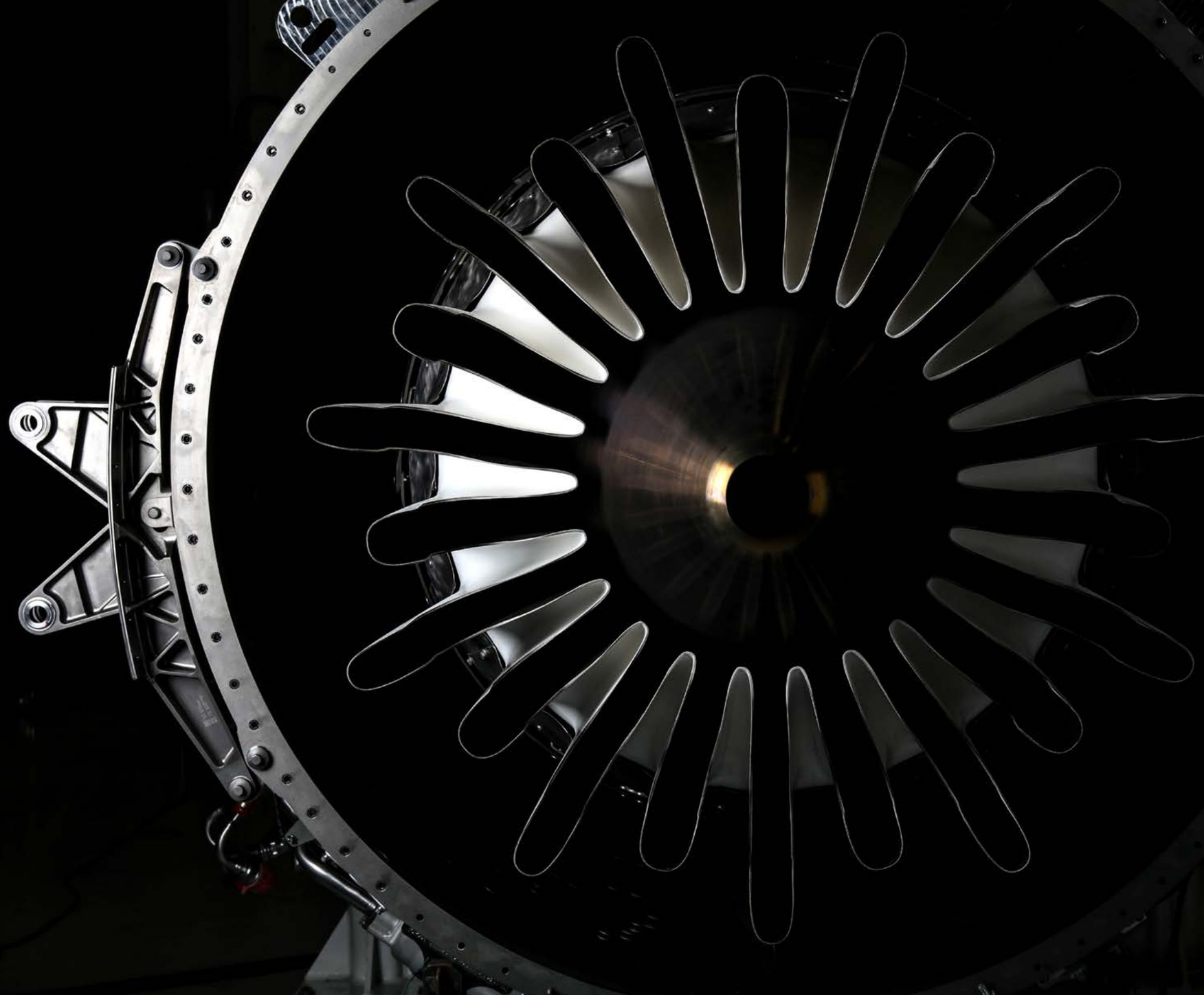
Moving innovation forward

2025 Sustainability Report: Supplementary Materials

June 26, 2025



GE Aerospace

About this supplement

GE Aerospace launched as an independent public company on April 2, 2024. This report covers the environmental, social, and governance activities of GE Aerospace, unless otherwise stated.

The performance data in this Supplementary Materials report covers the calendar year from January 1 to December 31, 2024.

This 2025 Sustainability Report: Supplementary Materials document contains a Sustainability databook, Global Reporting Initiative (GRI) index, Stakeholder engagement information, Sustainability Accounting Standards Board (SASB) index, United Nations Sustainable Development Goals (UN SDGs) index, Greenhouse Gas Inventory Management Plan, Water inventory, Verification statements (2019, 2023, 2024), and Market-based mechanism statement.

GE Aerospace's GHG Inventory Management Plan primarily follows the World Resources Institute/World Business Council for Sustainable Development (WRI/WBCSD) Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard, Revised Edition (the GHG Protocol). We use the Protocol for all GHG-related definitions, assumptions, and calculations discussed in this document unless explicitly stated otherwise, reporting under the "operational control" approach. To learn more about our GHG inventory and energy inventory process methodology, see our GHG Inventory Management Plan.

Carbon emissions data has undergone limited assurance by Stantec, an external third party, for base year 2019 (Scopes 1 and 2) and reporting years 2023 and 2024 (Scopes 1, 2, and 3 from the use of sold products for commercial engines). GE Aerospace water data has also undergone limited assurance by the same external third party for 2024 data (see the verification statements and applicable data assertions). Internal resources have reviewed the other information and data within this report for quality, completeness, and accuracy.

Forward-looking statements

This report contains "forward-looking statements"—statements related to future events that, by their nature, address matters that are uncertain to different degrees.

See the investor relations section of our website for details of the uncertainties that may cause our actual future results to be materially different than those expressed in our forward-looking statements, as well as our annual reports on Form 10-K and quarterly reports on Form 10-Q. We do not undertake to update our forward-looking statements.

Non-GAAP financial measures

In this report, we sometimes use information derived from consolidated financial data but not presented in our financial statements prepared in accordance with U.S. Generally Accepted Accounting Principles (GAAP). Certain of these data are considered "non-GAAP financial measures" under the U.S. Securities and Exchange Commission (SEC) rules. These non-GAAP financial measures supplement our GAAP disclosures and should not be considered an alternative to the GAAP measure. The reasons we use these non-GAAP financial measures, and the reconciliations to their most directly comparable GAAP financial measures, are included in our earnings materials, our most recent annual report on Form 10-K, and other SEC filings, as applicable.

Contents

Definitions

CFM International is a 50/50 joint venture between GE Aerospace and Safran Aircraft Engines that produces CFM56 and LEAP engine families.

Engine Alliance is a 50/50 joint venture between GE Aerospace and Pratt & Whitney that produces the GP7200 engine.

GE Honda Aero Engines is a joint venture between GE Aerospace and Honda Aero that produces the HF120 engine.

Revolutionary Innovation for Sustainable Engines (RISE) is a development and demonstration program of CFM International. **CFM RISE** is a registered trademark.

Sustainable Aviation Fuel (SAF) is a type of synthetic aviation fuel. Not all synthetic fuels are SAF.

Front cover caption: Front view of a Passport engine.

Sustainability databook

Sustainability databook

Description	Unit	2023[1]	2024
Financial performance[2]			
Adjusted revenue[3]	billion U.S. dollars	32.0	35.1
Operating profit[3]	billion U.S. dollars	5.6	7.3
Free cash flow[3]	billion U.S. dollars	4.7	6.1
Invested in aerospace research and development[4]	billion U.S. dollars	2.5	2.7

Description	Unit	2019[5]	2022	2023	2024
Environmental stewardship					
Global GHG emissions[6]					
Total Scope 1 and 2 (market-based)	metric tons CO_2e	951,490	718,458	728,592	544,922
Scope 1 emissions (market-based)[7]	metric tons CO_2e	428,000	282,456	294,537	283,359
Scope 1 emissions (location-based)	metric tons CO_2e	428,000	282,456	294,537	288,663
Scope 2 emissions (market-based)	metric tons CO_2e	523,490	436,002	434,056	261,563
Scope 2 emissions (location-based)	metric tons CO_2e	513,078	441,302	441,385	418,013
Scope 3 net carbon emissions from sold products for commercial engines[8,9]	million metric tons CO_2	51.73	25.05	30.62	27.86
Scope 3 carbon emissions intensity[8,9]	grams CO_2/RPK	5.96	5.67	5.17	5.37
Global energy used					
Operational energy used	MWh	3,255,320	2,685,746	2,476,158	2,494,212
Total electricity[10]	MWh	1,400,434	1,278,055	1,276,090	1,277,961
Carbon-free electricity used[11,12]	MWh	0	61,720	77,198	451,388
Percentage carbon-free electricity	percentage	0	5	6	35

1 2023 amount updated based on recast standalone financials.
2 As disclosed in the 2024 GE Aerospace Form 10-K.
3 Non-GAAP financial measure.
4 Amount represents aerospace research and development and includes customer and partner funding.
5 GE Aerospace uses 2019 as the baseline year for emissions tracking. This baseline reflects the company's current operations. Significant changes affecting emissions by more than 5% will prompt a recalculation of this baseline.
6 Carbon emissions for base year 2019 and reporting years 2023 and 2024 have undergone limited assurance by an external audit.
7 Scope 1 market-based accounts for market-based mechanisms.
8 Calculations use actual commercial engine deliveries by GE Aerospace/GE Aerospace Partnership companies to airframers for installation on new aircraft in alignment with our financial reporting.
9 Figures do not include any SAF projection over the forecast product life.
10 Total includes the electricity usage for facilities and fleet.
11 Carbon-free electricity refers to electrical energy produced from resources that generate no carbon emissions while operating.
12 Data includes Environment Attribute Certificates (EACs) (bundled and unbundled) and on-site generation.

Description	Unit	2023	2024
Environmental stewardship			
Global water[13]			
Total water withdrawal	million cubic meters	8.33	8.47
Water discharge total	million cubic meters	5.67	5.46
Water consumption total	million cubic meters	2.66	3.01
Global environmental performance			
Reportable spills	number	4	3
Environmental penalties paid	U.S. dollars	0	7,093
Air exceedances	number	0	0
Product quality			
Percentage of manufacturing sites with quality certification (ISO 9001, AS9100, AS9110 or AS9120)[14]	percentage	98	98

Description	Unit	2023	2024
Global employee health and safety			
Total recordable incident rate (TRIR)[15]	rate	0.56	0.51
Total days away from work incident rate (DAFW)[15,16]	rate	0.24	0.21
Total employee fatalities[17]	number	0	0
Total contractor fatalities[18]	number	0	0
Safety penalties paid	U.S. dollars	95,000	0
Talent development and engagement			
Average hours of training per year per employee[19]	number	–	3.61
Percentage of eligible employees receiving a year-end performance review conversation[20]	percentage	–	99
Learning Central (distinct employees using the platform)[21]	number	7,870	26,271
GE Aerospace Learning course completions	million	1.75	1.95
Completions of non-compliance, professional, and leadership courses[22]	million	0.01	1.67
Voluntary employee attrition[23]	percentage	4.20	3.40
Supplier Responsibility Governance program			
Total global audits[24]	number	96	76
Total global audit findings[25,26]	number	561	530
Percentage of audit findings closed[25,26,27]	percentage	94.80	95.70

13 At sites where we do not have meter data or invoices, we use estimates based on proxy data from sites with similar operations and extrapolate based on area of floor space.
14 Manufacturing sites with AS certifications audited by third-party registrars (certification bodies).
15 Number of injury and illness cases globally per risk population year to date as measured against Occupational Health and Safety Administration (OSHA) recordability criteria, includes GE Aerospace employees, leased workers, wholly owned affiliate employees, majority-owned joint venture employees, contractors, and Corporate Holdings.
16 Uses OSHA calculation of recordable days away from work cases (transfer or restricted cases are excluded).
17 GE Aerospace employees, leased workers, wholly owned affiliate employees, majority-owned, joint venture employees, and corporate holdings.
18 Workers under GE Aerospace EHS coordination, which may include contractors, and sub-contractors.
19 Average is calculated based on number of employees registered for courses and the time required to complete course.
20 Employees within professional band and above are required to document their end of year conversation.
21 Increase from 2023–2024 is largely due to increased user adoption of the Learning platform that launched in Q4 2023.
22 Does not include "required" compliance courses (The Spirit & The Letter, cybersecurity, etc.).
23 Interns, Coops and Apprentices and/or Contingent Workers are not included.
24 Number of audits include audits performed at all supplier sites (new, existing, and rejected).
25 Total number of annual SRG audit findings. Findings identified vary from policy improvements to process changes.
26 Number does not account for findings associated with suppliers rejected due to failure to implement adequate measures, and alignment with the SRG program.
27 Percentage based on finding completion within the first three months of the following year.

