

Moving innovation forward

2026 Sustainability Report:
Supplementary Materials

June 25, 2026

About this supplement

This report, published on June 25, 2026, covers the environmental, social, and governance activities of GE Aerospace, unless otherwise stated.

This 2026 Supplementary Materials document contains a [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 \(2019 and 2025\)](#), and a [market-based mechanism and carbon removal statement](#).

GE Aerospace's Greenhouse Gas 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 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 (Scope 1 and 2) and reporting years 2023–2025, as applicable (Scope 1, 2, and 3, category 11). GE Aerospace water data has also undergone limited assurance by the same external third party for 2024 and 2025 data (see the [verification statements and applicable data assertions in the Data methodologies and verification statements section of this document](#)).

Forward-looking statements

This document contains “forward-looking statements”—that is, statements related to future events that, by their nature, address matters that are, to different degrees, uncertain. For details on the uncertainties that may cause our actual future results to be materially different than those expressed in our forward-looking statements, see [www.geaerospace.com/investor-relations/important-forward-looking-statement-information](#), 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.

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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.

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 from January 1, 2025, through December 31, 2025, with reference to the GRI Standards. No GRI Sector Standards are currently applicable to GE Aerospace. GRI 1: Foundation 2021 was used. Although GE Aerospace has sought to align its reporting with the GRI Standards, where appropriate, certain disclosures may be limited, partial, or subject to ongoing development.

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, the Middle East, and Europe Form 10-K 2025, 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 2026 Supplementary Materials and the 2026 Sustainability Report cover the ESG activities of GE Aerospace only, unless otherwise stated. For entities included in our financial boundaries, see our Form 10-K 2025, Exhibit 21: Subsidiaries of Registrant .
	2-3 Reporting period, frequency and contact point	The performance data in the 2026 Supplementary Materials and the 2026 Sustainability Report covers the calendar year from January 1 to December 31, 2025. In certain places, there is also commentary about events, achievements, and initiatives that took place during 2026. Reporting cycle: Annual Publication date of the 2026 Sustainability Report: June 25, 2026 Contact us
	2-4 Restatements of information	Financial restatements, if applicable, are disclosed in GE Aerospace SEC filings .

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-5 External assurance	Carbon emissions data has undergone limited assurance by Stantec, an external third party, for base year 2019 (Scope 1 and 2) and reporting years 2023–2025, as applicable (Scope 1, 2, and 3, category 11). GE Aerospace water data has also undergone limited assurance by the same external third party for 2024 and 2025 data. Internal resources have reviewed the other information and data within this report for quality, completeness, and accuracy. Data methodologies and verification statements— 2019 calendar year verification statement, page 33 ; and 2025 calendar year verification statement, page 40 . 2026 Sustainability Report: Introduction—GE Aerospace at a glance, page 4
	2-6 Activities, value chain and other business relationships	2026 Sustainability Report: Introduction—GE Aerospace at a glance, page 4 ; Value creation at GE Aerospace, page 7 ; Environment: Operations, Supplier engagement on climate, page 28 ; Definitions, page 53
	2-7 Employees	2026 Sustainability Report: Introduction—GE Aerospace at a glance, page 4 2026 Supplementary Materials: Sustainability Accounting Standards Board (SASB) index—Activity metrics, page 19 Annual EEO-1 Disclosure
	2-9 Governance structure and composition	2026 Proxy Statement: Governance—Qualifications and Attributes, page 7 ; Board Composition, pages 13–14 ; Board Leadership Structure, page 15 ; Board Committees, page 16 2026 Sustainability Report: Governance—Sustainability governance structure, page 42 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	2026 Proxy Statement: Governance—Board Composition, pages 13–14 2026 Sustainability Report: Governance—Sustainability governance structure, page 42 Governance Principles—3. Qualifications, pages 1–2 ; 5. Size of Board and Selection Process, page 3
	2-11 Chair of the highest governance body	2026 Proxy Statement: Governance—Board Leadership Structure, page 15 2026 Sustainability Report: Governance—Sustainability governance structure, page 42 Governance Principles—10. Board Leadership, page 4

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-12 Role of the highest governance body in overseeing the management of impacts	2026 Proxy Statement: Governance—Board Operations, page 16; Additional Information on Areas of Board and Committee Oversight, page 18; Shareholder Engagement in 2025, page 20 2026 Sustainability Report: Governance—Sustainability governance structure, Board oversight of sustainability, page 42
	2-13 Delegation of responsibility for managing impacts	2026 Proxy Statement: Governance—Board Committees, page 16; Additional Information on Areas of Board and Committee Oversight, page 18; Other Governance Policies & Practices, pages 21–23 2026 Sustainability Report: People—Human rights and ethical supply chain, pages 38–40; Governance—Sustainability governance structure, Board oversight of sustainability, page 42; Enterprise risk management, page 43
	2-14 Role of the highest governance body in sustainability reporting	2026 Proxy Statement: Governance—Board Committees, pages 16–17; Additional Information on Areas of Board and Committee Oversight, page 18 2026 Sustainability Report: Governance—Sustainability governance structure, Board oversight of sustainability, page 42
	2-15 Conflicts of interest	2026 Proxy Statement: Governance—Other Governance Policies & Practices, Board Integrity Policies, page 21; How We Assess Director Independence, Relationships and Transactions Considered for Director Independence, page 22; Related Person Transactions & Other Information, page 23 2026 Sustainability Report: Governance—Our commitment to compliance and integrity, page 44 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	2026 Sustainability Report: Safety—Product safety and quality, Raising safety concerns, page 10; Governance—Our commitment to compliance and integrity, The Spirit & The Letter, page 44; Open Reporting program, page 45 Governance Principles—15. Reporting of Concerns to Independent Directors or the Audit Committee, pages 5–6
	2-17 Collective knowledge of the highest governance body	2026 Proxy Statement: Governance—Board Nominees, Qualifications and Attributes, page 7; Nominee Biographies, pages 8–12; Board Skills and Experience, page 14; Other Governance Policies & Practices, pages 21–23 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	2026 Proxy Statement: Governance—Board Governance Practices, page 19 Governance Principles—11. Self-Evaluation, page 4

