Environmental performance	GRI	KPI	Unit	2017	2016
Water	EN8	**Total water consumption ✔**	**m3**	**4,011,897**	**3,834,265**
		of which			
		purchased water	%	*76,5%*	*76,4%*
		abstracted ground water	%	*19,3%*	*20,0%*
		withdrawn surface water	%	*4,0%*	*3,5%*
		rainwater collected used	%	*0,2%*	*0,1%*
	EN21	**Total water discharge**	**m^3**	**3,416,506**	**3,464,179**
		of which water discharged via an internal pre-treatment plant	m^3	214,200	228,428
Waste	EN22	**Total waste production, excluding exceptional waste ✔**	**tonnes**	**105,839**	**104,505**
		of which			
		non-hazardous waste	tonnes	77,073	77,835
	EN24	hazardous waste	tonnes	28,766	26,670
		waste going to material recovery	tonnes	61,933	62,344
		waste going to energy recovery	tonnes	21,844	21,954
		Material recovery rate ✔	%	*58,5%*	*59,7%*
		Energy recovery rate	%	*20,6%*	*21,0%*
EMS certification		Number of sites with ISO 14001 /EMAS certification**	unit	61	61
		Percentage of workforce covered by ISO 14001 & environmental reporting	%	90%	86%

✔ Data audited by Ernst & Young et Associés. Limited assurance report is available on **www.airbus.com**
2017 data covers 89% of total Company employees.
2016 data correspond to the data validated by the external third party in 2016, without any recalculation to take into account perimeters movements, which can explain some of the observed variances.

* 2017 VOC emissions data is estimated. The consolidated 2017 data will only be available following publication of the Registration Document.

** Number of sites covered by the environmental reporting which are certified ISO 14001.
Only 100% consolidated entities are taken into account. The data here results from Airbus' worldwide reporting campaign, carried out by the Environmental network. Airbus environmental reporting includes all 100% consolidated companies with more than 50 employees, which represent 99% of Airbus' total workforce. Among these companies, 90% had reporting contributors and tools. Note that some entities with less than 50 employees are taken into account in the reporting, as they are included in bigger entities which report their environmental data.

Environmental Impact of its Products in Operation

In the last 50 years, the aviation industry has cut fuel burn and CO_2 emissions per seat / kilometre by more than 80%, NO_x emissions by 90% and noise by 75%. Whilst this performance is impressive, high predicted traffic growth (5% *per annum*), aviation's short to medium-term reliance on fossil-based fuels and the potential impacts of non-CO_2 factors, the aviation industry faces a significant challenge in reducing its impact on climate change.

To address the CO_2 challenge, Airbus, along with airlines, airports, air traffic management and other manufacturers, committed in 2008 to the ATAG CO_2 emission goals:

- improve fleet fuel efficiency of 1.5% per year by 2020;
- stabilise: from 2020, net carbon emissions from aviation will be capped through carbon neutral growth (CNG);
- by 2050, net aviation carbon emissions will be half of what they were in 2005.

Meeting these goals will require a truly collaborative approach across the industry, focused on a combination of improvement measures including technology (including sustainable fuels), operational improvements, infrastructure (including air traffic management) and global market based measures (MBMs).

Progress has been made on the first two of ATAG emission targets:

- by delivering aircraft such as the A350 XWB, 25% more efficient than the previous generation aircraft and the A320neo with -15% to -20% fuel burn compared to A320ceo, the average increase in global fleet fuel efficiency has been over 2% *per annum* over the last five years;
- alongside reducing CO_2 emissions, Airbus aircraft also offer significant improvements in both noise and NO_x emissions reduction: A350 XWB with up to 21 dB lower noise and 27% lower NO_x emission compared to current industry standards, A320neo with up to 20dB lower noise and 50% lower NO_x emission compared to current industry standards. The new H160 helicopter brings noise levels down by 50% compared to previous generation helicopters;