Description	Unit	2023	2024
Audits per region			
China	percentage	44	42
United States	percentage	0	0
Americas (excluding U.S.)	percentage	7	4
Europe	percentage	2	0
Asia (excluding China)	percentage	45	53
Middle East and Africa	percentage	2	1
Community impact			
Total GE Aerospace family giving[28]	million U.S. dollars	15.9	21.5
Corporate governance			
% of salaried employees who complete The Spirit & The Letter refresher training and acknowledgement[29]	percentage	99.9	99.5
Ombuds			
Policy Open Reporting concerns raised	number	1,123	1,245
Policy Open Reporting corrective actions implemented	number	1,340	1,140

28 GE Aerospace became a standalone public company in April 2024, launching the GE Aerospace Foundation in May 2024 which continues the legacy of the GE Foundation and its contributions made between January and April of 2024.

29 Completion by <100% includes employees who are on leave or recent new hires.

Global Reporting Initiative (GRI) index

Global Reporting Initiative (GRI) index

GE Aerospace has reported the information cited in this GRI content index for the period January 1 to December 31, 2024, with reference to the GRI Standards with no sector standards currently applying to GE Aerospace. The GRI 1: Foundation 2021 was used.

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021	2-1 Organizational details	Name of the organization: General Electric Company, operating as GE Aerospace Ownership and legal form: GE Aerospace is a publicly traded company (NYSE: GE) incorporated in New York Location of headquarters: Evendale, Ohio, United States Location of operations: North America, Latin America, Asia Pacific, Greater China, Middle East, and Europe Form 10-K 2024, About GE Aerospace, pages 4–7
	2-2 Entities included in the organization's sustainability reporting	GE Aerospace launched as an independent public company on April 2, 2024. These supplementary materials and the 2025 Sustainability Report cover the ESG activities of GE Aerospace only, unless otherwise stated. For entities included in our financial boundaries, see our 1Q 2025 Form 10-Q.
	2-3 Reporting period, frequency and contact point	The performance data in this Supplementary Materials report and the 2025 Sustainability Report covers the calendar year from January 1 to December 31, 2024. In certain places, there is also commentary about events, achievements, and initiatives that took place during 2025. Reporting cycle: Annual Publication date of the 2025 Sustainability Report: June 26, 2025 Contact point for questions regarding the report: sustainability@geaerospace.com
	2-4 Restatements of information	Financial restatements, if applicable, are disclosed on GE Aerospace SEC filings.
	2-5 External assurance	GHG emissions (Scope 1, 2, and 3 use of sold products) data has undergone limited assurance by an external third party for base year 2019 and reporting years 2023 and 2024 (see the verification statements and applicable data assertions). Internal resources have reviewed the other information and data within this report for quality, completeness, and accuracy. 2025 Supplementary Report: Data methodologies and verification statements—2019 calendar year verification statement, page 34; 2023 calendar year verification statement, page 36; 2024 calendar year verification statement, page 38 GE Aerospace water data has undergone limited assurance by an external third party for 2024 (see the verification statements and applicable data assertions). 2025 Sustainability Report: Introduction—GE Aerospace at a glance, page 7

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-6 Activities, value chain and other business relationships;	2025 Sustainability Report: Introduction—GE Aerospace at a glance, page 7; Value creation at GE Aerospace, page 12
	2-7 Employees	2025 Sustainability Report: Introduction—GE Aerospace at a glance, page 7 2025 Supplementary Report: Sustainability Accounting Standards Board (SASB) index, Activity metrics, page 22 2024 EEO-1 Disclosure
	2-9 Governance structure and composition	2025 Proxy Statement: Governance—Qualifications and Attributes, page 6; Board Leadership Structure, page 14; Board Committees in 2024, page 16 2025 Sustainability Report: Governance—Sustainability governance structure, page 53 Governance Principles—1. Role of the Board and Management, page 1; 6. Board Committees, page 3; 10. Board Leadership, page 4
	2-10 Nomination and selection of the highest governance body	2025 Proxy Statement: Governance—Board Composition, pages 12–13 2025 Sustainability Report: Governance—Sustainability governance structure, page 53 Governance Principles—3. Qualifications, pages 1–2; 5. Size of Board and Selection Process, page 3
	2-11 Chair of the highest governance body	2025 Proxy Statement: Governance—Board Leadership Structure, page 14 2025 Sustainability Report: Governance—Sustainability governance structure, page 53 Governance Principles—10. Board Leadership, page 4
	2-12 Role of the highest governance body in overseeing the management of impacts	2025 Proxy Statement: Governance—Shareholder Engagement in 2024, page 19; Board Operations, page 15; Additional Information on Areas of Board and Committee Oversight, page 17 2025 Sustainability Report: Governance—Sustainability governance structure, Board oversight of sustainability, page 53
	2-13 Delegation of responsibility for managing impacts	2025 Proxy Statement: Governance—Board Committees in 2024, page 16; Additional Information on Areas of Board and Committee Oversight, page 17; Other Governance Policies & Practices, pages 20–21 2025 Sustainability Report: Governance—Sustainability governance structure, Board oversight of sustainability, page 53; Enterprise risk management, page 54 GE Aerospace Human Rights Statement of Principles UK & Australia Modern Slavery Act Statement 2025 Canada Modern Slavery Act Statement

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-14 Role of the highest governance body in sustainability reporting	2025 Proxy Statement: Governance—Board Committees in 2024, page 16; Additional Information on Areas of Board and Committee Oversight, page 17 2025 Sustainability Report: Governance—Sustainability governance structure, Board oversight of sustainability, page 53
	2-15 Conflicts of interest	2025 Proxy Statement: Governance—Other Governance Policies & Practices, Board Integrity Policies, page 20; How We Assess Director Independence, Relationships and Transactions Considered for Director Independence, page 21; Related Person Transactions & Other Information, page 21 2025 Sustainability Report: Governance—Our commitment to compliance and integrity, page 55 Governance Principles—4. Independence of Directors, pages 2–3; 13. Ethics and Conflicts of Interest, page 5; 14. Approval of Certain Related Person Transactions, page 5
	2-16 Communication of critical concerns	2025 Sustainability Report: Safety—Product safety and quality, Raising safety concerns, page 14; Governance—Our commitment to compliance and integrity, The Spirit & The Letter, page 55; Open Reporting program, page 56
	2-17 Collective knowledge of the highest governance body	2025 Proxy Statement: Governance—Board Nominees, Qualifications and Attributes, page 6; Board Nominee Biographies, pages 7–11; Board Skills and Experience, page 13; Other Governance Policies & Practices, pages 20–21 Governance Principles—15. Reporting of Concerns to Independent Directors or the Audit Committee, pages 5–6
	2-18 Evaluation of the performance of the highest governance body	2025 Proxy Statement: Governance—Board Governance Practices, page 18 Governance Principles—11. Self-Evaluation, page 4
	2-19 Remuneration policies	2025 Proxy Statement: Governance—Director Compensation for 2024, pages 22–24; Compensation—Overview of Our Executive Compensation Program, page 28; Key Elements of Compensation for Our Named Executives, pages 29–33; Annual Program Compensation for 2024, page 34; Compensation Actions for 2024 for Our Other Current Named Executives, page 29; Summary Compensation, pages 38–40; Incentive Compensation, pages 41–44; Deferred Compensation, page 45; Pension Benefits, pages 46–47; Potential Termination Payments, pages 48–51; Other Executive Compensation Policies & Practices, pages 52–53 Governance Principles—16. Director Compensation and Stock Ownership Requirements, pages 6–7; 24. Executive Stock Ownership and Retention Requirements, page 8; 25. Other Share Ownership and Equity Grant Policies, pages 8–9; 26. Shareholder Approval of Severance and Death Benefits, page 9; 27. Potential Impact on Compensation from Executive Misconduct, page 9

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-20 Process to determine remuneration	2025 Proxy Statement: Governance—Director Compensation for 2024, pages 22–24; Compensation—Overview of Our Executive Compensation Program, page 28; Key Elements of Compensation for Our Named Executives, pages 29–33; Annual Program Compensation for 2024, page 34; Compensation Actions for 2024 for Our Other Current Named Executives, page 29; Summary Compensation, pages 38–40; Incentive Compensation, pages 41–44; Deferred Compensation, page 45; Pension Benefits, pages 46–47; Potential Termination Payments, pages 48–51; Other Executive Compensation Policies & Practices, pages 52–53 Governance Principles—16. Director Compensation and Stock Ownership Requirements, pages 6–7; 24. Executive Stock Ownership and Retention Requirements, page 8; 25. Other Share Ownership and Equity Grant Policies, pages 8–9; 26. Shareholder Approval of Severance and Death Benefits, page 9; 27. Potential Impact on Compensation from Executive Misconduct, page 9
	2-21 Annual total compensation ratio	2025 Proxy Statement: Compensation—CEO Pay Ratio, page 55
	2-22 Statement on sustainable development strategy	2025 Sustainability Report: Introduction—Opening letter from Larry Culp, page 5; Opening letter from Chris Pereira, page 6
	2-23 Policy commitments	2025 Sustainability Report: Safety—Employee safety, Our Environmental, Health, and Safety (EHS) program, page 18; People—Human rights and ethical supply chain, Policies, principles, and standards, page 48; Governance—Our commitment to compliance and integrity, The Spirit & The Letter, page 55 2025 Proxy Statement: Governance—Other Governance Policies & Practices, Board Integrity Policies, page 20 Human Rights Policy UK & Australia Modern Slavery Act Statement California Transparency in Supply Chains Act Code of Conduct: The Spirit & The Letter Lobbying Disclosure Policy Political Contributions Policy Responsible Mineral Sourcing Principles Environment, Health and Safety Policy Open Reporting Policy Respectful Workplace Policy GE Aerospace Integrity Guide for Suppliers, Contractors & Consultants Setting Public Policy Priorities

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-24 Embedding policy commitments	2025 Sustainability Report: Introduction—Our sustainability Framework, page 11; Safety—Product safety and quality, page 14; Employee safety, EHS Framework, page 19 GE Human Rights Statement of Principles Political Contributions Policy UK & Australia Modern Slavery Act Statement California Transparency in Supply Chains Act
	2-25 Processes to remediate negative impacts	2025 Sustainability Report: People—Human rights and ethical supply chain, Policies, principles, and standards, page 48; Governance—Enterprise risk management, Our enterprise risk management framework, page 54
	2-26 Mechanisms for seeking advice and raising concerns	2025 Sustainability Report: Governance—Our commitment to compliance and integrity, page 55 Governance Principles—15. Reporting of Concerns to Independent Directors or the Audit Committee, pages 5–6 Environment, Health and Safety Policy Code of Conduct: The Spirit & The Letter Open Reporting Policy Respectful Workplace Policy GE Aerospace Integrity Guide for Suppliers, Contractors & Consultants
	2-27 Compliance with laws and regulations	2025 Sustainability Report: Governance—Our commitment to compliance and integrity, page 55 2025 Supplementary Report: Sustainability databook—Environmental stewardship, Environmental penalties paid, page 5
	2-28 Membership associations	2025 Sustainability Report: Safety—Product safety and quality, Key industry groups and associations, page 15; Environment: Technology—Industry collaboration, page 31; Environment: Operations—Working toward net zero, page 34; Governance—Political engagement and policy development, page 60 2024 U.S. Trade Organization Disclosure
	2-29 Approach to stakeholder engagement	2025 Proxy Statement: Governance—Board Operations, page 15; Additional Information on Areas of Board and Committee Oversight, page 17; Shareholder Engagement in 2024, page 19 2025 Sustainability Report: Environment: Technology—Industry collaboration, page 31; People—Human rights and ethical supply chain, Human rights stakeholder engagement, page 49 2025 Supplementary Report: Stakeholder engagement information, page 18
	2-30 Collective bargaining agreements	2025 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 46; Human rights and ethical supply chain, Freedom of association, page 49 Form 10-K 2024, About GE Aerospace, page 5