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-19 Remuneration policies	2026 Proxy Statement: Governance—Director Compensation for 2025, pages 24–25; Compensation—Overview of Our Executive Compensation Program, page 29; Key Compensation Program Elements, page 30; Target Annual Program Compensation, page 30; 2025 Compensation Actions for Our Other Current Named Executives, page 36; Summary Compensation, pages 39–40; Incentive Compensation, pages 41–43; Deferred Compensation, page 44; Pension Benefits, pages 45–46; Potential Termination Payments, pages 47–50; Other Executive Compensation Policies & Practices, page 51 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
	2-20 Process to determine remuneration	2026 Proxy Statement: Governance—Director Compensation for 2025, pages 24–25; Compensation—Overview of Our Executive Compensation Program, page 29; Key Compensation Program Elements, page 30; Target Annual Program Compensation, page 30; 2025 Compensation Actions for Our Other Current Named Executives, page 36; Summary Compensation, pages 39–40; Incentive Compensation, pages 41–43; Deferred Compensation, page 44; Pension Benefits, pages 45–46; Potential Termination Payments, pages 47–50; Other Executive Compensation Policies & Practices, page 51 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	2026 Proxy Statement: Compensation—CEO Pay Ratio, page 53
	2-22 Statement on sustainable development strategy	2026 Sustainability Report: Introduction—Leadership messages, page 3

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-23 Policy commitments	<p>2026 Sustainability Report: Safety—Employee safety, Our EHS program, page 13; People—Human rights and ethical supply chain, Principles, policies, and standards, page 38; Governance—Our commitment to compliance and integrity, The Spirit & The Letter, page 44</p> <p>2026 Proxy Statement: Governance—Other Governance Policies & Practices, Board Integrity Policies, page 21</p> <p>Human Rights Policy</p> <p>Code of Conduct: The Spirit & The Letter</p> <p>Lobbying Disclosure Policy</p> <p>Political Contributions Policy</p> <p>Responsible Mineral Sourcing Principles</p> <p>Environment, Health, and Safety Policy</p> <p>Open Reporting Policy</p> <p>Respectful Workplace Policy</p> <p>Supplier Integrity Guide</p> <p>Setting Public Policy Priorities</p> <p>Anti-Bribery/Anti-Corruption Policy</p> <p>Fair Competition Policy</p>
	2-24 Embedding policy commitments	<p>2026 Sustainability Report: Introduction—Our sustainability framework, page 6; Safety—Product safety and quality, page 9; Employee safety, EHS Framework, page 14 ; People—Human rights and ethical supply chain, pages 38–40; Governance—Our commitment to compliance and integrity, pages 44–45</p> <p>GE Aerospace Human Rights Statement of Principles</p> <p>Political Contributions Policy</p> <p>2025 UK & Australia Modern Slavery Act Statement</p> <p>California Transparency in Supply Chains Act</p> <p>Canada Modern Slavery Act</p>
	2-25 Processes to remediate negative impacts	<p>2026 Sustainability Report: Operations—Our operations, page 26; People—Human rights and ethical supply chain, pages 38–40; Governance—Enterprise risk management, Our enterprise risk management framework, page 43; Our commitment to compliance and integrity, pages 44–45</p>

GRI standard	Disclosure	Location
GRI 2: General Disclosures 2021 continued	2-26 Mechanisms for seeking advice and raising concerns	2026 Sustainability Report: Governance—Our commitment to compliance and integrity, page 44 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 Supplier Integrity Guide
	2-27 Compliance with laws and regulations	2026 Sustainability Report: Governance—Our commitment to compliance and integrity, page 44; Data tables—Environmental stewardship, Environmental penalties paid, page 51 GE Aerospace does not disclose other compliance metrics.
	2-28 Membership associations	2026 Sustainability Report: Safety—Product safety and quality, Key industry groups and associations, page 10; Environment: Technology—Industry collaboration, page 24; Environment: Operations—Working toward net zero, page 27; Governance—Political engagement and policy development, page 49 2025 U.S. Trade Organization Disclosure
	2-29 Approach to stakeholder engagement	2026 Proxy Statement: Governance—Board Operations, page 16; Additional Information on Areas of Board and Committee Oversight, page 18; Shareholder Engagement in 2025, page 20 2026 Sustainability Report: Environment: Technology—Industry collaboration, page 24; People—Human rights and ethical supply chain, Human rights stakeholder engagement, page 39 2026 Supplementary Materials: Stakeholder engagement information, page 15

GRI standard	Disclosure	Location
	2-30 Collective bargaining agreements	2026 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 36; Human rights and ethical supply chain, Freedom of association, page 39 Form 10-K 2025, About GE Aerospace, Human Capital, page 5
GRI 3: Material Topics 2021	3-1 Process to determine material topics	2026 Sustainability Report: Introduction—Our sustainability framework, page 6
	3-2 List of material topics	
	3-3 Management of material topics	2026 Sustainability Report: Introduction—Our sustainability framework, page 6; Safety—Product safety and quality, page 9; Employee safety, EHS Framework, page 14; Environment: Technology—GE Aerospace’s roadmap for the future of flight, page 16; Our approach to lower-emission technologies, page 17; Future technologies, page 21; Environment: Operations—Our operations, Managing hazardous materials, page 26; Water stewardship, page 26; Working toward net zero, pages 27–28; Enabling circularity, page 29; People—Talent development and engagement, page 34; Workplace environment, page 36; Human rights and ethical supply chain, Human rights stakeholder engagement, page 39; Governance—Sustainability governance structure, page 42; Our commitment to compliance and integrity, pages 44–45 GE Aerospace Reporting Hub
GRI 205: Anti-corruption 2016	205-1 Operations assessed for risks related to corruption	2026 Sustainability Report: Governance—Our commitment to compliance and integrity, pages 44–45 Code of Conduct: The Spirit & The Letter Anti-Bribery/Anti-Corruption Policy
	205-2 Communication and training about anti-corruption policies and procedures	2026 Sustainability Report: Governance—Our commitment to compliance and integrity, pages 44–45 Code of Conduct: The Spirit & The Letter
	205-3 Confirmed incidents of corruption and actions taken	GE Aerospace does not currently disclose incidents of corruption.
GRI 301: Materials 2016	301-1 Materials used by weight or volume	2026 Sustainability Report: Environment: Operations—Enabling circularity, page 29 GE Aerospace does not currently disclose materials used by weight or volume.
GRI 302: Energy 2016	302-1 Energy consumption within the organization	2026 Sustainability Report: Environment: Operations—Working toward net zero, Driving energy efficiency, page 27; Data tables—Environmental stewardship, page 51 This information is also disclosed in our annual CDP Climate Disclosure .
	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	2026 Sustainability Report: Environment: Operations—Our operations, Water stewardship, page 26
	303-2 Management of water discharge-related impacts	
	303-3 Water withdrawal	2026 Sustainability Report: Data tables—Environmental stewardship, page 51
	303-4 Water discharge	
	303-5 Water consumption	
GRI 305: Emissions 2016	305-1 Direct (Scope 1) GHG emissions	2026 Sustainability Report: Environment: Technology—Our approach to lower-emission technologies, page 17;
	305-2 Energy indirect (Scope 2) GHG emissions	Environment: Operations—Working toward net zero, Our progress to date, page 27; Using lower-carbon fuels in our testing operations, page 28; Data tables—Environmental stewardship, page 51
	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	2026 Sustainability Report: Environment: Operations—Working toward net zero, Supplier engagement on climate, page 28; People—Human rights and ethical supply chain, Ethical supply chain, page 40; Responsible mineral sourcing, page 40
	308-2 Negative environmental impacts in the supply chain and actions taken	California Transparency in Supply Chains Act Conflict Minerals Report
GRI 401: Employment 2016	401-1 New employee hires and employee turnover	2026 Sustainability Report: Data tables—Talent development and engagement, page 52
	401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees	2026 Sustainability Report: People—Workplace environment, Flexible and remote work, page 36; Global benefits, page 37; U.S. benefits, page 37
	401-3 Parental leave	2026 Sustainability Report: People—Workplace environment, Global benefits, page 37; U.S. benefits, page 37

