



Iberia Maintenance begins to use Cepsa's sustainable aviation fuel in its engine test benches

- **Sustainable aviation fuel (SAF), has been produced in Cepsa's Huelva Energy Park, from organic waste and used cooking oils.**
- **This milestone, which will save 115 tonnes of CO₂ per year, reinforces the objectives of both companies for the decarbonisation of the aviation sector.**
- **It is the first time that this type of sustainable fuel has been used continuously on a test bench in Spain for commercial airlines.**
- **This initiative is part of Iberia Maintenance's sustainability strategy, which is structured into five pillars: water, waste, energy, CO₂, and volatile organic compounds.**

Iberia Maintenance will use 5% sustainable aviation fuel (SAF) throughout the year in its engine test bench at the La Muñoza facilities, near the Adolfo Suarez Madrid-Barajas airport, in what marks another step towards the decarbonisation of the sector. The use of this type of fuel will allow for a reduction of 115 tonnes of CO₂ emissions per year. Iberia Maintenance thus becomes the first Spanish aeronautical maintenance provider to use continuously this type of fuel in its engine test bench for commercial airlines.

Cepsa has produced this second-generation biofuel produced from organic waste and used cooking oils at its La Rábida Energy Park (Huelva). Specifically, during this year, the energy company will provide Iberia Maintenance with more than 36 tonnes of SAF.

"We are very proud to have taken another step towards the decarbonisation of the sector with the use of SAF in our test bench, which will allow us to reduce our CO₂ emissions by 115 tonnes. Collaboration, technology, and innovation are the essential elements to achieve the industry's goal of achieving net zero emissions by 2050," explains Teresa Parejo, Director of Sustainability at Iberia.

In the other hand, Marta Cencillo, Head of Sustainable Aviation at Cepsa, explained "We continue to take steps together with Iberia to facilitate the sustainability of their operations and promote sustainable aviation. We work to keep being a reference in the production and distribution of SAF, which will be essential in the coming years to achieve the decarbonisation objectives of the aviation sector."

The use of SAF in Iberia Maintenance engine tests is part of the environmental sustainability strategy of the International Airlines Group (IAG), which aims net zero



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emissions by 2050. Among other actions, Iberia, Iberia Express and Cepsa signed a collaboration agreement for the development and research of fuels of sustainable origin and other energy alternatives, such as the electrification of the fleet, to promote the sustainable mobility of airplanes and the fleet of vehicles that provide services to them at airports.

Iberia Maintenance sustainability strategy

The use of SAF in the test bench of the Iberia Maintenance engine workshop is part of the company's sustainability strategy, which is structured into five pillars:

- **Water:** Iberia Maintenance, through its water management plan, established objectives to reduce its consumption by 10% and 30% in 2027 and 2030, respectively, compared to the data recorded in 2022.
- **CO₂:** to use 5% SAF in 2024 and 2025, followed by a sustained and constant increase in the use of this type of fuel for the coming years, which contributes to achieving the reduction of CO₂ emissions by 20% in 2030 versus 2022.
- **Volatile Organic Compounds and solvents:** to reduce their use by 10% in 2025 compared to 2022.
- **Energy:** to reduce energy consumption by 20% by 2025 compared to 2022, while generating 10% of that energy with solar panels and using 100% renewable energy.
- **Waste:** the Spanish airline aims to recycle more than 80% of the waste generated by 2025 and reduce it by 20% compared to 2022.

Guaranteeing the commercialization of SAF

Cepsa produces SAF and other second-generation biofuels in its energy parks and permanently markets sustainable aviation fuel in five of the main Spanish airports.

To guarantee the commercialization of SAF to the aviation sector, the company has started the construction of the largest second-generation biofuels plant in southern Europe, together with Bio-Oils, with a €1.2 billion investment. This facility, which will be opened in 2026 in Palos de la Frontera (Huelva), will have a flexible production capacity of 500,000 tonnes of SAF and renewable diesel.

As part of its Positive Motion strategy, Cepsa, intending to promote the decarbonisation of the aviation sector, aims to lead the production of SAF in Spain and Portugal, with an annual production capacity of 800,000 tonnes in 2030, enough to fly across the planet 2000 times.

What is SAF?

Sustainable aviation fuel* is an alternative to fossil fuel, the key instrument to decarbonise the aviation sector. SAF can be organic (produced from vegetable oils,

* Sustainable aviation fuels meet the standards of the European Union Renewable Energy Directive 2018/2001.



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animal fats, biomass, or other waste such as agricultural waste) or synthetic (generated from captured CO₂ and renewable hydrogen).

SAF is the immediate response to the challenge of reducing greenhouse gas emissions on short-, medium-, and long-haul flights. It allows for the reduction of CO₂ emissions by up to 90% compared to conventional kerosene (taking into account its entire life cycle, from its production to its consumption) and, furthermore, in the case of second-generation biofuels, such as the one marketed by Cepsa to Iberia Maintenance, it also promotes the circular economy, as it is produced from waste that would otherwise end up in landfills.

One of the great advantages of SAF is that it can be used - and, in fact, it is already used - without having to modify any mechanism of the aircraft or airport infrastructure.

More than 170 engines tested in 2023

The Iberia Maintenance test bench has a test cell with a 90,000lb capacity and is licensed to certify the four types of engines served by the Spanish company: CFM56-5B/-7B, RB211, V2500, and Pratt & Whitney GTF™. In 2023, Iberia Maintenance carried out more than 170 engine inductions.

An aircraft engine test bench is a specialised facility designed to evaluate and validate the performance, efficiency, and reliability of engines before being installed on aircraft after overhaul and repair. These test benches allow engine manufacturers and airlines to conduct extensive testing in a controlled environment, ensuring engines meet the safety and performance standards required for aviation.

About Iberia Maintenance



Iberia Maintenance is the leading provider of maintenance, overhaul, and repair (MRO) services for International Airlines Group (IAG) airlines, manufacturers and 100 client airlines. Iberia Maintenance specialises in the inspection and repair of the V2500, CFM56 and RB211 engines, to which it has just added the GTF and, soon, it will also add the LEAP. Likewise, its component shops cover a wide range of ATA chapters. Iberia Maintenance supports clients around the world, developing and innovating their business model. The company offers the highest standards of quality and safety with a flexible and competitive commercial approach. Its employees, with extensive experience and qualifications, provide their essential services from operations centres in Madrid and Barcelona to ensure that their clients receive the best service now and in the future.

About Cepsa



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Cepsa is a leading international company committed to sustainable mobility and energy with solid technical experience gained from more than 90 years of activity. The company also has a world-leading chemical business with increasingly sustainable activity.

Through its strategic plan for 2030, *Positive Motion*, Cepsa works toward achieving its ambition to be a leader in sustainable mobility, biofuels and green hydrogen in Spain and Portugal, and to become a benchmark in the energy transition. The company puts customers at the centre of its business and will work with them to help advance their decarbonisation goals.

ESG criteria influence all of Cepsa's actions to move towards its net positive objective. Throughout this decade, it will reduce its scope 1 and 2 CO₂ emissions by 55% and the carbon-intensity index of the products sold by 15-20%, compared to 2019, with the aim of achieving net zero emissions before 2050.

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