GRI standard	Disclosure	Location
GRI 3: Material Topics 2021	3-1 Process to determine material topics	2025 Sustainability Report: Introduction—Our sustainability framework, page 11
	3-2 List of material topics	
	3-3 Management of material topics	2025 Sustainability Report: Introduction—Our sustainability journey, page 10; Our sustainability framework, page 11; Safety—Employee safety, EHS Framework, page 19; Environment: Technology—GE Aerospace's roadmap for the future of flight, page 21; Our approach to lower-emission technologies, page 22; Future technologies, page 26; Environment: Operations—Working toward net zero, page 34; Managing hazardous materials, page 38; Enabling circularity, page 39; People—Human rights and ethical supply chain, Human rights stakeholder engagement, page 49; Governance—Sustainability governance structure, page 53 GE Aerospace Reporting Hub
GRI 205: Anti-corruption 2016	205-1 Operations assessed for risks related to corruption	2025 Sustainability Report: Governance—Our commitment to compliance and integrity, page 55 Code of Conduct: The Spirit & The Letter
	205-2 Communication and training about anti-corruption policies and procedures	2025 Sustainability Report: Governance—Our commitment to compliance and integrity, page 55 Code of Conduct: The Spirit & The Letter
GRI 301: Materials 2016	301-1 Materials used by weight or volume	2025 Sustainability Report: Environment: Operations—Enabling circularity, page 39
GRI 302: Energy 2016	302-1 Energy consumption within the organization	2025 Sustainability Report: Environment: Operations—Working toward net zero, Driving energy efficiency, page 34 2025 Supplementary Report: Sustainability databook—Environmental stewardship, page 4
	302-2 Energy consumption outside of the organization	
	302-3 Energy intensity	
	302-4 Reduction of energy consumption	
	302-5 Reductions in energy requirements of products and services	

GRI standard	Disclosure	Location
GRI 303: Water and Effluents 2018	303-1 Interactions with water as a shared resource	2025 Sustainability Report: Environment: Operations—Water stewardship, page 38
	303-2 Management of water discharge-related impacts	
	303-3 Water withdrawal	2025 Supplementary Report: Sustainability databook—Environmental stewardship, page 5
	303-4 Water discharge	
	303-5 Water consumption	
GRI 305: Emissions 2016	305-1 Direct (Scope 1) GHG emissions	2025 Sustainability Report: Environment: Operations—Working toward net zero, Our progress to date, page 34; Using low-carbon fuels in our testing operations, page 35 2025 Supplementary Report: Sustainability databook—Environmental stewardship, page 4
	305-2 Energy indirect (Scope 2) GHG emissions	
	305-3 Other indirect (Scope 3) GHG emissions	
	305-4 GHG emissions intensity	
	305-5 Reduction of GHG emissions	
	305-6 Emissions of ozone-depleting substances (ODS)	This data is collected at a site level for U.S. facilities as appropriate.
	305-7 Nitrogen oxides (NOx), sulfur oxides (SOx), and other significant air emissions	
GRI 308: Supplier Environmental Assessment 2016	308-1 New suppliers that were screened using environmental criteria	2025 Sustainability Report: People—Human rights and ethical supply chain, Ethical supply chain, page 50; Responsible mineral sourcing, page 50 California Transparency in Supply Chains Act Conflict Minerals Report
	308-2 Negative environmental impacts in the supply chain and actions taken	
GRI 401: Employment 2016	401-1 New employee hires and employee turnover	2025 Supplementary Report: Sustainability databook—Talent development and engagement, page 5
	401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees	2025 Sustainability Report: People—Workplace environment, Flexible and hybrid work, page 46; U.S. family benefits, page 47
	401-3 Parental leave	2025 Sustainability Report: People—Workplace environment, U.S. family benefits, page 47

GRI standard	Disclosure	Location
GRI 403: Occupational Health and Safety 2018	403-1 Occupational health and safety management system	2025 Sustainability Report: Safety—Employee safety, page 18
	403-2 Hazard identification, risk assessment, and incident investigation	2025 Sustainability Report: Safety—Product safety and quality, page 14; Employee safety, Our Environmental, Health, and Safety (EHS) program, page 18 Code of Conduct: The Spirit & The Letter Environment, Health and Safety Policy
	403-3 Occupational health services	2025 Sustainability Report: Safety—Employee safety, Managing contractor safety, page 19 Code of Conduct: The Spirit & The Letter, page 24
	403-4 Worker participation, consultation, and communication on occupational health and safety	2025 Sustainability Report: Safety—Employee safety, Our Environmental, Health, and Safety (EHS) program, page 18
	403-5 Worker training on occupational health and safety	2025 Sustainability Report: Safety—Product safety and quality, page 14; Employee safety, Our Environmental, Health, and Safety (EHS) program, page 18
	403-6 Promotion of worker health	2025 Sustainability Report: People—Workplace environment, Global wellbeing, page 47
	403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	2025 Sustainability Report: Safety—Product safety and quality, page 14
	403-8 Workers covered by an occupational health and safety management system	2025 Sustainability Report: Safety—Employee safety, Our Environmental, Health, and Safety (EHS) program, page 18
	403-9 Work-related injuries	2025 Sustainability Report: Safety—Employee safety, Our 2024 safety performance, page 18; Managing contractor safety, page 19 2025 Supplementary Report: Sustainability databook—Product quality, page 5
	403-10 Work-related ill health	
GRI 404: Training and Education 2016	404-1 Average hours of training per year per employee	2025 Sustainability Report: People—Talent development and engagement, Developing our people, page 45 2025 Supplementary Report: Sustainability databook—Talent development and engagement, page 5
	404-2 Programs for upgrading employee skills and transition assistance programs	
	404-3 Percentage of employees receiving regular performance and career development reviews	

GRI standard	Disclosure	Location
GRI 406: Non-discrimination 2016	406-1 Incidents of discrimination and corrective actions taken	2025 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 46 Code of Conduct: The Spirit & The Letter, pages 9–10
GRI 407: Freedom of Association and Collective Bargaining 2016	407-1 Operations and suppliers in which the right to freedom of association and collective bargaining may be at risk	2025 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 46; Human rights and ethical supply chain, Freedom of association, page 49
GRI 408: Child Labor 2016	408-1 Operations and suppliers at significant risk for incidents of child labor	2025 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 46 GE Aerospace Integrity Guide for Suppliers, Contractors & Consultants UK & Australia Modern Slavery Act Statement
GRI 409: Forced or Compulsory Labor 2016	409-1 Operations and suppliers at significant risk for incidents of forced or compulsory labor	2025 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 46; Human rights and ethical supply chain, Human rights stakeholder engagement, page 49 UK & Australia Modern Slavery Act Statement GE Aerospace Integrity Guide for Suppliers, Contractors & Consultants
GRI 413: Local Communities 2016	413-1 Operations with local community engagement, impact assessments, and development programs	2025 Sustainability Report: People—Community impact, page 51 UK & Australia Modern Slavery Act Statement
	413-2 Operations with significant actual and potential negative impacts on local communities	GE Human Rights Statement of Principles GE Aerospace Philanthropy
GRI 414: Supplier Social Assessment 2016	414-1 New suppliers that were screened using social criteria	2025 Sustainability Report: People—Human rights and ethical supply chain, Ethical supply chain, page 50
	414-2 Negative social impacts in the supply chain and actions taken	UK & Australia Modern Slavery Act Statement California Transparency in Supply Chains Act
GRI 416: Customer Health and Safety 2016	416-1 Assessment of the health and safety impacts of product and service categories	2025 Sustainability Report: Safety—Product safety and quality, page 14
	416-2 Incidents of non-compliance concerning the health and safety impacts of products and services	
GRI 418: Customer Privacy 2016	418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data	2025 Sustainability Report: Governance—Data privacy and cybersecurity, page 57 2025 Supplementary Report: Sustainability databook—Ombuds, page 6

Stakeholder engagement information

Stakeholder engagement information

Through dialogue with a wide range of stakeholders, we seek to foster the trust and support needed to drive the future of the aviation industry.

Customers

- Customer meetings, events, and GE Aerospace-hosted site visits
- Aviation industry groups, associations, networks, and forums
- Trade fairs and exhibitions
- Field service and customer support representatives worldwide
- Technology testing and demonstrations in partnership with our customers
- Airshows

Regulators and government agencies

- Pursuit of honest broker relationships with government stakeholders to promote progress
- Public-private research partnerships with government agencies on new technology development
- Commitment to regulatory compliance and strong performance
- Engagement to support decision-makers in sustainability goals

Suppliers

- Ethical supply chain program and Integrity Guide for Suppliers, Contractors, and Consultants
- Communication to all suppliers on compliance integrity requirements with an expectation to flow down equivalent requirements to their sub-tiers
- Onboarding engagement assessment and risk-based manufacturing site review
- For direct material suppliers in higher-risk countries under the Supplier Responsibility Governance program, more extensive engagement at onboarding, including site audit and continued communication and assessment during their time as a GE Aerospace supplier
- Access to our open reporting and ombuds system

Investors

- Transparency on strategic, operational, and financial results and progress on priorities
- Quarterly earnings conference calls—open to all stakeholders and publicly available on our website
- GE Aerospace-hosted investor events
- Participation in sell-side conferences
- GE Aerospace-hosted site visits
- Annual meeting of shareholders
- Investor relations newsletters and website
- Year-round engagement via virtual and in-person meetings and emails, including on governance, sustainability, and other key topics

Employees

- Regular company or business-wide emails, videos, and blog posts from senior leadership
- Leadership town halls, discussions, and educational webinars, including opportunities for questions and answers
- Open reporting and ombuds system
- Employees listening through surveys (engagement, onboarding, etc), round tables, and leaders going to genba
- Performance management system: “People, Performance, and Growth”, inclusive of annual review discussions and mid-year check points
- Dialogue with works councils, trade unions, and other employee-representative bodies on freedom of association

Communities

- GE Aerospace locations empowered to support charitable organizations in their local communities
- Volunteers giving back to the communities where we live and work
- The GE Aerospace Foundation: Working to transform our communities and shape the workforce of tomorrow
- Outreach with local communities and stakeholders on decisions with broader impact

Sustainability Accounting Standards Board (SASB) index

Sustainability Accounting Standards Board (SASB) index

Topic	Accounting metric	Category	Unit of measure	Code	Data source
Energy Management	(1) Total energy consumed (2) Percentage grid electricity (3) Percentage renewable	Quantitative	Megawatt hour (MWh), Percentage (%)	RT-AE-130a.1	2025 Sustainability Report: Environment: Operations—Working toward net zero, pages 34–37 2025 Supplementary Report: Sustainability databook—Environmental stewardship, page 4
Hazardous Waste Management	(1)Amount of hazardous waste generated (2) Percentage recycled	Quantitative	Metric tons (t), Percentage (%)	RT-AE-150a.1	GE Aerospace does not disclose this information.
	(1) Number and aggregate quantity of reportable spills	Quantitative	Number	RT-AE-150a.2	2025 Supplementary Report: Sustainability databook—Environmental stewardship, page 5 2024 Form 10-K: Note 14. Sales Discounts and Allowances & All Other Liabilities, page 63
Data Security	Number of data breaches	Quantitative	Number	RT-AE-230a.1	GE Aerospace does not disclose this information. For information on our data and cybersecurity practices, please see 2025 Sustainability Report: Governance—Data privacy and cybersecurity, page 57
	Description of approach to identifying and addressing data security risks in (1) Entity operations	Discussion and Analysis	NA	RT-AE-230a.2	2025 Sustainability Report: Governance—Data privacy and cybersecurity, page 57
	Description of approach to identifying and addressing data security risks in (2) Products	Discussion and Analysis	NA	RT-AE-230a.2	2025 Sustainability Report: Governance—Data privacy and cybersecurity, page 57