GRI standard	Disclosure	Location
GRI 403: Occupational Health and Safety 2018	403-1 Occupational health and safety management system	2026 Sustainability Report: Safety—Employee safety, page 13
	403-2 Hazard identification, risk assessment, and incident investigation	2026 Sustainability Report: Safety—Product safety and quality, page 9; Employee safety, Our EHS program, page 13 Code of Conduct: The Spirit & The Letter Environment, Health, and Safety Policy
	403-3 Occupational health services	2026 Sustainability Report: Safety—Employee safety, Managing contractor safety, page 14; Environment: Operations—Our operations, Managing hazardous materials, page 26; People—Workplace environment, Global wellbeing, page 36 Code of Conduct: The Spirit & The Letter, page 24
	403-4 Worker participation, consultation, and communication on occupational health and safety	2026 Sustainability Report: Safety—Employee safety, Our EHS program, page 13
	403-5 Worker training on occupational health and safety	2026 Sustainability Report: Safety—Product safety and quality, page 9; Employee safety, Our EHS program, page 13
	403-6 Promotion of worker health	2026 Sustainability Report: People—Workplace environment, Global wellbeing, page 36
	403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	2026 Sustainability Report: Safety—Product safety and quality, page 9; Safety—Employee safety, Managing contractor safety, page 14; People—Human rights and ethical supply chain, Ethical supply chain, page 40
	403-8 Workers covered by an occupational health and safety management system	2026 Sustainability Report: Safety—Employee safety, Our EHS program, page 13
	403-9 Work-related injuries	2026 Sustainability Report: Safety—Employee safety, Our 2025 safety performance, page 14; Managing contractor safety, page 14; Data tables—Global employee health and safety, page 51
	403-10 Work-related ill health	
GRI 404: Training and Education 2016	404-1 Average hours of training per year per employee	2026 Sustainability Report: People—Talent development and engagement, Our global development programs, page 34; Developing our people, page 35; Data tables—Talent development and engagement, page 52
	404-2 Programs for upgrading employee skills and transition assistance programs	
	404-3 Percentage of employees receiving regular performance and career development reviews	
GRI 406: Non-discrimination 2016	406-1 Incidents of discrimination and corrective actions taken	2026 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 36 Code of Conduct: The Spirit & The Letter, pages 9–10

GRI standard	Disclosure	Location
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	2026 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 36; Human rights and ethical supply chain, Freedom of association, page 39
GRI 408: Child Labor 2016	408-1 Operations and suppliers at significant risk for incidents of child labor	2026 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 36; Human rights and ethical supply chain, Human rights stakeholder engagement, page 39 2025 UK & Australia Modern Slavery Act Statement Canada Modern Slavery Act Supplier Integrity Guide
GRI 409: Forced or Compulsory Labor 2016	409-1 Operations and suppliers at significant risk for incidents of forced or compulsory labor	2026 Sustainability Report: People—Workplace environment, Fostering a respectful workplace, page 36; Human rights and ethical supply chain, Human rights stakeholder engagement, page 39 2025 UK & Australia Modern Slavery Act Statement Canada Modern Slavery Act Supplier Integrity Guide
GRI 413: Local Communities 2016	413-1 Operations with local community engagement, impact assessments, and development programs	2026 Sustainability Report: Environment: Operations—Our operations, Managing hazardous materials, Remediating legacy sites, page 26; People—Our culture, Leadership in our communities, page 33
	413-2 Operations with significant actual and potential negative impacts on local communities	2025 Philanthropy Report 2025 UK & Australia Modern Slavery Act Statement GE Aerospace Human Rights Statement of Principles
GRI 414: Supplier Social Assessment 2016	414-1 New suppliers that were screened using social criteria	2026 Sustainability Report: People—Human rights and ethical supply chain, Ethical supply chain, page 40
	414-2 Negative social impacts in the supply chain and actions taken	2026 Sustainability Report: People—Human rights and ethical supply chain, page 38 2025 UK & Australia Modern Slavery Act Statement California Transparency in Supply Chains Act Canada Modern Slavery Act
GRI 416: Customer Health and Safety 2016	416-1 Assessment of the health and safety impacts of product and service categories	2026 Sustainability Report: Safety—Product safety and quality, page 9 Information published by the FAA can be found here.
	416-2 Incidents of non-compliance concerning the health and safety impacts of products and services	EASA information can be found here.
GRI 418: Customer Privacy 2016	418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data	2026 Sustainability Report: Governance—Data privacy and cybersecurity, page 46; Data tables—Ombuds, page 52 GE Aerospace does not disclose specific complaint data.

