

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

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Disclosure of risks and opportunities

☑ Financial effect of environmental risks

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

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

Classified as Internal

Disclosures concerning the financial effects of environmental risks and opportunities were subject to limited assurance as part of the CSRD sustainability assurance engagement. The assurance covered the consistency of reported information with the underlying risk assessment, scenario analysis, management assumptions and financial impact disclosures included in the Sustainability Statement and related reporting processes.

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

Finnair annual report-2025.pdf

Row 3

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

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Business strategy

☑ Scenario analysis

☑ Sustainable finance taxonomy aligned spending/revenue

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

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

Climate-related strategy disclosures, including climate scenario analysisand EU Taxonomy reporting, were subject to limited assurance under the CSRD sustainability assurance engagement. The assurance included review of governance processes, scenario methodologies, taxonomy eligibility and alignment assessments, and supporting evidence used in the preparation of the Sustainability Statement. EU Taxonomy disclosures were assessed against the requirements of Regulation (EU) 2020/852 and related delegated acts.

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

Classified as Internal

Row 4

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

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Waste data
☑ Fuel consumption
☑ Base year emissions
☑ Progress against targets
☑ Renewable fuel consumption
☑ Year on year change in absolute emissions (Scope 3)
☑ Renewable Electricity/Steam/Heat/Cooling consumption
☑ Year on year change in absolute emissions (Scope 1 and 2)
☑ Year on year change in emissions intensity (Scope 1 and 2)
☑ Project-based carbon credits
☑ Energy attribute certificates (EACs)
☑ Electricity/Steam/Heat/Cooling consumption
☑ Emissions reduction initiatives/activities
☑ Renewable Electricity/Steam/Heat/Cooling generation

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000
☑ ISO 14064-3

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

Environmental performance indicators, including energy consumption, total fuel consumption, renewable fuel consumption, Scope 1, Scope 2 and Scope 3 greenhouse gas emissions, base-year and reporting-year emissions data, and waste-related data, were externally assured as part of Finnair's Sustainability

Classified as Internal

Statement. Sustainable and conventional jet fuel consumption data was subject to reasonable assurance, while the majority of other sustainability disclosures were subject to limited assurance, in accordance with CSRD requirements and applicable assurance standards. Assurance included evaluation of data collection processes, methodologies, controls, calculation principles, source documentation and reporting accuracy.

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

NORMEC VERIFAVIA - Finnair Oyj - ID 1167 - 2025 CORSIA OPINION STATEMENT [KeeeX-2026-03-28].pdf,NORMEC VERIFAVIA - Finnair Oyj - ID 1167 - 2025 EU ETS OPINION STATEMENT [KeeeX-2026-03-28].pdf,Finnair annual report-2025.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.

	Additional information
	No additional information.

[Fixed row]

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

(13.3.1) Job title

Chief Executive Officer

(13.3.2) Corresponding job category

Select from:
☑ Chief Executive Officer (CEO)
[Fixed row]

Classified as Internal

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub to facilitate collective action in priority basins.

Select from:

☑ Yes, CDP may share our Disclosure Submission Lead contact details with the Pacific Institute

Classified as Internal