Topic	Accounting metric	Category	Unit of measure	Code	Data source
Product Safety	(1) Number of recalls issued (2) Total units recalled	Quantitative	NA	RT-AE-250a.1	GE Aerospace does not disclose this information. For our approach on Product Safety, see: 2025 Sustainability Report: Safety—Product safety and quality, page 14
	(1) Number of counterfeit parts detected (2) Percentage avoided	Quantitative	Number, Percentage (%)	RT-AE-250a.2	GE Aerospace does not disclose this information. For our approach to Product Safety, see: 2025 Sustainability Report: Safety—Product safety and quality, Combating unauthorized parts in the supply chain, page 16
	(1) Number of Airworthiness Directives received (2) Total units affected	Quantitative	Number	RT-AE-250a.3	Information published by the FAA can be found here. EASA information can be found here. For our approach, please see: 2025 Sustainability Report: Safety—Product safety and quality, page 14
	Total amount of monetary losses as a result of legal proceedings associated with product safety	Quantitative	Currency	RT-AE-250a.4	GE Aerospace does not disclose this information.
Fuel Economy & Emissions in Use Phase	Revenue from alternative energy-related products	Quantitative	Currency	RT-AE-410a.1	GE Aerospace does not disclose this information.
	Description of approach and discussion of strategy to address fuel economy and greenhouse gas (GHG) emissions of products	Discussion and Analysis	NA	RT-AE-410a.2	2025 Sustainability Report: Environment: Technology—GE Aerospace's roadmap for the future of flight, page 21; Current technologies, Additional technologies and services, page 25; Future technologies, page 26; SAF, page 29
Materials Sourcing	Description of the management of risks associated with the use of critical materials	Discussion and Analysis	NA	RT-AE-440a.1	2025 Sustainability Report: Environment: Operations—Enabling circularity, page 39; People—Human rights and ethical supply chain, Responsible mineral sourcing, page 50

Topic	Accounting metric	Category	Unit of measure	Code	Data source
Business Ethics	Total amount of monetary losses as a result of legal proceedings associated with incidents of corruption, bribery or illicit international trade	Quantitative	Currency	RT-AE-510a.1	GE Aerospace does not disclose this information. For our approach to incidents of corruption and bribery, see: 2025 Sustainability Report: Governance—Our commitment to compliance and integrity, page 55
	Revenue from countries ranked in the 'E' or 'F' Band of Transparency International's Government Defence Anti-Corruption Index	Quantitative	Currency	RT-AE-510a.2	GE Aerospace does not disclose revenue by region in line with Transparency International's Government Defence Anti-Corruption Index. 2025 Sustainability Report: Governance—Human rights and ethical supply chain, Ethical supply chain, page 50; Our commitment to compliance and integrity, page 55
	Discussion of processes to manage business ethics risks throughout the value chain	Discussion and Analysis	NA	RT-AE-510a.3	2025 Sustainability Report: Governance—Our commitment to compliance and integrity, page 55 GE Human Rights Statement of Principles Code of Conduct: The Spirit & The Letter, page 12 GE Aerospace Integrity Guide for Suppliers, Contractors & Consultants

Activity metric	Category	Unit of Measure	Code	GE Aerospace Data/Information Source
Production by Reportable Segment	Quantitative	Number	RT-AE-000.A	2024 Form 10-K: Commercial Engines & Services Overview, page 9; Defense & Propulsion Technologies Overview, page 10
Number of Employees	Quantitative	Number	RT-AE-000.B	Total global employees—53,000[30]

30 GE Aerospace and consolidated affiliates full-time employees.

United Nations Sustainable Development Goals (UN SDGs) index

United Nations Sustainable Development Goals (UN SDGs) index

The UN SDGs are an interlinked agenda of 17 objectives to help address humanity's most pressing global challenges. We have been a signatory to the UN Global Compact (UNGC) since 2008 and we consider the following SDGs most relevant to our business:

Aligning with the UN Sustainable Development Goals

SDG 3

Good Health and Well-being

The personal wellbeing of our people is essential to our overall success as a business. Every individual, no matter what level or where they sit in the organization, is empowered and encouraged to take responsibility for creating a safe and healthy working environment and to speak up if they have any concerns about health and safety matters. Through our global program HealthAhead, we support employees and their families in optimizing their health and wellbeing in ways that reflect their local communities and cultures. Our uncompromising commitment to safety is strengthened through our organizational structure, which is intentionally designed to create checks and balances with engineering teams reporting independently to the Chief Executive Officer (CEO) from product management teams.

SDG 8

Decent Work and Economic Growth

Our Respectful Workplace Policy details every employee's responsibility for treating each other, as well as applicants, customers, suppliers, and contractors, with fairness and respect. We have an extensive Supplier Responsibility Governance (SRG) program that is designed to foster an ethical and transparent global supply chain and establish clear social and environmental expectations for suppliers.

SDG 10

Reduced Inequalities

We are on a mission to develop the best people, and we continuously invest in their development by entrusting them with challenging work. At GE Aerospace, fostering an environment centered on Respect for People empowers every employee and provides them with the opportunity to contribute to improving our performance. Our compensation philosophy reinforces our focus on respect and fairness. We establish consistent pay ranges and structured bonus plans that align with our pay-for-performance philosophy while maintaining a strong focus on safety. We review pay regularly to help ensure our pay practices are competitive and equitable.

SDG 12

Responsible Consumption and Production

Our circularity approach revolves around repairing engine components and recovering metal within our value chain to the fullest extent possible and reducing waste across the product lifecycle. Optimizing the application of repair technologies to recover and extend the usability of parts while reverting or recycling those that are not repairable enables efforts to reduce the upstream carbon footprint of our products and reliance on virgin materials.

SDG 13

Climate Action

GE Aerospace takes its position as an industry leader seriously, innovating new technologies for a smarter and more efficient future of flight. We endeavor to support our customers by continuing to deliver more efficient engines and new forms of propulsion. We also aspire to be responsible stewards of the environment, maintaining a strong environmental compliance program. We have also shared a goal to achieve net zero carbon for Scope 1 and 2 operational emissions by 2030,[31] with an initial focus on energy efficiency and acceptance testing fuel efficiency, carbon-free electricity, and exploring low-carbon fuels. GE Aerospace is advancing new aviation technologies through demonstrators including the CFM RISE program. The aim of the program is to develop technologies that will enable engines that are at least 20% more fuel efficient and generate 20% less carbon emissions than today's most efficient commercial engines, and that are compatible with alternative energy sources such as SAF, while meeting customer expectations for durability and reliability.

SDG 16

Peace, Justice and Strong Institutions

Our Behaviors—Respect for People, Continuous Improvement, and Customer Driven, always with unyielding integrity—build a unified, purpose-driven organization where everyone can contribute to our collective success. Our Human Rights Statement of Principles are grounded in respect for all internationally recognized human rights addressed by the International Bill of Human Rights, the International Labor Organization Declaration on Fundamental Principles and Rights at Work, and the Sustainable Development Goals. We are committed to engaging meaningfully with worker associations and recognized unions, and have enjoyed respectful and successful negotiations with labor unions around the world for many years.

SDG 17

Partnerships for the Goals

Partnerships with civil society groups, industry organizations, trade associations, and governments around the world enhance our ability to advance sustainability on a global scale. The projects within our collaborative CFM RISE program seek to develop a range of technologies that further improve fuel efficiency and lower carbon emissions compared to current commercial engines. We also support aviation industry efforts to decarbonize, which require a holistic, global approach through groups including the Sustainable Aviation Fuel Coalition and Clean Aviation. We are a founding member of the Global Business Initiative on Human Rights and actively engage in many multi-stakeholder organizations, including the Leadership Group for Responsible Recruitment and the Air Transport Action Group (ATAG). Respecting the human rights of our workforce and those in our value chain is a core part of GE Aerospace's commitment to integrity. Maintaining GE Aerospace's approach, we treat everyone affected by our business with fairness and dignity, respect employees' rights to freedom of association, and foster strong relationships with suppliers and other stakeholders in our value chain.

31 Locations within GE Aerospace's operational control as defined by the GHG Protocol.

SDG	Topics	GE Aerospace contributions
3 Good Health and Well-being	Hazardous materials management Product quality and safety Employee health and safety Employee wellbeing	2025 Sustainability Report: Safety—Product safety and quality, page 14; Employee safety, page 18; Managing contractor safety, page 19; Environment: Operations—Managing hazardous materials, page 38; People—Workplace environment, Global wellbeing, page 47 Code of Conduct: The Spirit & The Letter GE Aerospace Integrity Guide for Suppliers, Contractors & Consultants
8 Decent Work and Economic Growth	Product innovation and new technology Employee health and safety Talent development and engagement Human rights Supplier responsibility Risk management	2025 Sustainability Report: Environment: Technology—Current technologies, page 24; Future technologies, page 26; People—Our culture, page 42; Talent development and engagement, Attracting the best talent, page 44; Our global development programs, page 44; Developing our people, page 45; Workplace environment, Global wellbeing, page 47; Human rights and ethical supply chain, page 48; Ethical supply chain, page 50; Governance—Enterprise risk management, page 54
10 Reduced Inequalities	Culture Talent development and engagement Employee wellbeing Community development Human rights	2025 Sustainability Report: Introduction—Our sustainability journey, Social, page 10; People—Our culture, page 42; Talent development and engagement, page 44; Workplace environment, Fostering a respectful workplace, page 46; Promoting fairness and opportunity, page 46; Global wellbeing, page 47; Human rights and ethical supply chain, page 48; Community impact, page 51 Form 10-K 2024, About GE Aerospace, Human Capital, page 5
12 Responsible Consumption and Production	Hazardous materials management Circularity Product safety and quality GHG emissions and energy efficiency Supplier responsibility	2025 Sustainability Report: Safety—Product safety and quality, page 14; Environment: Technology—GE Aerospace's roadmap for the future of flight, page 21; Our approach to lower-emission technologies, page 22; Environment: Operations—Working toward net zero, page 34; Managing hazardous materials, page 38; Enabling circularity, page 39; People—Human rights and ethical supply chain, Ethical supply chain, page 50
13 Climate Action	GHG emissions and energy efficiency Climate change mitigation and resilience	2025 Sustainability Report: Environment: Technology—GE Aerospace's roadmap for the future of flight, page 21; Our approach to lower-emission technologies, page 22; Environment: Operations—Working toward net zero, page 34

SDG	Topics	GE Aerospace contributions
16 Peace, Justice and Strong Institutions	Human rights Governance Business ethics Culture Community development	2025 Sustainability Report: People—Our culture, page 42; Human rights and ethical supply chain, page 48; Human rights stakeholder engagement, page 49; Freedom of association, page 49; Community impact, page 51; Governance—Sustainability governance structure, page 53; Management oversight of sustainability, page 53; Our commitment to compliance and integrity, page 55
17 Partnerships for the Goals	Product safety and quality Product innovation and new technology Community development Supplier responsibility Governance	2025 Sustainability Report: Introduction—Our sustainability framework, page 11; Safety—Product safety and quality, Key industry groups and associations, page 15; Environment: Technology—Current technologies, page 24; Future technologies, page 26; SAF, page 29; Industry collaboration, page 31; People—Human rights and ethical supply chain, Human rights stakeholder engagement, page 49; Ethical supply chain, page 50; Community impact, page 51; Governance—Political engagement and policy development, page 60 GE Aerospace Industry Collaboration The SAF Coalition 2024 U.S. Trade Organization Disclosure

Data methodologies and verification statements

Greenhouse Gas Inventory Management Plan

Calendar Year 2024

1—General information

GE Aerospace has a goal to be net-zero carbon for Scope 1 and 2 operational emissions by 2030 from a 2019 base year. To achieve this goal, GE Aerospace focuses on energy efficiency, acceptance testing efficiency, and sourcing carbon-free energy. Where necessary, we will balance remaining emissions with carbon removal credits.

GE Aerospace is also driving continuous progress toward its ambition to achieve Scope 3 net-zero carbon emissions from the use of sold products for commercial engines by 2050.

To provide transparency, this Inventory Management Plan (IMP) has been prepared using the following guidance documents:

- The GHG Protocol Corporate Accounting and Reporting Standard[A]
- The GHG Protocol Scope 2 Guidance[B]
- The GHG Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard[C]
- The International Aerospace Environmental Group (IAEG) Guidance for Calculating Civil Aviation Scope 3 Emissions: Category 11—Use of Sold Products[D]
- IATA Sustainable Aviation Fuel (SAF) Accounting & Reporting Methodology[E]

This IMP adheres to the five generally accepted financial accounting and reporting principles stated in the GHG Protocol: Relevance, Completeness, Consistency, Transparency, and Accuracy.

Relevance: Relevance refers to information that is significant and useful for decision making by stakeholders. Relevance has implications on reporting content as well as timeliness.