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
- Air shows

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

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

Employees

- Regular communication from senior leadership via company or business-wide emails, company intranet, videos, and blog posts
- All-employee meetings and learning sessions, including discussions, and educational webinars, including opportunities for questions and answers
- Free and confidential use of the Open Reporting and Ombuds systems
- Employees share feedback through surveys (engagement, safety and compliance, onboarding, etc.), round tables, and direct discussions with leaders
- Performance management system: “People, Performance, and Growth,” including annual performance discussions and mid-year checkpoints
- Dialogue with employee representatives, including works councils, trade unions, and other employee-representative bodies, on freedom of association

Suppliers

- Ethical supply chain program and Supplier Integrity Guide
- Communication to all suppliers on compliance/integrity requirements, with an expectation to flow down equivalent requirements to their sub-tiers
- Engaging with suppliers to assess and advance the maturity of their climate programs
- 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 systems

Communities

- GE Aerospace locations empowered to support local charitable organizations
- Volunteers giving back to the communities where they live and work
- The GE Aerospace Foundation works to transform communities and shape the workforce of tomorrow
- Engage with local communities and stakeholders on decisions with broader impact

Please see the [Philanthropy page of our website](#) to read our Lifting Up Communities 2025 in Review.

Sustainability Accounting Standards Board (SASB) index

Sustainability Accounting Standards Board (SASB) index

GE Aerospace has reported the information cited in this index following the Aerospace & Defense SASB standards for the period from January 1, 2025, through December 31, 2025, unless otherwise noted.

Topic	Accounting metric	Category	Unit of measure	Code	Data source
Energy Management	(1) Total energy consumed	Quantitative	Megawatt hours (MWh), Percentage (%)	RT-AE-130a.1	2026 Sustainability Report: Environment: Operations—Working toward net zero, page 27; Data tables—Environmental stewardship, page 51
	(2) Percentage grid electricity				
	(3) Percentage renewable				
Hazardous Waste Management	(1) Amount of hazardous waste generated	Quantitative	Metric tons (t), Percentage (%)	RT-AE-150a.1	GE Aerospace does not disclose this information.
	(2) Percentage recycled				
	Number and aggregate quantity of reportable spills	Quantitative	Number	RT-AE-150a.2	2026 Sustainability Report: Data tables—Environmental stewardship, page 51
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: 2026 Sustainability Report: Governance—Data privacy and cybersecurity, page 46 Form 10-K 2025, Cybersecurity, page 23
	Description of approach to identifying and addressing data security risks in (1) Entity operations (2) Products	Discussion and Analysis	NA	RT-AE-230a.2	2026 Sustainability Report: Governance—Data privacy and cybersecurity, page 46

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: 2026 Sustainability Report: Safety—Product safety and quality, page 9
	(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: 2026 Sustainability Report: Safety—Product safety and quality, Combating unauthorized parts in the supply chain, page 11
	(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: 2026 Sustainability Report: Safety—Product safety and quality, page 9
	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	2026 Sustainability Report: Environment: Technology—GE Aerospace’s roadmap for the future of flight, page 16; Current technologies, Software as a Service, page 19; Alternative fuels, page 20; Future technologies, page 21
Materials Sourcing	Description of the management of risks associated with the use of critical materials	Discussion and Analysis	NA	RT-AE-440a.1	2026 Sustainability Report: Environment: Operations—Enabling circularity, page 29; People—Human rights and ethical supply chain, Responsible mineral sourcing, page 40

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 and/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: 2026 Sustainability Report: Governance—Our commitment to compliance and integrity, page 44
	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. 2026 Sustainability Report: People—Human rights and ethical supply chain, Ethical supply chain, page 40; Governance—Our commitment to compliance and integrity, page 44
	Discussion of processes to manage business ethics risks throughout the value chain	Discussion and Analysis	NA	RT-AE-510a.3	2026 Sustainability Report: Governance—Our commitment to compliance and integrity, page 44 GE Aerospace Human Rights Statement of Principles Code of Conduct: The Spirit & The Letter, page 12 Supplier Integrity Guide

Activity metric	Category	Unit of measure	Code	Data source
Production by Reportable Segment	Quantitative	Number	RT-AE-000.A	Form 10-K 2025: Commercial Engines & Services, page 9; Defense & Propulsion Technologies, page 10; Corporate & Other, page 10
Number of Employees	Quantitative	Number	RT-AE-000.B	Total global employees—57,000 ¹

¹ GE Aerospace and consolidated affiliates full-time employees.

United Nations Sustainable Development Goals (UN SDGs) index

United Nations Sustainable Development Goals (UN SDGs) index

GE Aerospace has been a signatory to the United Nations Global Compact (UNGC) since 2008 and has identified the SDGs listed below as being most closely aligned with our business activities.²

Aligning with the UN Sustainable Development Goals



SDG 3

Good Health and Well-being

GE Aerospace protects people and the environment by embracing continuous improvement to develop an industry-leading Environmental, Health, and Safety (EHS) program. We achieve this by driving operational engagement, building robust EHS policies, and implementing systemic solutions. Our wellbeing program, HealthAhead, provides holistic wellness tools and resources to help improve the lives of our employees—physically, emotionally, financially, and socially. GE Aerospace offers a comprehensive range of global benefits designed to support employees and their families through health and wellbeing, retirement and savings, and lifestyle programs tailored to local markets while maintaining a competitive and consistent standard worldwide.



SDG 8

Decent Work and Economic Growth

On a global scale, the aviation industry provides significant value to society. Air transport facilitates the movement of people, goods, and ideas across the world, as well as powering economic growth, trade, tourism, and investment. GE Aerospace's history of innovation and our global footprint position us well for creating solutions that are key to the growth of the industry. Respect for People—where all employees' perspectives are valued—is a GE Aerospace Behavior that shapes our culture. GE Aerospace's Respectful Workplace Policy is the foundation of our Respect for People commitment. We put safety first, lead with transparency, value inclusive teams and diverse perspectives, and contribute to each other's development in a constructive way.



