

American Airlines Group	
Sector	Transport
Last full assessment published	October 2022
CDP Responder	Yes

7C=* **#22/90**
ACT Score (2022) **Sector Rank (2022)**



Company recommendations:

Targets: The company has set a long-term decarbonisation target. However, it has not set sufficient intermediate targets. Setting regularly spaced intermediate targets will incentivise near-term actions on its longer-term goals.

Emissions reductions and reporting: The company's emissions contrast with its 1.5°C pathway which requires it to make substantial decreases in its emissions intensity. The company can also improve by reporting the emissions intensity of its subcontracted activity.

Transition plan: The company can improve the elements of its transition plan by ensuring it includes medium and long-term targets, verifiable and quantifiable key performance indicators and financial commitments. The plan should be informed by scenario analysis to ensure that the plan's ambition is sufficient for a 1.5°C pathway.

For the last full ACT assessment and more information visit: [Transport Benchmark | World Benchmarking Alliance](https://www.worldbenchmarkingalliance.org/transport-benchmark)

Module	Last Assessment Performance (2022)	Current Performance (2023)		Module summary	Change in performance since last full assessment
		Question	Answer		
Targets		Net zero target (all scopes)?	Yes	American Airlines has set a target to reach net zero by 2050. The company plans to use offsets to achieve 15% of this target. The company has set interim targets, to reduce its scope 1 and 3 emissions by 45% per revenue ton-km by 2035, compared to 2019, and reduce its absolute scope 2 emissions by 40% over the same time frame. The interim targets are validated as well-below 2°C by SBTi.	 Remains the same
		Interim target(s)?	Yes		
		Targets cover all emissions?	No		
		All targets SBTi 1.5°C validated?	No		
Emissions reductions and reporting		Scope 1 and 2 emissions intensity disclosed?	Yes	American Airlines reports combined passenger and freight emissions intensity, which has decreased since the previous assessment. This is largely due to an increase in load factor. The company does not provide sufficient data to assess its subcontracted emissions, which, in 2020, accounted for around 76% of its scope 3 emissions or 23% of the company's total emissions.	 Improves
		Scope 1, 2 and 3 emissions intensity disclosed?	No		
Transition Plan		Public transition plan?	Yes	In 2022, American Airlines assigned the CEO oversight of its climate change strategy. The company has completed scenario analysis but has not considered a 1.5°C scenario. The company details its investment plans for more fuel-efficient aircraft and alternative fuels. However, its plans lack long-term detail.	 Remains the same
		Relevant expertise on the board?	No		
		Incentives linked to emissions reductions?	Yes		
		Financial content in plan?	Yes		
		Plan informed by scenario analysis?	Yes		

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*ACT scores are constructed of three parts. The performance score out of 20, narrative score A – E and trend score + / = / -