Completeness: GHG inventory and reporting are complete and therefore include all emissions within GE Aerospace's operational and organizational boundaries.

Consistency: GHG information is quantified and reported to allow for valid year-to-year comparisons. Changes to the inventory, its approach or methods, or the way in which it is reported are appropriately documented and justified to ensure consistency.

Transparency: This Inventory Report is intended to provide users with a clear understanding of the contained information through a factual, neutral, and coherent presentation of information. At a minimum, the reported data is supported by the approach and the emissions estimation methodologies used and the identification of any assumptions made. All reported information shall be based on a clear audit trail.

Accuracy: This Inventory Report is sufficiently accurate and precise to enable its intended users to make decisions based on the reported information with reasonable confidence. Quality systems and other controls have been implemented to identify and eliminate any systematic and/or random errors. Uncertainties associated with GHG information have been reasonably and appropriately identified and communicated.

Activity data for GHG calculation is provided by, but not limited to, the following departments: Environmental, Health, and Safety; Global Facilities; Real Estate; Human Resources; Purchasing; and Finance.

This document summarizes the data sources and high-level methods used to prepare GE Aerospace's GHG IMP.

1.1—Reporting boundaries

1.1.1—Temporal boundary

GE Aerospace compiled its GHG IMP using the calendar year (CY) approach, spanning January 1 to December 31 of a reporting year.

Base year inventory

The CY 2019 inventory serves as the base year for Scopes 1 and 2, consistent with GE Aerospace's GHG emissions reduction goals. A base year is required by the GHG Protocol to allow for consistent, meaningful comparisons of "like for like" emissions over time.

Annually, GE Aerospace will reassess its base year in the following situations:

- Structural changes in the organization, (e.g., the transfer of ownership of emissions generating activities to another organization). This includes mergers, acquisitions, divestitures, and outsourcing or insourcing of emitting activities.
- Changes in calculation methodology or improvement in accuracy of emission factors or activity data.
- Discovery of significant errors or several errors that cumulatively have a significant impact.

On January 3, 2023, the Company completed the separation of its healthcare business into an independent publicly traded company, GE HealthCare Technologies Inc. (GE HealthCare), and on April 2, 2024, the Company completed the separation of its GE Vernova business into an independent publicly traded company, GE Vernova, Inc. (GE Vernova). GE Aerospace has recalculated the 2019 baseline for Scope 1 and 2 to reflect those changes.

Recalculation of the base year inventory

For Scope 1 (direct emissions) and Scope 2 (indirect emissions), the base year inventory will be recalculated if any of the above situations, either individually or combined, result in a difference of more than 5% of total Scopes 1 and 2 GHG emissions.

In accordance with the GHG Protocol, for all Scopes, increases or decreases in production level will not trigger recalculation of base year emissions.

1.1.2—Global warming potentials and emission factors

The 100-year Global Warming Potentials (GWPs) from the Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6—Feedback Included) are used in the calculation of the GHG inventory.

These are the Kyoto Protocol GHGs included in the reporting scope:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Sulfur hexafluoride (SF_6)

Hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and nitrogen trifluoride (NF_3) are excluded.

GE Aerospace uses emission factors to determine the GHG inventory from a unit of activity data, like fuel consumption. Review and update of these factors are completed annually.

Table 1—IPCC Sixth Assessment Report Global Warming Potentials

Greenhouse gas	**100-year time period**				**20-year time period**			
	AR4 2007	**AR5 2014**		**AR6 2021**	**AR4 2007**	**AR5 2014**		**AR6 2021**
	Feedback not included		Feedback included		Feedback not included		Feedback included	
CO_2	1	1	1	1	1	1	1	1
CH_4 fossil origin	25	28	34	29.8	72	84	86	82.5
CH_4 non-fossil origin				27.2				80.8
N_2O	298	265	298	273	289	264	268	273

1.1.3—Organizational boundary

GE Aerospace utilizes the operational control approach, as defined in the GHG Protocol, as the basis for facilities and activities included in the inventory for Scope 1 and 2. It does not account for GHG emissions from facilities in which it owns an interest but no operational control.

Examples of excluded facilities from the organization boundary due to the absence of operational control are leased offices in which the lease category is full-service-gross lease, facilities sublet to other business, etc.

1.1.4—Operational boundary

The CY 2024 inventory has been prepared according to the GHG Protocol[A] definition of operational control, where operational control is established for entities, facilities, activities, and sources over which the organizational possesses the authority to implement operating policies, such as financial, environmental, or health and safety directives.

Under the operational boundary, emissions sources are classified between two categories, direct (Scope 1) and indirect (Scope 2 and 3) emissions:

- Direct emissions
  - Scope 1: Result from emission sources that are owned or operated by the organization
- Indirect emissions
  - Scope 2: Emissions that are due to an organization's activities but occur from sources owned or controlled by another organization
  - Scope 3: All other indirect emissions in the value chain of the organization separated in 15 categories. For purposes of the disclosures in 2024, only Scope 3, Category 11 Use of Sold Products is included in this GHG IMP

Operational activities excluded from boundary are:

- Leakage of HFCs from GE Aerospace-owned and operated air conditioning, refrigeration, and chilling systems
- Motor vehicles controlled by GE Aerospace but not centrally managed by the Fleet and Transportation team
- Emissions from other products sold by GE Aerospace besides commercial engines

1.1.4.1—Biogenic emissions—Sustainable Aviation Fuels (SAF)

Emissions from biogenic sources are accounted in our emissions report separately per GHG Protocol's guidance.[A] Our primary source of biogenic emissions comes from using SAF during engine testing. Carbon is sequestered through photosynthesis by plants, converting carbon dioxide into organic molecules using sunlight. Since there is no CH_4 or N_2O sink, these gases are accounted in our emissions report under Scope 1 while CO_2 is reported separately.

1.1.5—GHG emissions calculations and assumptions

Energy usage or activity data is obtained from either utility bills as tracked in the Energy Management Information System (EMIS) or meter readings, and GHG emissions are calculated using the most up-to-date emission factors obtained from multiple sources, including, but not limited to, the U.S. Environmental Protection Agency (EPA), the International Energy Agency (IEA), and energy supplier-specific factors.

Emissions for sites in EMIS with actual activity data will utilize the system's emission factors on account base.

Sites with virtual utility suppliers (i.e., with energy data estimated due to lack of invoices or meter data) use activity data factors from the Commercial Buildings Energy Consumption Survey (CBECS) database.

Equivalent region factors for sites not in the U.S. should be based on the Koppen Climate Classification. Once the climate classification is set, the region within CBECS that classification is applicable is determined.

It is assumed that sites not in EMIS only use electricity and natural gas. The activity data for these sites is calculated as follows:

Electricity (kWh)

= *CBECS activity data factor* $\left(\frac{kWh}{sf}\right)$

x *site's area (sf)*

Natural gas (kWh)

= *CBECS activity data factor* $\left(\frac{kWh}{sf}\right)$

x *site's area (sf)*

2—Direct emissions: Scope 1

Scope 1 emissions are emissions that occur as a direct result of the reporter's operations of sources owned or controlled by it. For GE Aerospace, the main sources are the combustion of petroleum-based fuels for building heating, engine testing, and SF_6 emissions.

2.1—Stationary combustion

2.1.1—Building heating

Building heat is provided to manufacturing and office facilities using primarily stationary, natural gas-fired air-handling units. Hot water or steam boilers, powered by fossil fuel, provide steam or hot water for sidewalk heating, engine testing, and other miscellaneous heating purposes. Energy usage information is processed in EMIS with invoice validation.

2.1.2—Emergency generators

Emergency generators are used at facilities to provide reliable back-up power for critical equipment—life safety, data centers, and other critical operations. These electric generators are typically powered by either natural gas or diesel fuel. Energy usage information is processed in EMIS with invoice validation.

2.1.3—Engine testing

GE Aerospace manufactures engines for the aerospace industry and tests them to ensure durability and to meet compliance under various government regulations, using either jet fuel, natural gas, or SAF. Fuel use information is based on procurement invoices with data collected in the EMIS when meter data is not available.

In 2024, GE Aerospace used SAF in its engine testing. Following the GHG Protocol, CO_2 emissions from SAF are biogenic emissions and are therefore reported separately, while emissions from CH_4 and N_2O are included in the boundary.

2.2—Mobile combustion

Emissions from mobile equipment (fork trucks, mobile manlifts, and other maintenance vehicles), and over-the-road vehicles that are owned or with a long-term lease by GE Aerospace, are included in Scope 1 emissions. Fuel use is comprised of gasoline, propane, ethanol, diesel fuel, and biofuels. In addition, GE Aerospace calculates emissions from GE Aerospace-owned corporate aircraft including the flying test bed (a large airliner used for flight-testing jet engines).

Energy usage information is processed in EMIS with invoice validation.

2.3—Fugitive emissions

GE Aerospace reports emissions from the use of sulfur hexafluoride (SF_6) in metal molting processes that can escape over time and need replenishment.

2.4—Scope 1—Market-based mechanisms

In 2024, GE Aerospace purchased and retired SAF credits thorough book-and-claim for use against Scope 1 emissions. In this model, SAF is not directly delivered to GE Aerospace facilities, but to airports worldwide. GE Aerospace also purchased and retired carbon removal credits to offset Scope 1 emissions from business jets operations.

3—Indirect emissions: Scope 2

Indirect emissions constitute emissions that are a consequence of the activities of the company but occur at sources owned or controlled by another company. Indirect or Scope 2 emissions include:

- Purchased electricity
- Purchased steam
- Purchased heating and cooling (e.g., district heating and district cooling)

Scope 2 emissions are calculated using the quantity of purchased energy in kWh multiplied by the appropriate GHG emission factor as described:

Scope 2 Emissions = *Purchased Energy (kWh)* x *GHG Emission Factor (kg CO_2e/kWh)*

Scope 2 will be reported as both location-based and market-based GHG emissions as described in sections 3.1 and 3.2 below.

3.1—Electricity emissions: Location-based

Location-based emissions are calculated from energy usage according to utility bills as tracked in EMIS. GHG emissions from electricity use data at account level are multiplied by location-based emission factors and global warming potential values.

3.2—Electricity emissions: Market-based

A market-based method reflects emissions from electricity that companies have purposefully chosen to reduce GHG emissions from their operations. It derives emission factors from contractual instruments, which include any type of contract between two parties for the sale and purchase of energy bundled with attributes about the energy generation, or for unbundled attribute claims. Market-based GHG emission factors are based on utility company GHG emission factors at account level for non-carbon-free energy. For carbon-free energy, if the environmental attributes are owned by GE Aerospace, then the GHG Scope 2 market-based GHG emission factor is assumed to be zero. EMIS calculates GHG emissions from electricity use data at account level multiplied by market-based emission factors as described above.

3.3—Carbon-free energy

GE Aerospace carbon-free energy use is based on generation from GE Aerospace-owned renewable assets (solar, wind, or other), Power Purchase Agreements (PPA), retail supply agreements, "green" tariffs, or other instances where GE Aerospace has purchased an Environmental Attribute Certificate (EAC). Market-based GHG emissions from these carbon-free energy sources have a carbon emission factor of zero metric tons of CO_2e per kWh (0 $MTCO_2e/kWh$), as defined by the associated EAC.

4—Indirect emissions: Scope 3

4.1—Use of sold products

To calculate Scope 3 emissions from the use of sold products for regional jet, narrowbody, and widebody commercial aircraft, GE Aerospace uses the following variables from multiple data sources, including, but not limited to, Cirum, WingX, etc:

- Number of engines sold by GE Aerospace and GE Aerospace Partnership companies in the year of record and the aircraft type on which each engine will be installed.[32] For CFM International and GE Honda Aero Engines LLC, each partner reports 50% of the calculated Scope 3 emissions from engines sold in the reporting year
- Average service life for each aircraft model (years)—Data from business jets is used since public data on service life is not available for this category of aircraft[33]
- Average utilization (flights/year)[34]
- Average flown distance (nautical miles)[34]
- Average passenger load factor (percentage)[35]
- Average passenger weight (pounds)[36]
- Engine weight (by engine model)[37]
- Aircraft operating weight empty (OWE)[38]
- Jet A fuel direct emissions factor[39]
- Jet A fuel product emissions factor[39]
- Business jet-specific information[40]

These elements are used with GE Aerospace's proprietary fuel burn models to calculate the fuel burn per flight for each aircraft/engine combination for commercial passenger and freighter applications.