SDG 10

Reduced Inequalities

Aligned with our Human Rights Statement of Principles, we prohibit discrimination or harassment against anyone based on race, color, religion, national or ethnic origin, ancestry, sex (including pregnancy and related conditions), gender, sexual orientation, marital status, genetic information, age, disability, military and veteran status, or any other characteristic protected by law. GE Aerospace is committed to operating with compliance and unyielding integrity wherever we do business. Respecting the human rights of our workforce and those in our value chain is a cornerstone of this commitment, in line with the United Nations Guiding Principles on Business and Human Rights, the OECD Guidelines for Multinational Enterprises, and the Ten Principles of the United Nations Global Compact. We regularly provide training and guidance on preventing discrimination, harassment, and bullying against any employee or applicant based on any characteristic protected by law. Our compensation philosophy reinforces our focus on respect and fairness, supporting a strong connection between performance and compensation decisions. We review pay regularly to help ensure our pay practices are competitive and consistent.



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 contributes to efforts to reduce the upstream carbon footprint of our products and reliance on virgin materials. Each year, we undertake reasonable due diligence to determine if any of our products containing tin, tantalum, tungsten, and gold (collectively known as 3TG) originated in the Democratic Republic of the Congo or conflict-affected areas by requesting information from our Tier 1 suppliers. Refer to our Responsible Mineral Sourcing Principles to learn more about our efforts to responsibly source minerals.

² Inclusion of SDGs reflects internal assessment only and does not imply full or equal contribution.

**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. Our goal is to achieve net zero carbon for Scope 1 and 2 operational emissions by 2030,³ with an initial focus on energy efficiency and acceptance testing fuel efficiency, carbon-free electricity⁴, and exploring lower-carbon fuels. GE Aerospace is advancing new aviation technologies through demonstrators including the [CFM RISE program](#). The program aims 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 while meeting customer expectations for durability and reliability. Additionally, these technologies are being developed to be compatible with alternative energy sources such as SAF, which can reduce fuel lifecycle emissions by up to 80%.

**SDG 16**

Peace, Justice and Strong Institutions

GE Aerospace's three key Behaviors—Respect for People, Customer Driven, and Continuous Improvement—guide our actions, decisions, and interactions, creating a workplace where innovation thrives, collaboration is valued, and customer needs are at the forefront of everything we do. Our Human Rights Statement of Principles is grounded in respect for all internationally recognized human rights addressed by the International Bill of Human Rights, the International Labour 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 we have enjoyed respectful and successful relationships with labor unions around the world for many years. Respecting the human rights of our workforce and those in our value chain is a core part of GE Aerospace's commitment to integrity. Consistent with that commitment, 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.

**SDG 17**

Partnerships for the Goals

Engagement with governments and trade associations is an important part of shaping the regulations and legislation that govern our business and our industry. We support aviation industry efforts to decarbonize, which will require a holistic, global approach. We also continue expanding partnerships that support renewable electricity sourcing—including power purchase agreements (PPAs) and renewable energy certificates (RECs)—as key enablers toward our Scope 1 and 2 operational emissions goals. Advancing policy development will require continued partnerships across governments, business, and civil society. With a more than 100-year history of working with our customers and other stakeholders, we continue to engage in the public domain and advance thought leadership and research on product safety in the aviation industry, as well as the development of more efficient technologies that will shape the future of flight.

³ Locations within GE Aerospace's operational control as defined by the GHG Protocol.

⁴ Carbon-free electricity refers to electrical energy produced from resources that generate no carbon emissions while operating. Please see our [Greenhouse Gas Inventory Management Plan](#) for further information and definitions.

SDG	Topics	Related GE Aerospace disclosures
3 Good Health and Well-being	<p>Hazardous materials management</p> <p>Product quality and safety</p> <p>Employee health and safety</p> <p>Employee wellbeing</p>	<p>2026 Sustainability Report: Safety—Product safety and quality, page 9; Employee safety, page 13; Managing contractor safety, page 14; Environment: Operations—Our operations, Managing hazardous materials, page 26; People—Workplace environment, Global wellbeing, page 36</p> <p>Code of Conduct: The Spirit & The Letter</p> <p>Supplier Integrity Guide</p>
8 Decent Work and Economic Growth	<p>Product innovation and new technology</p> <p>Employee health and safety</p> <p>Talent development and engagement</p> <p>Human rights</p> <p>Supplier responsibility</p> <p>Risk management</p>	<p>2026 Sustainability Report: Safety—Employee safety, page 13; Managing contractor safety, page 14; Environment: Technology—Current technologies, page 19; Future technologies, page 21; People—Our culture, page 32; Talent development and engagement, Attracting the best talent, page 34; Our global development programs, page 34; Developing our people, page 35; Workplace environment, Global wellbeing, page 36; Human rights and ethical supply chain, page 38; Ethical supply chain, page 40</p>
10 Reduced Inequalities	<p>Culture</p> <p>Talent development and engagement</p> <p>Employee wellbeing</p> <p>Community development</p> <p>Human rights</p>	<p>2026 Sustainability Report: People—Our culture, page 32; Talent development and engagement, page 34; Workplace environment, Fostering a respectful workplace, page 36; Promoting fairness and opportunity, page 36; Global wellbeing, page 36; Human rights and ethical supply chain, page 38</p> <p>Form 10-K 2025, About GE Aerospace, Human Capital, page 5</p> <p>2025 Philanthropy Report</p>
12 Responsible Consumption and Production	<p>Hazardous materials management</p> <p>Circularity</p> <p>Product safety and quality</p> <p>GHG emissions and energy efficiency</p> <p>Supplier responsibility</p>	<p>2026 Sustainability Report: Safety—Product safety and quality, page 9; Environment: Technology—GE Aerospace’s roadmap for the future of flight, page 16; Our approach to lower-emission technologies, page 17; Environment: Operations—Our operations, Managing hazardous materials, page 26; Working toward net zero, page 27; Enabling circularity, page 29; People—Human rights and ethical supply chain, Ethical supply chain, page 40</p>
13 Climate Action	<p>GHG emissions and energy efficiency</p> <p>Climate change mitigation and resilience</p>	<p>2026 Sustainability Report: Environment: Technology—GE Aerospace’s roadmap for the future of flight, page 16; Our approach to lower-emission technologies, page 17; Environment: Operations—Working toward net zero, page 27</p> <p>2026 Task Force on Climate-related Financial Disclosures (TCFD) Report</p>

