Moving innovation forward

TCFD Climate-Related Financial Risk Disclosures

June 25, 2026

GE Aerospace

Introduction

This report outlines how climate change may impact GE Aerospace's activities and sets out our approach to mitigating and adapting to potential risks using the TCFD framework. We have assessed our transition and physical risks and opportunities through two focused qualitative climate-related risk assessments.

The governance, strategy, risk management, and metrics and targets discussed herein illustrate how we are enhancing business resilience against climate change uncertainties within a dynamic global environment.

Contents

Governance

Sustainability governance structure

GE Aerospace's sustainability priorities and programs have oversight and responsibility at the Board, senior leadership, and functional levels.

Oversight of corporate strategy is provided by the Board of Directors and its committees, while the senior leadership team develops and drives sustainability strategy, sets priorities, and monitors performance, reporting progress to the Board. Day-to-day sustainability-related activities are coordinated by GE Aerospace's sustainability function.

Board oversight of sustainability

The GE Aerospace Board of Directors oversees the company's sustainability priorities and initiatives as an integrated part of our overall strategy and risk management. Matters related to sustainability often span multiple functional categories and areas of oversight, and therefore involve discussion at the full Board level as well as at individual committees.

The Governance & Public Affairs Committee (Governance Committee) has primary oversight of our priorities and external reporting related to sustainability matters. This includes supporting the full Board's oversight of strategy, risks, and opportunities related to sustainability. The Governance Committee also oversees political spending and advocacy, human rights, and environmental, health, and safety.

The Audit Committee also has a role to play in sustainability matters, to the extent these topics relate to financial reporting and regulatory requirements. This includes reporting on these matters in Securities and Exchange Commission (SEC) filings and data quality related to this reporting.

More information on the role of each committee can be found in our Proxy Statement and in each committee's charter, which can be found on the Governance section of our website.

Management oversight of sustainability

Strong sustainability engagement from management and the sustainability function enables effective oversight and alignment across our organization's key functions. Management oversight responsibilities are distributed across dedicated management committees and functional teams that coordinate on the different topics that are part of our sustainability framework, including climate. These management committees meet regularly to monitor progress against priorities, assess emerging risks, and provide updates to the Board.

Sustainability Senior Aerospace Leadership Team (SALT) Steering Committee

Our Sustainability SALT Steering Committee comprises senior leaders from key business areas and functions. The Committee develops the company's sustainability strategy, focusing on our sustainability priorities, and is responsible for sustainability performance and integration across the company.

The CEO of Software as a Service, Aerospace Carbon Solutions (ACS), and Sustainability—who reports to the GE Aerospace CEO—leads the Sustainability SALT Steering Committee and is responsible for the enterprise-wide execution of our climate strategy, including reporting climate-related topics directly to the Board or its committees.

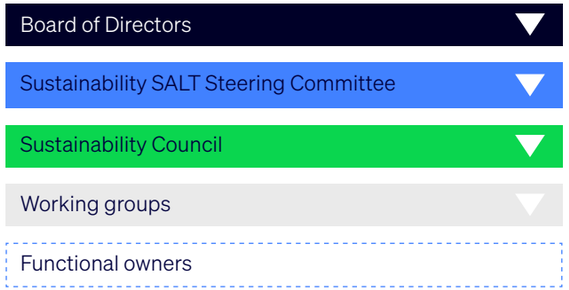
Sustainability Council

Chaired by our sustainability leader and staffed by key corporate functions, including Sustainability, Facilities, Government Relations, Finance, Legal, Human Resources, Engineering, Sourcing, and Strategy, the Sustainability Council meets throughout the year to:

- Support sustainability strategy and implement sustainability initiatives across business units and functions
- Monitor progress toward delivering on sustainability goals established by the Sustainability SALT Steering Committee
- Address gaps in our sustainability programs
- Review sustainability disclosures, including our annual Sustainability Report and regulatory reporting requirements

Progress and challenges in the areas above are escalated to the Sustainability SALT Steering Committee as needed.

Sustainability oversight



Strategy

GE Aerospace focuses on addressing the most material climate-related impacts, risks, and opportunities across our products and operations. Our ambition is to achieve net zero carbon emissions for Scope 3—use of sold products for commercial engines.

We strengthen business resilience to climate risks by advancing innovation in next-generation propulsion, ensuring our products are designed and certified to operate with lower-carbon fuels, and improving operational efficiency. This integrated approach supports long-term value creation while helping the aviation industry progress toward its long-term goal of net zero carbon emissions from flight.

Product innovation

We endeavor to support our customers by continuing to deliver more efficient engines and new forms of propulsion.

For the future of flight, GE Aerospace is advancing new aviation technologies through demonstrators including the CFM RISE program, which brings together key technology pillars, including advanced engine architectures such as Open Fan, compact core designs, and hybrid electric systems. 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%.

Current technologies

With advances in engine architecture, aerodynamics, and advanced materials, today's commercial engines enable up to 40% less fuel consumption and up to 40% less carbon emissions than engines manufactured in the 1970s and 1980s. In addition, technologies such as ceramic matrix composites and additive manufacturing have led to lighter parts with higher capabilities.

Our Software as a Service helps airlines reduce carbon emissions and improve flight operations using data they already have.

Our suite of cloud-based tools includes Fuel Insight, FlightPulse™, and Airspace Insight software, which use data to optimize flight plans and routes for fuel savings, as well as Safety Insight, which helps aircraft operations fly more safely. These tools support data-driven decisions that improve fuel efficiency, lower costs, and help operators prioritize the actions with the greatest potential impact across their fleets while maintaining the highest level of safety.