The total CO_2 emissions over the life of a given aircraft series can then be calculated as follows:

Lifetime emissions ($MTCO_2$)

$$= \frac{\textit{Lifetime fuel burn (lb) x Net fuel lifecycle emissions factor} \left(\frac{\textit{kg } CO_2}{\textit{kg fuel}}\right)}{2{,}204.6 \left(\frac{\textit{lb}}{\textit{t}}\right)}$$

where:

Lifetime fuel burn (lb)

= *Fuel burn per trip (lb) x Average utilization (flights per year)*

× *Average service life (years)*

And the fuel life cycle emissions factor is 3.866 kg CO_2/kg fuel, which includes CO_2 emissions created from both production and combustion of jet fuel.

Commercial engines sold by GE Aerospace are considered an intermediate product. Consistent with the GHG Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard, GE Aerospace determines the percentage of aircraft emissions that should be allocated to the engines we sell using two allocation factors: (1) an engine weight factor, and (2) an equity share factor.

Engine weight factor

The engine weight factor is calculated:

$$\textit{Engine weight fraction (\%)} = \frac{\textit{Engine weight (lb) x Engine count}}{\textit{Average aircraft weight (lb)}}$$

GE Aerospace reported lifetime emissions – Individual Aircraft Series

GE Aerospace reported lifetime emissions ($MTCO_2$)

= *Lifetime emissions ($MTCO_2$) x Engine weight fraction (%)*

× *GE Aerospace equity share allocation (%)*

GE Aerospace reported emissions intensity:

The net emissions per revenue passenger kilometer reported by GE Aerospace, considering mass and equity share allocations factors, for all engines delivered in a given year is calculated as follows:

$$\text{GE Aerospace reported emissions intensity} \left(\frac{\text{g } CO_2}{\text{RPK}}\right) = \frac{\textit{GE Aerospace reported lifetime emissions } (MTCO_2)}{\textit{Lifetime RPKs (millions)}}$$

where:

$$\textit{Lifetime RPKs (millions)} = \frac{\textit{Average seat count x Average load factor (\%) x Average great circle distance (sm) x 1.6093} \left(\frac{\textit{km}}{\textit{sm}}\right) \times \textit{Average utilization (flights per year)}}{1{,}000{,}000}$$

Using these assumptions and calculations:

Net emissions for 2024 Scope 3—Use of Sold Products[41] are estimated as 27.9 million metric tonnes CO_2 ($MTCO_2$). This compares against 52 million $MTCO_2$ in 2019.

Gross emissions for 2024 are estimated as 479 million $MTCO_2$. This compares against 814 million $MTCO_2$ in 2019.

Gross emissions are defined as the lifetime emissions emitted at the aircraft level. Net emissions are the share of gross emissions allocated to GE Aerospace.

32 GE Aerospace internal records.
33 https://www.cirium.com/ (subscription required).
34 https://www.flightradar24.com/33.77,30.78/2 (subscription required).
35 https://www.iata.org/en/iata-repository/pressroom/fact-sheets/fact-sheet-benefits-aviation-statistics/.
36 https://www.iata.org/contentassets/139d686fa8f34c4ba7a41f7ba3e026e7/iata-rp-1726_passenger-co2.pdf.
37 Engine weights from Type Certificate Data Sheets (TCDS) available from the FAA's Dynamic Regulatory System.
38 See Airbus, Boeing, Bombardier (CRJ700, CRJ900, CRJ1000); COMAC (ARJ21); Embraer (E170, E175, E190, E195).
39 See ICAO CORSIA documentation.
40 See https://wingx-advance.com/ (subscription required).
41 This number only includes commercial engines.

5—GHG emissions reduction

For Scopes 1 and 2, GE Aerospace's emissions reduction plan focuses on both demand and supply of energy. On the demand side, GE Aerospace uses internal key performance indicators (KPIs) to track and establish targets for GHG reductions across certain operations, such as manufacturing, test cells, research centers, and others. For electricity supply, GE Aerospace uses internal KPIs to maximize on-site, carbon-free energy generation and purchasing energy as much as possible from suppliers with the lowest carbon-intensity sources.

6—Change management

The following aspects of GHG management are tracked to manage year-over-year changes:

- Methodology—equity or operational control using GHG Protocol or changes in emissions factors used
- Boundary—acquisitions, mergers, or divestitures of GE Aerospace footprint related to GHG emissions
- Reporting year definition
- Base year recalculation
- Change in carbon-free energy consumption
- Additional data for other categories within Scope 3

6.1—Management tools

- **Roles and responsibilities—**GE Aerospace's GHG IMP document will be updated by GE Aerospace's Carbon Data Leader and approved by GE Aerospace's Sustainability Leader.
- **Business systems—**GE Aerospace uses EMIS to ensure that utility invoices are validated for accuracy and completeness.
- **Training—**GE Aerospace's Sustainability Team will be provided with sufficient training on the GHG Protocol and GHG reporting as required to meet industry standards for reporting.
- **Document retention and control—**Version control of the GHG Plan will be performed by the GE Aerospace Sustainability Team with reviews and updates on an annual basis at a minimum. Document retention will be consistent with GE Aerospace's information life cycle management policies for classified documents.
- **Uncertainty for Scope 1 and 2—**The range of uncertainty of GHG data reported is estimated using the GHG Protocol uncertainty methodology. As the majority of GHG emissions (86%) are from electricity and natural gas use in the United States, the uncertainty analysis was performed for these sources at GE Aerospace.

7—Verification

GE Aerospace GHG data for Scope 1, 2, and 3 emissions is verified by an independent third-party company.

8—References

A—The Greenhouse Gas Protocol Corporate Accounting and Reporting Standard
Retrieved from: https://ghgprotocol.org/corporate-standard

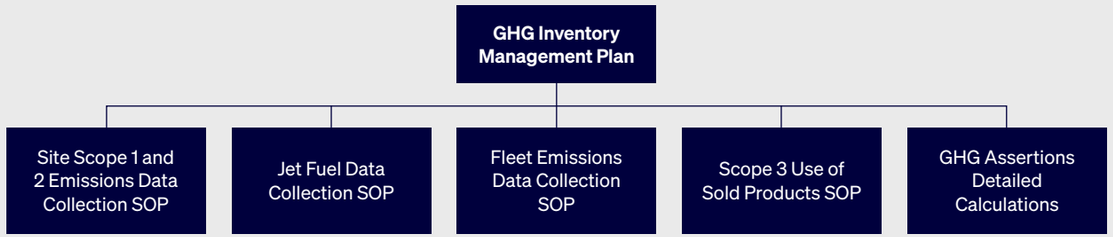
B—The Greenhouse Gas Protocol: Scope 2 Guidance
Retrieved from: https://ghgprotocol.org/scope-2-guidance

C—The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Accounting and Reporting Standard
Retrieved from: https://ghgprotocol.org/corporate-value-chain-scope-3-standard

D—The International Aerospace Environmental Group (IAEG) Guidance for Calculating Civil Aviation Scope 3 Emissions: Category 11—Use of Sold Products
Retrieved from: https://www.iaeg.com/binaries/content/assets/iaeg/iaeg-guidance-for-calculating-civil-aviation-scope3-category-11_v1.pdf

E—IATA Sustainable Aviation Fuel (SAF) Accounting & Reporting Methodology
Retrieved from: https://www.iata.org/contentassets/d13875e9ed784f75bac90f000760e998/iata-sustainable-aviation-fuel-saf-accounting--reporting-methodology.pdf

GHG Inventory Management Plan hierarchy:



SOP—Standards Operating Procedures. These are internal documents leveraging FLIGHT DECK principles to inform, standardize, and drive continuous improvement to our GHG IMP.

Water inventory

Methodology

GE Aerospace's water use inventory process follows the reporting principles articulated by the World Resources Institute/World Business Council for Sustainable Development (WRI/WBCSD) in its Greenhouse Gas (GHG) Protocol: A Corporate Accounting and Reporting Standard, Revised Edition. For the operational inventory, GE Aerospace follows the "control" approach and includes water use and discharge data at sites over which the company has operational control.

Inventory scope

GE Aerospace collects water usage and discharge data from sites with manufacturing operations and major office, lab, and other non-manufacturing facilities under our operational control. At sites where we do not have meter data or invoices, we use estimates based on proxy data from sites with similar operations and extrapolate based on area of floor space. Estimated data represents 24% of the total water withdrawal.

Water usage captured includes potable, process, and sanitary water, as well as estimates of once-through cooling water from freshwater sources. The inventory scope is reviewed and adjusted annually due to divestiture, mergers, or acquisitions according to the GHG Protocol.

Management

To collect the necessary water use inventory data, GE Aerospace utilizes a third party Energy Management Information System (EMIS) for energy, GHG, and water inventory data. GE Aerospace facilities use EMIS to gather water bill data or enter metered quantities of water withdrawn from wells.

Water withdrawn for the purpose of once-through cooling is estimated and tracked as a separate category due to minimal consumption. The system also apportions water use into source category, business unit, site, country, and region.

Water stress

GE Aerospace applies the WRI's Aqueduct 4.0 database to all sites with operational control to assess the potential for water stress. The screening results from the model for "baseline water stress," which measures the ratio of total water demand to available renewable surface and groundwater supplies, indicate about 16% of total sites are labeled "Extremely High (>80%)." Applying local knowledge and other Aqueduct metrics—baseline water depletion, interannual variability, and others—we concluded that only two manufacturing sites across two countries are situated in locations experiencing "Extremely High-Water Stress:"

- Mexico
- India

Quality assurance

Quality assurance and control starts with ensuring valid data from EMIS and is managed by a third party that uses two automated processes for invoice data—Verification and Ratification, with manual intervention as required. Finally, GE Aerospace performs data-quality reviews on the water use inventory, including year-over-year comparisons of water use data to identify and understand the reasons for significant differences (such as changes in production, changes in processes, water use-reduction projects, or other factors). Data anomalies are identified, analyzed, and corrected where necessary through this process. GE Aerospace water data has undergone limited assurance by an external third party for 2024 (see the verification statements and applicable data assertions).

2019 calendar year verification statement

Stantec

Statement of Verification

Introduction

Stantec Consulting Ltd. (Stantec) was contracted by GE Aerospace to conduct an independent third-party verification of a selection of their 2019 calendar year greenhouse gas (GHG) assertions (the Assertions) for their facilities located globally.

In this work, GE Aerospace was responsible for the collection of activity data used in the calculations, data management, completion of the calculations, preparation of the report that contains the Assertions and supporting technical documents, and quality assurance and control.

Stantec was responsible for planning and executing the verification to deliver a limited level of assurance opinion as to whether the GHG Assertions are presented fairly and in accordance with the verification criteria. Stantec is accredited with the ANSI National Accreditation Board (ANAB), a member of the International Accreditation Forum (IAF), in accordance with ISO/IEC 17029: 2019 Conformity Assessment – General Principles and Requirements for Validation and Verification Bodies, ISO 14065: 2020 General Principles and Requirements for Bodies Validating and Verifying Environmental Information, and ISO 14064-3: 2019 Greenhouse Gases – Part 3: Specification with Guidance for the Verification and Validation of Greenhouse Gas Statements. Stantec's accreditation ID is 0805 issued to Stantec Consulting Ltd. and is valid until February 1, 2028.

Intended User

The results of the verification are expected to be used by GE Aerospace for its baseline GHG emissions for voluntary reporting to CDP as well as disclosure in GE Aerospace's corporate sustainability report. The users of this statement are GE Aerospace, CDP, shareholders and the public.

Verification Objective

The objective of the verification is to assess whether the Assertions (as presented in Table 1) for GE Aerospace's 2019 calendar year are accurately prepared in accordance with appropriate criteria.