SDG	Topics	Related GE Aerospace disclosures
16 Peace, Justice and Strong Institutions	Human rights Governance Business ethics Culture Community development	2026 Sustainability Report: People—Our culture, page 32; Human rights and ethical supply chain, page 38; Human rights stakeholder engagement, page 39; Freedom of association, page 39; Governance—Sustainability governance structure, page 42; Management oversight of sustainability, page 42; Our commitment to compliance and integrity, page 44 2025 Philanthropy Report
17 Partnerships for the Goals	Product safety and quality Product innovation and new technology Community development Supplier responsibility Governance	2026 Sustainability Report: Introduction—Our sustainability framework, page 6; Safety—Product safety and quality, Key industry groups and associations, page 10; Environment: Technology—Current technologies, page 19; Alternative fuels, page 20; Future technologies, page 21; Industry collaboration, page 24; People—Human rights and ethical supply chain, Human rights stakeholder engagement, page 39; Ethical supply chain, page 40; Governance—Political engagement and policy development, page 49 2025 Philanthropy Report GE Aerospace Industry Collaboration The SAF Coalition 2025 U.S. Trade Organization Disclosure

Data methodologies and verification statements

Greenhouse Gas Inventory Management Plan

Calendar Year 2025

1—General information

GE Aerospace has a commitment 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, engine acceptance testing efficiency, and sourcing carbon-free electricity. Where necessary, we will balance remaining emissions with carbon removal credits.

GE Aerospace is also driving continuous progress toward its ambition of achieving Scope 3 net zero carbon emissions from the use of sold products for commercial engines by 2050.⁵

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; and Purchasing.

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.

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 a recalculation of base year emissions.

⁵ GE Aerospace's ambition to achieve net zero by 2050 for Scope 3 carbon emissions from the use of sold products is limited to commercial engines and does not include defense or aeroderivative gas turbines.

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 (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Sulfur hexafluoride (SF₆)

Hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and nitrogen trifluoride (NF₃) are included under fugitive emissions.

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.

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 Scopes 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 businesses, etc. For discussion on the organizational boundary for Scope 3, please see Section 4.

1.1.4—Operational boundary

The CY 2025 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 organization 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 into 15 categories. In this GHG IMP, reporting and methodology is limited to category 11—use of sold products.

Operational activities excluded from the boundary are:

- Motor vehicles controlled by GE Aerospace but not centrally managed by the Fleet and Transportation team

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.

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	AR6 2021	AR4 2007	AR5 2014	AR6 2021	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				29.8				82.5
CH ₄ non-fossil origin	25	28	34	27.2	72	84	86	80.8
N ₂ O	298	265	298	273	289	264	268	273

Equivalent region factors for sites not in the U.S. should be based on the Köppen 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)

$$= \text{CBECS activity data factor} \left(\frac{\text{kWh}}{\text{sf}} \right) \times \text{site's area (sf)}$$

Natural gas (kWh)

$$= \text{CBECS activity data factor} \left(\frac{\text{kWh}}{\text{sf}} \right) \times \text{site's area (sf)}$$

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 fugitive 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 jet fuel, natural gas, or SAF. Fuel use information is based on procurement invoices with data collected in EMIS when meter data is not available.

In 2025, GE Aerospace used SAF in its engine testing. Following the GHG Protocol, CO₂ emissions from SAF are biogenic emissions and are therefore reported separately, while emissions from CH₄ and N₂O 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 is comprised of gasoline and diesel fuel. 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).

Fuel usage information is processed in EMIS with invoice validation.

2.3—Fugitive emissions

GE Aerospace reports emissions from the use of sulfur hexafluoride (SF₆) in metal molting processes that can escape over time and need replenishment.

For direct hydrofluorocarbon (HFC) emissions resulting from servicing or disposal of refrigeration and air-conditioning equipment, GE Aerospace utilizes the screening method in accordance with the GHG Protocol^E combined with actual refrigerant leak data from sites where this information is available from internal survey. Estimates for locations where data is not available are calculated using the formula below:

Site fugitive emissions (MT CO₂e)

$$= \text{Site area (ft}^2\text{)} \times \frac{\text{Total emissions of surveyed sites (MT CO}_2\text{e)}}{\text{Total area of surveyed sites (ft}^2\text{)}}$$

2.4—SAF book-and-claim

In 2025, GE Aerospace purchased and retired SAF credits through book-and-claim. In this model, SAF is not directly delivered to GE Aerospace facilities, but to airports worldwide. Emission reductions from book-and-claim are reported separately from Scope 1 and 2 totals.

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:

$$\text{Scope 2 emissions} = \text{Purchased energy (kWh)} \times \text{GHG emission factor (kg CO}_2\text{e/kWh)}$$

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 Scope 2 market-based GHG emission factor is assumed to be zero. EMIS calculates GHG emissions from electricity use data at the account level multiplied by market-based emission factors as described above.

3.3—Carbon-free and renewable electricity

Carbon-free electricity refers to electrical energy generated that does not directly emit carbon dioxide while operating. This includes renewables like solar, wind, geothermal, hydro-power, along with nuclear power. Renewable electricity is a type of carbon free electricity from sources that are naturally replenished, excluding nuclear energy.

GE Aerospace's carbon-free and renewable energy use is based on generation from GE Aerospace-owned renewable assets, power purchase agreements (PPAs), retail supply agreements, "green" tariffs, or other instances where GE Aerospace has purchased an Environmental Attribute Certificate (EAC). Market-based GHG emissions from these

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, Category 11

GE Aerospace uses the financial control approach, as defined in the GHG Protocol, to calculate Scope 3 emissions from the use of sold products, due to the need to account for various joint venture partnerships within our product portfolio.