Verification Boundaries

GE Aerospace is a provider of jet engines, components and integrated systems for commercial and military aircraft. The verification boundary includes GE Aerospace owned or leased facilities for which GE Aerospace has operational control. These include large and small manufacturing facilities, light industrial facilities (repair & operations shops, lab/research & development, maintenance), warehousing, and offices. Sources that are not included in GE Aerospace's boundary because GE Aerospace does not have operational control include: minority-owned joint ventures; and aircraft and motor vehicles which are owned by GE Aerospace, but leased and controlled by others. Additionally, the following operational emission sources are not included in GE Aerospace's emissions inventory due to small contributions: motor vehicles controlled by GE Aerospace but not centrally managed through a third-party fleet contractor, Penske Truck Leasing, or Ryder Logistics; motor vehicles owned

Stantec

by GE Aerospace businesses outside the United States, Canada, and Puerto Rico that are not refueled at GE Aerospace properties; leakage of hydrofluorocarbons from GE Aerospace owned and operated air condition, refrigeration, and chilling systems; and remedial activities operationally controlled by GE Aerospace. Details on GE Aerospace's boundary and specific inclusions and exclusions within the GHG Assertions have been transparently provided to Stantec.

Reporting Period

The verification was conducted for the 2019 calendar year period of January 1, 2019 to December 31, 2019.

Materiality Threshold

Following best practice, the quantitative materiality threshold was set at 5%. The materiality was assessed for each GHG Scope on its own. The aggregate total of individual discrepancies (with understatements as negative values and overstatements as positive values) was compared against the 5% materiality threshold. The materiality of qualitative discrepancies is at the discretion of the Verification Body.

GHG Assertions

The GHG Assertions are provided in Table 1.

Table 1: GE Aerospace – Calendar Year 2019 GHG Assertions

Parameter	Assertion	Unresolved Immaterial Discrepancies
Scope 1 GHG Emissions	428,000 tCO_2e	0.2% of Scope 1 emissions (under-reported) 4 immaterial qualitative discrepancies
Scope 2 GHG Emissions (location-based)	513,078 tCO_2e	0.2% of Scope 2 location-based emissions (over-reported) 1 immaterial qualitative discrepancy

Verification Criteria

Stantec has conducted sufficient and appropriate procedures to express a ***limited level of assurance*** opinion as to whether the GHG Assertions for the 2019 calendar year as quantified by GE Aerospace satisfies the requirements of the following criteria:

- ISO 14064-1: 2018 Greenhouses Gases – Part 1: Specification with Guidance at the Organization Level for Quantification and Reporting of Greenhouse Gas Emissions and Removals
- World Resources Institute (WRI)/World Business Council for Sustainable Development (WBCSD), *The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard* (Revised Edition), March 2004

- WRI/WBCSD, GHG Protocol Scope 2 Guidance: An Amendment to the GHG Corporate Standard, January 2015
- CDP Guidance for the 2019 reporting year (CDP Guidance)

Verification Standards

The verification was conducted in accordance with:

- ISO/IEC 17029: 2019 Conformity Assessment – General Principles and Requirements for Validation and Verification Bodies
- ISO 14065: 2020 General Principles and Requirements for Bodies Validating and Verifying Environmental Information
- ISO 14064-3: 2019 Greenhouse Gases – Part 3: Specification with Guidance for the Verification and Validation of Greenhouse Gas Statements
- International Accreditation Forum Mandatory Document for the Use of Information and Communication Technology for Auditing/Assessment Procedures: Issue 2 (IAF MD4:2023)
- Stantec's Standard Operating Procedures developed for accreditation to ISO 14065: 2020

Verification Procedures

GE Aerospace provided Stantec with documentation and data supporting the Assertions. Stantec completed a desktop review of the Assertions along with supporting information, including a risk assessment to inform the development of a detailed Verification and Sampling Plan. Verification and sampling procedures, including the risk assessment and sample size, were updated throughout the course of the verification. Verification activities conducted by Stantec included but were not limited to:

- Review of GHG emissions sources, data management procedures and GE Aerospace boundaries.
- Review of GHG and energy data and overall contribution of sources to the Assertions to identify potential outliers.
- Year-over-year trending of fuel consumption to identify potential outliers.
- Review of invoice volumes and fuel characteristics from supplier for consistency with the data used in calculations.
- Review of quantification methods (including the appropriate use of equations, higher heating values and emission factors) for consistency with criteria.
- Recalculation and reaggregation of GHG emissions.

2019 CALENDAR YEAR VERIFICATION STATEMENT
GE AEROSPACE

Verification Opinion

Based on the processes and procedures completed and following revisions made to the initial Assertions, there is no evidence that GE Aerospace's stated GHG Assertions for the 2019 calendar year are not, in all material respects, fairly stated in accordance with the criteria noted herein.

Verifier's Independence and Impartiality

Stantec provides this conclusion as an independent third-party verification body. Prior to entering into an assurance agreement Stantec assesses for any real, potential, or perceived conflict. Stantec continues to monitor for compromised impartiality throughout the engagement.

Closure

Stantec provides this statement to GE Aerospace in accordance with our terms of agreement. We consent to its public release. Because of the inherent limitations in any verification, Stantec accepts no responsibility by use of a third party. Stantec has undertaken all assignments in its role as an environmental engineering consulting firm using professional effort consistent with ISO 14064-3. Stantec has assessed the 2019 calendar year GHG Assertions for GE Aersopace using reasonably ascertainable information. The assessment represents the conditions in the subject area at the time of the assessment. Stantec did not conduct direct GHG emissions monitoring or other environmental sampling and analysis in conjunction with this verification statement.

STANTEC CONSULTING LTD.

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Issued August 2, 2024 in Waterloo, Ontario, Canada

2023 calendar year verification statement

Stantec

Statement of Verification

Introduction

Stantec Consulting Ltd. (Stantec) was contracted by GE Aerospace to conduct an independent third-party verification of a selection of their 2023 reporting year greenhouse gas (GHG) assertions (the Assertions) for their facilities located globally.

In this work, GE Aerospace was responsible for the collection of activity data used in the calculations, data management, completion of the calculations, preparation of the report that contains the Assertions and supporting technical documents, and quality assurance and control.

Stantec was responsible for planning and executing the verification to deliver a limited level of assurance opinion as to whether the GHG Assertions are presented fairly and in accordance with the verification criteria. Stantec is accredited with the ANSI National Accreditation Board (ANAB), a member of the International Accreditation Forum (IAF), in accordance with ISO/IEC 17029: 2019 Conformity Assessment – General Principles and Requirements for Validation and Verification Bodies, ISO 14065: 2020 General Principles and Requirements for Bodies Validating and Verifying Environmental Information, and ISO 14064-3: 2019 Greenhouse Gases – Part 3: Specification with Guidance for the Verification and Validation of Greenhouse Gas Statements. Stantec's accreditation ID is 0805 issued to Stantec Consulting Ltd. and is valid until February 1, 2028.

Intended User

The results of the verification are expected to be used by GE Aerospace for voluntary reporting to CDP as well as disclosure in GE Aerospace's corporate sustainability report. The users of this statement are GE Aerospace, CDP, shareholders and the public.

Verification Objective

The objective of the verification is to assess whether the Assertions (as presented in Table 1) for GE Aerospace's 2023 reporting year are accurately prepared in accordance with appropriate criteria.

Verification Boundaries

GE Aerospace is a provider of jet engines, components and integrated systems for commercial and military aircraft. GE Aerospace has a global service network to support these offerings including large and small manufacturing facilities, light industrial facilities (repair & operations shops, lab/research & development, maintenance), warehousing, and offices. The verification boundary includes GE Aerospace owned or leased facilities for which GE Aerospace has operational control. Sources that are not included in GE Aerospace's emissions inventory because GE Aerospace does not have operational control or are expected to have small contributions include:

- Minority-owned joint ventures.

2023 REPORTING YEAR VERIFICATION STATEMENT
GE AEROSPACE

Stantec

- Properties under full-service gross lease type.
- Motor vehicles owned or leased by GE Aerospace but not centrally managed through a fleet management company.
- Leakage of hydrofluorocarbons from GE Aerospace owned and operated air conditioning, refrigeration, and chilling systems.
- Land properties, parking lots, and sites under remediation activities operationally controlled by GE Aerospace.

Details on GE Aerospace's boundary and specific inclusions and exclusions within the GHG Assertions have been transparently provided to Stantec.

Reporting Period

The verification was conducted for the 2023 calendar year period of January 1, 2023 to December 31, 2023.

Materiality Threshold

Following best practice, the quantitative materiality threshold was set at 5%. The materiality was assessed for each GHG Scope on its own. The aggregate total of individual discrepancies (with understatements as negative values and overstatements as positive values) was compared against the 5% materiality threshold. The materiality of qualitative discrepancies is at the discretion of the Verification Body.

GHG Assertions

The GHG Assertions are provided in Table 1.

Table 1: GE Aerospace – 2023 Reporting Year GHG Assertions

Parameter	Assertion	Unresolved Immaterial Discrepancies
Scope 1 GHG Emissions	294,537 tCO_2e	0.4% of Scope 1 emissions (over-reported) 3 immaterial qualitative discrepancies
Scope 2 GHG Emissions (location-based)	441,385 tCO_2e	0.7% of Scope 2 location-based emissions (over-reported) 2 immaterial qualitative discrepancies
Scope 2 GHG Emissions (market-based)	434,056 tCO_2e	0.4% of Scope 2 market-based emissions (over-reported) 2 immaterial qualitative discrepancies
Scope 3 GHG Emissions (Category 11 Use of Sold Product)	30,622,995 tCO_2e	0.7% of Scope 3 emissions (under-reported) No qualitative discrepancies

Verification Criteria

Stantec has conducted sufficient and appropriate procedures to express a ***limited level of assurance*** opinion as to whether the GHG Assertions for the 2023 reporting year as quantified by GE Aerospace satisfies the requirements of the following criteria:

- ISO 14064 Greenhouses Gases – Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals, 2006
- World Resources Institute (WRI)/World Business Council for Sustainable Development (WBCSD), The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition) March 2004
- WRI/WBCSD, GHG Protocol Scope 2 Guidance: An Amendment to the GHG Corporate Standard, January 2015
- WRI/WBCSD Greenhouse Gas Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 2011
- CDP Guidance for the 2023 reporting year (CDP Guidance)

Verification Standards

The verification was conducted in accordance with:

- ISO/IEC 17029: 2019 Conformity Assessment – General Principles and Requirements for Validation and Verification Bodies
- ISO 14065: 2020 General Principles and Requirements for Bodies Validating and Verifying Environmental Information
- ISO 14064-3: 2019 Greenhouse Gases – Part 3: Specification with Guidance for the Verification and Validation of Greenhouse Gas Statements
- International Accreditation Forum Mandatory Document for the Use of Information and Communication Technology for Auditing/Assessment Procedures: Issue 2, Version 4 (IAF MD4:2023)
- Stantec's Standard Operating Procedures developed for accreditation to ISO 14065: 2020

Verification Procedures

GE Aerospace provided Stantec with documentation and data supporting the Assertions. Stantec completed a desktop review of the Assertions along with supporting information, including a risk assessment to inform the development of a detailed Verification and Sampling Plan. Verification and sampling procedures, including the risk assessment and sample size, were updated throughout the course of the verification. Verification activities conducted by Stantec included but were not limited to:

2023 REPORTING YEAR VERIFICATION STATEMENT
GE AEROSPACE

- Review of GHG emissions sources, data management procedures and GE Aerospace boundaries.
- Review of GHG and energy data and overall contribution of sources to the Assertions to identify potential outliers.
- Year-over-year trending of fuel consumption to identify potential outliers.
- Review of invoice volumes and fuel characteristics from supplier for consistency with the data used in calculations.
- Review of quantification methods (including the appropriate use of equations, higher heating values and emission factors) for consistency with criteria.
- Recalculation and reaggregation of GHG emissions.

Verification Opinion

Based on the processes and procedures completed and following revisions made to the initial Assertions, there is no evidence that GE Aerospace's stated GHG Assertions for the 2023 reporting year are not, in all material respects, fairly stated in accordance with the criteria noted herein.

Verifier's Independence and Impartiality

Stantec provides this conclusion as an independent third-party verification body. Prior to entering into an assurance agreement Stantec assesses for any real, potential, or perceived conflict. Stantec continues to monitor for compromised impartiality throughout the engagement.

Closure

Stantec provides this statement to GE Aerospace in accordance with our terms of agreement. We consent to its public release. Because of the inherent limitations in any verification, Stantec accepts no responsibility by use of a third party. Stantec has undertaken all assignments in its role as an environmental engineering consulting firm using professional effort consistent with ISO 14064-3. Stantec has assessed the 2023 reporting year GHG Assertions for GE Aerospace using reasonably ascertainable information. The assessment represents the conditions in the subject area at the time of the assessment. Stantec did not conduct direct GHG emissions monitoring or other environmental sampling and analysis in conjunction with this verification statement.

STANTEC CONSULTING LTD.

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2024 calendar year verification statement

Stantec

Statement of Verification

Introduction

Stantec Consulting Ltd. (Stantec) was contracted by GE Aerospace to conduct an independent third-party verification of a selection of their 2024 reporting year greenhouse gas (GHG) and water assertions (the Assertions) for their facilities located globally.

In this work, GE Aerospace was responsible for the collection of activity data used in the calculations, data management, completion of the calculations, preparation of the report that contains the Assertions, and quality assurance and control.

Stantec was responsible for planning and executing the verification to deliver a limited level of assurance opinion as to whether the Assertions are presented fairly and in accordance with the verification criteria. Stantec is accredited with the ANSI National Accreditation Board (ANAB), a member of the International Accreditation Forum (IAF), in accordance with ISO/IEC 17029:2019 Conformity Assessment – General Principles and Requirements for Validation and Verification Bodies, ISO 14065:2020 General Principles and Requirements for Bodies Validation and Verifying Environmental Information, and ISO 14064-3:2019 Specification with Guidance for the Verification and Validation of Greenhouse Gas Statements. Stantec's accreditation ID is 0805 issued to Stantec Consulting Ltd.

Intended User

The results of the verification will be used by GE Aerospace for voluntary reporting to CDP. The users of this statement are GE Aerospace, CDP, shareholders and the public.

Verification Objective

The objective of the verification is to assess whether the Assertions (as presented in Table 1) for GE Aerospace's 2024 reporting year is accurately prepared in accordance with appropriate criteria.

Verification Boundaries

GE Aerospace is a leading provider of jet engines, components and integrated systems for commercial and military aircraft. GE Aerospace has a global service network to support these offerings including large and small manufacturing facilities, light industrial facilities (repair & operations shops, lab/research & development, maintenance), warehousing, and offices. The verification boundary includes GE Aerospace owned or leased facilities for which GE Aerospace has operational control. Sources that are not included within the boundary of GE Aerospace's emissions inventory are operations, assets or facilities for which GE Aerospace does not have operational control or are expected to have small contributions, these include:

- Minority-owned joint ventures.
- Properties under full-service gross lease type.

2024 REPORTING YEAR VERIFICATION STATEMENT
GE AEROSPACE

Stantec

- Motor vehicles owned or leased by GE Aerospace but not centrally managed through a fleet management company.
- Leakage of hydrofluorocarbons from GE Aerospace owned and operated air conditioning, refrigeration, and chilling systems.
- Land properties and parking lots

Details on GE Aerospace's boundary and specific inclusions and exclusions within the Assertions have been transparently provided to Stantec.

Reporting Period

The verification was conducted for the 2024 reporting year period of January 1, 2024, to December 31, 2024.

Materiality Threshold

Following best practice, the quantitative materiality threshold was set at 5%. The materiality was assessed for each GHG emissions scope and water assertion on its own. The aggregate total of individual discrepancies (with understatements as negative values and overstatements as positive values) was compared against the 5% materiality threshold. The materiality of qualitative discrepancies was at the discretion of the Verification Body.

Assertions

The Assertions are provided in Table 1.

Table 1 GE Aerospace – Reporting Year 2024 Assertions

Parameter	Assertion	Unresolved Immaterial Discrepancies Discovered
Total Scope 1 GHG Emissions[1]	288,663 tCO_2e	<0.001% of Scope 1 emissions (under-reported) 5 unresolved immaterial qualitative discrepancies
Total Scope 2 GHG Emissions (Location-Based)[2]	418,013 tCO_2e	No unresolved quantitative discrepancies 1 unresolved immaterial qualitative discrepancy
Total Scope 2 GHG Emissions (Market-Based)[3]	261,563 tCO_2e	No unresolved quantitative discrepancies 1 unresolved immaterial qualitative discrepancy
Total Net Scope 1 and Scope 2 GHG Emissions[4]	544,922 tCO_2e	<0.001% of Total Net emissions (under-reported) 6 unresolved immaterial qualitative discrepancies

Parameter	Assertion	Unresolved Immaterial Discrepancies Discovered
Total Scope 3 Category 11 GHG Emissions[5]	27,864,203 tCO_2e	0.8% of Scope 3 emissions (under-reported) No unresolved qualitative discrepancies
Water Consumption	8,462,398 m^3	No unresolved quantitative discrepancies No unresolved qualitative discrepancies

1. Includes direct emissions from stationary natural gas, fuel oil, gasoline, diesel, propane, ultra-low sulfur diesel, jet fuel, and kerosene; direct emissions from mobile gasoline, diesel, jet fuel, and sustainable aviation fuel; and fugitive emissions from sulfur hexafluoride, carbon dioxide, and octafluorocyclobutane (C4F8).
2. Includes indirect emissions from purchased electric power, delivered heat, and electric vehicles.
3. Includes indirect emissions from purchased electric power, delivered heat, electric vehicles, and application of renewable energy credits.
4. Includes Scope 1 emissions, Scope 2 market-based emissions, application of carbon credits and application of purchased sustainable aviation fuel book and claim reductions.
5. Scope 3 Category 11 includes lifetime indirect emissions from use of the products produced within the reporting period.

Verification Criteria

Stantec has conducted sufficient and appropriate procedures to express a ***limited level of assurance*** opinion as to whether the Assertions for the 2024 reporting year as quantified and reported by GE Aerospace satisfies the requirements of the following criteria:

- ISO 14064-1: 2018 Greenhouses Gases – Part 1: Specification with Guidance at the Organization Level for Quantification and Reporting of Greenhouse Gas Emissions and Removals
- World Resources Institute (WRI)/World Business Council for Sustainable Development (WBCSD), *The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard* (Revised Edition), March 2004
- WRI/WBCSD, GHG Protocol Scope 2 Guidance: An Amendment to the GHG Corporate Standard, January 2015
- WRI/WBCSD, Greenhouse Gas Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 2011
- WRI/WBCSD, Greenhouse Gas Protocol Technical Guidance for Calculating Scope 3 Emissions (Version 1.0), Supplement to the Corporate Value Chain (Scope 3) Accounting & Reporting Standard, 2013
- CDP Guidance for the 2024 reporting year (CDP Guidance)

Verification Standards

The verification was conducted in accordance with:

- ISO 14064-3:2019, Greenhouse Gases: Specification with guidance for the verification and validation of greenhouse gas statements

2024 REPORTING YEAR VERIFICATION STATEMENT
GE AEROSPACE

- ISO 14065:2020, General principles and requirements for bodies validating and verifying environmental information
- ISO/IEC 17029: 2019, Conformity assessment – General principles and requirements for validation and verification bodies
- International Accreditation Forum Mandatory Document for the Use of Information and Communication Technology (ICT) for Auditing/Assessment Purposes: Issue 2 (IAF MD4:2023)

Verification Procedures

GE Aerospace provided Stantec with documentation and data supporting the Assertions. Stantec completed a desktop review of the Assertions along with supporting information, including a risk assessment to inform the development of a detailed Verification and Sampling Plan. Verification and sampling procedures, including the risk assessment and sample size, were updated throughout the course of the verification. Verification activities conducted by Stantec included but were not limited to:

- Review of GHG emissions and other environmental parameter sources, data management procedures and GE Aerospace's boundaries.
- Review of data and overall contribution of sources to the Assertions to identify potential outliers.
- Year-over-year trending of fuel consumption, electric power consumption and water consumption to identify potential outliers.
- Review of invoice volumes and fuel characteristics from supplier for consistency with the data used in calculations.
- Review of quantification methods (including the appropriate use of equations, higher heating values and emission factors) for consistency with criteria.
- Conduct teleconferences with GE Aerospace staff to review boundaries, retention and quality assurance procedures.
- Recalculation and reaggregation of the Assertions.

Stantec has conducted these verification procedures for the assertions listed herein, and has not yet conducted the verification procedures for other scopes of GHG emissions, such as categories of Scope 3 emissions outside of Category 11.

Verification Opinion

Based on the processes and procedures completed, there is no evidence that GE Aerospace's stated Assertions for the 2024 reporting year are not, in all material respects, fairly stated in accordance with the criteria noted herein.

2024 REPORTING YEAR VERIFICATION STATEMENT
GE AEROSPACE

Stantec

Verifier's Independence, Impartiality, and Competence

Stantec provides this conclusion as an independent third-party verification body. Prior to entering into an assurance agreement Stantec assesses for any real, potential, or perceived conflict. Stantec continues to monitor for compromised impartiality throughout the engagement.

Stantec provides this statement to GE Aerospace in accordance with our terms of agreement. We consent to its public release. Because of the inherent limitations in any verification, Stantec accepts no responsibility by use of a third party. Stantec has undertaken all assignments in its role as an environmental engineering consulting firm using professional effort consistent with ISO 14064-3. Stantec has assessed the 2024 reporting year Assertions for GE Aerospace using reasonably ascertainable information. The assessment represents the conditions in the subject area at the time of the assessment. Stantec did not conduct direct GHG emissions monitoring or other environmental sampling and analysis in conjunction with this verification statement.

Stantec Consulting Ltd.

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Market-based mechanism statement

Overview

GE Aerospace supports the long-term sustainable growth of the aviation industry. Our sustainability strategy is aligned with the International Air Transportation Association's (IATA) roadmap to achieve net zero CO_2 emissions by 2050, which includes carbon market mechanisms such as carbon credits. GE Aerospace employed carbon removal credits as a decarbonization lever against our 2024 Scope 1 fleet emissions. This is part of our commitment to explore high-quality carbon credits alongside our customers and to continue building the skills, capabilities, and expertise for industry leadership.

Define

The subject for offsetting is the Scope 1 business jet emissions from January 1, 2024, to December 31, 2024.

Measure

Scope 1 business jet emissions were 1,009 metric tons for 2024, as measured during GE Aerospace's annual GHG inventory across the business. GE Aerospace used the GHG Protocol for all definitions, assumptions, and calculations for those annual emissions calculations unless explicitly stated otherwise.

Assurance of the credit's high quality and confidence in its emissions impact—that a metric ton of CO_2 reduction occurred in the atmosphere for each removal carbon credit—is essential for beyond value chain mitigations such as this reduction from external sources.

GE Aerospace overlaid the due diligence of a trusted offset seller and the assessment of a third-party quality evaluator, supplemented with our own technical expertise, to guide the offset selection.

Reduce

The following carbon instruments were retired for this offsetting:

Project name	**Exomad Green, Concepcion**
Offset seller	Patch
Offset registry	Puro
Project identifier	432524
Project type	Biochar
Type of mitigation activity	Carbon removal
Third-party quality assessment	AA, Sylvera
Site location	Bolivia
Methodology	Puro.Earth Biochar Methodology
Credit vintage	2024
Number of credits	1009
Retirement serial number	8601342d-682e-4cd3-93fb-fcb0d667a286
Retirement date	May 12, 2025

Core carbon principles		Offset fundamentals	Patch score	Sylvera assessment
Governance	Effective governance	Crediting program is ICROA endorsed		
	Tracking	Project uses publicly available registry to track credits ownership, retirement, and identifying information		
	Transparency	Project documents publicly available, including baseline and additionality assessment, audit reports, and request forms for more information		
	Robust independent third-party validation and verification	Validation/verification performed by EnergyLink Services Pty Ltd		
Emissions impact	Additionality	Comprehensive modeling for financial additionality: Offsetting activity not economically feasible without intervention funded by carbon credit sales	High	Very high
	Permanence	Project demonstrated a high stability rate of biochar production with lab tests suggesting reduced likelihood of decomposition over time	High	High
	Robust quantification of emission reductions and removals	Project uses conservative baseline value, cradle-to-grave system boundaries, mostly primary data, and third-party annual monitoring audits	High	91% carbon score
	No double counting	Project follows carbon crediting program requirements with unique registry IDs to avoid double counting		Minimal risk
Sustainable development	Sustainable development benefits and safeguards	Project has a substantial impact on the development of the local community in alignment with more than five UN SDGs and demonstrated strong local stakeholder engagement	High	High
	Contribution toward net zero transition	Project mechanism is removing carbon from the atmosphere		

GE Aerospace