4.1—Use of sold products—commercial engines

To calculate Scope 3 emissions from the use of sold products for regional jet, narrowbody, and widebody commercial aircraft engines, GE Aerospace uses the following variables from multiple data sources, including, but not limited to, Cirium, WingX, etc. These data sources are reviewed annually to identify areas where updates are needed (changes > 5% compared to the numbers used for the baseline model). Parameters included in the calculations:

- Number of engines sold by GE Aerospace and GE Aerospace Partnership companies in the year of record for installation on new aircraft, along with the aircraft type on which each engine will be installed.⁶ For CFM International and GE Honda Aero Engines LLC, these partnerships are 50/50 equity share joint ventures. Thus, GE Aerospace reports 50% of the calculated Scope 3 USP emissions from engines sold in the reporting year, to obtain our net emissions value. This affects our LEAP 1A, 1B, and 1C products, as well as our HF120 products

- 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 aircraft⁷
- Average utilization (flights/year)⁸
- Average flown distance (nautical miles)⁹
- Average passenger load factor (percentage)⁹
- Average passenger weight (pounds)¹⁰
- Engine weight (by engine model)¹¹
- Aircraft operating weight empty (OWE)¹²
- Jet A fuel Well-to-Wake (WtW) emissions factor¹³
- Business jet-specific information¹⁴

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 CO₂ emissions over the life of all commercial aircraft products can then be calculated as follows:

GE Aerospace lifetime (gross) emissions

Lifetime (gross) emissions (t CO_{2e})

$$= \frac{\text{Lifetime fuel burn (lb)} \times \left(\frac{\text{kg CO}_2\text{e}}{\text{kg fuel}} \right)}{2,204.6 \left(\frac{\text{lb}}{\text{t}} \right)}$$

where:

Lifetime fuel burn (lb)

$$= \text{Fuel burn per trip (lb)} \times \text{Average utilization (flights per year)}$$

$$\times \text{Average service life (years)}$$

The fuel lifecycle emissions factor is 3.846 kg CO_{2e}/kg fuel, derived from ICAO's value of 89 grams of CO_{2e} per megajoule. This value includes Well-to-Wake (WtW) CO_{2e} emissions created from both the production and combustion of jet fuel.

Commercial engines sold by GE Aerospace are considered intermediate products. 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 delivered using (1) a mass allocation (engine weight) factor, and (2) an equity share allocation factor.

Mass allocation

The engine weight factor is calculated:

$$\text{Engine weight fraction (\%)} = \frac{\text{Engine weight (lb)} \times \text{Engine count per platform}}{\text{Average aircraft weight (lb)}}$$

GE Aerospace lifetime (net) emissions

GE Aerospace lifetime (net) emissions (t CO_{2e})

$$= \text{Lifetime (gross) emissions (t CO}_2\text{e)} \times \text{Engine weight fraction (\%)} \times \text{GE Aerospace equity share allocation (\%)}$$

⁶ GE Aerospace internal records.

⁷ <https://www.cirium.com/> (subscription required).

⁸ <https://www.flightradar24.com/33773078/2> (subscription required).

⁹ <https://www.iata.org/en/iata-repository/pressroom/fact-sheets/fact-sheet-benefits-aviation-statistics/>.

¹⁰ https://www.iata.org/contentassets/139d686fa8f34c4ba7a41f7ba3e026e7/iata-rp-1726_passenger-co2.pdf.

¹¹ Engine weights from Type Certificate Data Sheets (TCDS) available from the FAA's Dynamic Regulatory System.

¹² See Airbus, Boeing, Bombardier (CRJ700, CRJ900, CRJ1000); COMAC (ARJ21); Embraer (E170, E175, E190, E195).

¹³ See ICAO CORSIA documentation.

¹⁴ See <https://wingx-advance.com/> (subscription required).

GE Aerospace (net) emissions intensity:

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

$$\begin{aligned}
 & \text{GE Aerospace (net) emissions intensity} \left(\frac{\text{g CO}_2\text{e}}{\text{RPK}} \right) \\
 &= \frac{\text{GE Aerospace lifetime (net) emissions (t CO}_2\text{e)}}{\text{Lifetime RPKs (millions)}}
 \end{aligned}$$

where:

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

Net emissions for 2025 Scope 3 Use of Sold Products are estimated at 37.9 million metric tons CO₂e (t CO₂e). This compares against 52 million t CO₂e in 2019.

Gross emissions for 2025 are estimated at 648 million t CO₂e. This compares against 814 million t CO₂e 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 using a mass basis.

4.2—Use of sold products—military engines

To calculate Scope 3 use of sold products emissions for military engines, GE Aerospace uses the following variables from multiple public and proprietary data sources, including:

- Number of military engines sold by GE Aerospace in the year of record for installation on new aircraft, along with the aircraft type on which each engine will be installed
- Number of engines per platform
- Engine dry weight
- Aircraft operational weight empty (OWE)
- Aircraft max takeoff weight (MTOW)
- Average hourly fuel burn rate
- Aircraft design service life

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 military applications.

The total CO₂e emissions over the life of a given aircraft series can then be calculated as follows:

$$\begin{aligned}
 & \text{Lifetime (gross) emissions (t CO}_2\text{e)} \\
 &= \frac{\text{Lifetime fuel burn (lb)} \times \text{Fuel lifecycle emissions factor} \left(\frac{\text{kg CO}_2\text{e}}{\text{kg fuel}} \right)}{2,204.6 \left(\frac{\text{lb}}{\text{t}} \right)}
 \end{aligned}$$

where:

$$\begin{aligned}
 & \text{Lifetime fuel burn (lb)} \\
 &= \text{Fuel burn per hour (lb/hr)} \times \text{Design service life (lifetime hours)}
 \end{aligned}$$

The fuel lifecycle emissions factor is 3.846 kg CO₂e/kg fuel, derived from ICAO’s value of 89 grams of CO₂e per megajoule. This value includes Well-to-Wake (WtW) CO₂e emissions created from both the production and combustion of jet fuel.

Military engines sold by GE Aerospace are considered intermediate products. 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 delivered using a mass allocation (engine weight) factor.

Engine weight factor

The engine weight factor is calculated as:

$$\begin{aligned}
 \text{Engine weight fraction (\%)} &= \frac{\text{Engine weight (lb)} \times \text{Engine count per platform}}{\text{Average aircraft weight (lb)}}
 \end{aligned}$$

GE Aerospace lifetime (net) emissions

$$\begin{aligned}
 & \text{GE Aerospace lifetime (net) emissions (t CO}_2\text{e)} \\
 &= \text{Lifetime (gross) emissions (t CO}_2\text{e)} \times \text{Engine weight fraction (\%)}
 \end{aligned}$$

4.3—Use of sold products—aeroderivatives (gas turbines)

To calculate Scope 3 use of sold products emissions for gas turbines, GE Aerospace uses the following variables from multiple public and proprietary data sources, including:

- Number of gas turbines sold by GE Aerospace in the reporting year, including the sold configuration of the turbine
- Lifetime operation (years)

- Annual utilization factor
- Average hourly emissions (MTCO₂e/hr)

The total CO₂e emissions over the life of a given gas turbine configuration can then be calculated as follows:

$$\begin{aligned}
 & \text{Lifetime (gross) emissions (t CO}_2\text{e)} \\
 &= \frac{\text{Lifetime fuel burn (lb)} \times \text{Fuel lifecycle emissions factor} \left(\frac{\text{kg CO}_2\text{e}}{\text{kg fuel}} \right)}{2,204.6 \left(\frac{\text{lb}}{\text{t}} \right)}
 \end{aligned}$$

where:

$$\begin{aligned}
 & \text{Lifetime fuel burn (lb)} \\
 &= \text{Fuel burn} \left(\frac{\text{lb}}{\text{hr}} \right) \\
 &\times \frac{\text{(Lifetime operation (years))} \times \text{Annual utilization factor (\%)}}{(365 \times 24)}
 \end{aligned}$$

As gas turbines typically burn natural gas (CH₄) for fuel, the respective GHG warming constants from the IPCC Sixth Assessment report are used to calculate the CO₂e emissions factor.

Unlike GE Aerospace’s other products, gas turbines are not considered intermediate products as they are primarily used for stationary power generation, not transportation. Thus, a mass allocation factor is not applied and the entirety of lifetime gross emissions of gas turbines are accounted for.

4.4—Use of sold products—excluded businesses

For inventory management purposes, GE Aerospace applies an internal quantitative screening threshold intended to ensure that reported Scope 3 emissions represent at least 95% of total estimated emissions. Any excluded activities are documented with supporting rationale, including estimated magnitude, data availability, influence, risk, and sector relevance. GE Aerospace subsidiary businesses (Avio Aero, Colibrium, Dowty, and Unison) are screened using a “representative components” approach method. Each business provides information on their best-selling, or “representative,” components sold in the reported calendar year as a percentage of total revenue (i.e., “50 units of component X were sold, comprising 26% of annual sales”) to estimate net emissions allocated to GE Aerospace.

As the combined net emissions of all four businesses is estimated to be less than 1% of GE Aerospace’s net Scope 3 category, the emissions are considered non-material.

5—Verification

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

6—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>

F—GHG Protocol: Calculating HFC and PFC Emissions from Manufacturing, Installation, Operation and Disposal of Refrigeration & Air-Conditioning Equipment (Version 1.0)—Guide to calculation worksheets (January 2005)
Retrieved from: https://ghgprotocol.org/sites/default/files/hfc-cfc_1.pdf

SOP—Standard 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 WRI/WBCSD in its 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 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 and 2025 (see the [verification statements and applicable data assertions](#)).

2019 calendar year verification statement

2019 CALENDAR YEAR VERIFICATION STATEMENT
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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

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2019 CALENDAR YEAR VERIFICATION STATEMENT
GE AEROSPACE



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 ₂ e	0.2% of Scope 1 emissions (under-reported) 4 immaterial qualitative discrepancies
Scope 2 GHG Emissions (location-based)	513,078 tCO ₂ e	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

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2019 CALENDAR YEAR VERIFICATION STATEMENT GE AEROSPACE



- 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 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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Issued August 2, 2024 in Waterloo, Ontario, Canada

2025 calendar year verification statement

2025 REPORTING YEAR VERIFICATION STATEMENT
GE AEROSPACE



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 2025 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 2025 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 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

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- Motor vehicles owned or leased by GE Aerospace but not centrally managed through a fleet management company
- 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 2025 reporting year period of January 1, 2025, to December 31, 2025.

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 2025 Assertions

Parameter	Assertion	Unresolved Immaterial Discrepancies Discovered
Total Scope 1 GHG Emissions ¹	317,503 tCO ₂ e	0.6% of Scope 1 emissions (under-reported) 5 unresolved immaterial qualitative discrepancies
Total Scope 2 GHG Emissions (Location-Based) ²	433,680 tCO ₂ e	0.1 of Scope 2 location-based emissions (under-reported) 1 unresolved immaterial qualitative discrepancy
Total Scope 2 GHG Emissions (Market-Based) ³	222,052 tCO ₂ e	0.3% of Scope 2 market-based emissions(under-reported) 1 unresolved immaterial qualitative discrepancy

2025 REPORTING YEAR VERIFICATION STATEMENT
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Parameter	Assertion	Unresolved Immaterial Discrepancies Discovered
Total Scope 3 Category 11 GHG Emissions ⁴	172,937,364 tCO ₂ e	No unresolved quantitative discrepancies Two unresolved immaterial qualitative discrepancies
Water Consumption	8,353,805 m ³	1.6% of water consumption (under-reported) 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. 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 2025 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 2025 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

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- 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 2025 reporting year are not, in all material respects, fairly stated in accordance with the criteria noted herein.

2025 REPORTING YEAR VERIFICATION STATEMENT
GE AEROSPACE

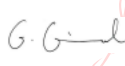


Verifier's Independence, Impartiality, and Competence

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 2025 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 and carbon removal statement

Overview

GE Aerospace supports the long-term sustainable growth of the aviation industry. Our sustainability strategy is aligned with the International Air Transport Association's (IATA) roadmap to achieve net zero CO₂ emissions by 2050, which includes carbon market mechanisms such as carbon credits. GE Aerospace employed carbon removal credits as a lever to reduce our 2025 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, 2025, to December 31, 2025.

Measure

Scope 1 business jet emissions were 726 tCO₂e for 2025, as measured during GE Aerospace's annual GHG inventory across the business.

Assurance of the credit's high quality and confidence in its emissions impact—that a metric ton of CO₂ reduction occurred in the atmosphere for each carbon removal 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 market intermediary and the assessment of a third-party quality evaluator, supplemented with our own technical expertise, to evaluate carbon impact and guide the offset selection.

Reduce

The following carbon instruments were retired for this offsetting:

Project name	Exomad Green, Concepcion
Offset seller	Patch Technologies, Inc.
Offset registry	Puro Registry
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	726 tCO ₂ e
Retirement serial number	58e45595-3a25-4097-bfed-973625d529c6
Retirement date	May 27, 2026