GE Aerospace's roadmap for the future of flight

This summary shows our across-the-board activities to support the future of flight, including the development of more efficient engine technologies compatible with alternative fuels, by collaborating with others across the industry.

Actions pre-2020	2020–2030	2030–2050
Engine technology		
• More fuel-efficient commercial engine products certified: Passport, GEnx, CFM LEAP • Twin Annular Premixing Swirler combustor to reduce nitrogen oxide (NOx) emissions • Fewer part counts, optimized part designs from additive manufacturing vs. conventional manufacturing	• More fuel-efficient commercial engines certified, e.g., GE9X • CFM RISE program unveiled, advancing a suite of engine technologies including advanced engine architectures such as Open Fan, compact core, and hybrid electric systems • World's first to test high-power, high-voltage hybrid electric components in simulated altitude conditions up to 45,000 feet • Agreement with U.S. Department of Energy to expand supercomputing capability for revolutionary new Open Fan engine architecture • GE Aerospace, Boeing, and NASA study performance of installed Open Fan engine design • CFM and Airbus Open Fan Flight Test Demonstration planned	• Potential entry into service of new engine technologies that, combined, could achieve at least 20% better fuel efficiency than today's most efficient commercial engines
Flight operations		
• Real-time data monitoring of operator fleets • Flight Management System for optimized airport descents • Fuel Insight software enables increases in fuel efficiency, lower costs, and reductions in carbon emissions	• Expanded real-time data monitoring and records • Fuel Insight, FlightPulse™, and Airspace Insight software • Software from Aerospace Carbon Solutions enables airlines to manage CO_2 and non-CO_2 emissions	• Enhanced flight data analytics for fuel savings recommendations while maintaining the highest level of safety
Sustainable Aviation Fuel (SAF)		
• All GE Aerospace and partner engines can operate on approved SAF blends • Industry's first commercial airliner flight with 100% SAF in both GE90 engines[1] • Active participation in ASTM International for qualification of new SAF production pathways and co-processing approaches	• Tested 10th aircraft engine model with 100% SAF[1] • Chair ASTM International committee responsible for SAF pathway qualifications and development of 100% drop-in SAF specification[2] • Support the broader adoption of SAF via industry book-and-claim mechanisms	• Support adoption of 100% SAF[1] • GE Aerospace and partner engines can operate on 100% drop-in SAF once approved for commercial use[2]
Market-based mechanism		
	• Support access to CORSIA-eligible carbon credits for the aviation industry[3]	• Support access to CORSIA-eligible carbon credits for the aviation industry[3]

2025 and 2026 progress

- Announced a strategic partnership and equity investment in BETA Technologies to accelerate the development of hybrid electric aviation
- GE Aerospace successfully demonstrated a narrowbody hybrid electric engine system in ground test
- The Civil Aviation Authority of Singapore, CFM International, and Airbus signed a Memorandum of Understanding to establish Singapore as the world's first airport testing ground for operations of CFM's next-generation RISE technologies, with a focus on Open Fan engine architecture
- CFM and Airbus teams continue to work together on engine and aircraft design integration in preparation for an Open Fan Flight Test Demonstrator
- Avio Aero receives U.S. Federal Aviation Administration (FAA) certification for Catalyst™ turboprop engine
- Continued procuring blended SAF physically delivered to Peebles Test Operation and sustainable fuel certificates for neat SAF, through book-and-claim

1 100% SAF is Synthetic Aviation Turbine Fuel (SATF) fully comprised of renewable synthesized hydrocarbons and therefore not blended with a conventional blending component.
2 "Drop-in" means the fuel is equivalent to Jet A or Jet A-1, and it can be directly substituted without any modifications to engines and aircraft.
3 CORSIA is the Carbon Offsetting and Reduction Scheme for International Aviation.

Operations

Our goal is to achieve net zero carbon for Scope 1 and 2 operational emissions by 2030.[4]

To do so, we are using FLIGHT DECK, our proprietary lean operating model, to increase energy efficiency and, where feasible, transition to decarbonized power. While we are focused on driving absolute reductions to achieve net zero, we plan to balance remaining emissions with carbon removal credits. GE Aerospace internally tracks progress to established targets against a 2019 base year.

Driving energy efficiency

GE Aerospace uses a carbon KPI to track carbon emissions reductions at participating sites. These sites are required to track energy usage every month and prepare action plans using FLIGHT DECK to achieve targets.

The success of the carbon KPI is supported at the site level by facility representatives, who work with the central team to identify and implement projects to improve KPI performance.

Using lower-carbon fuels in our testing operations

SAF is expected to be a significant contributor to reducing the carbon intensity of commercial aviation, and GE Aerospace has been active in the assessment and qualification of SAF since 2006.

We are putting our capabilities into practice through the use of available levers to help address our own Scope 1 emissions. This involves purchasing neat SAF through the book-and-claim system.

Market-based solutions

By decoupling the physical fuel product from its lifecycle carbon emissions reduction, book-and-claim enables greater SAF adoption by eliminating the geographic barriers to benefiting from the use of SAF, allowing more customers to participate in SAF investments. This minimizes the added environmental footprint of physically delivering SAF by uplifting near the point of production and taking credit for SAF's environmental benefits.

GE Aerospace intends for these actions to encourage wider adoption and use of SAF via book-and-claim and other market-based solutions.

Carbon-free electricity[5]

In addition to making operational improvements in energy efficiency, we are also focused on procuring carbon-free electricity, including on-site solar. We are actively engaging with energy providers and identifying market opportunities such as power purchase agreements (PPAs), which support the development of renewable energy projects.

Climate-related risks and opportunities assessments

We have assessed our transition and physical risks and opportunities through two focused qualitative climate-related risk assessments using scenario analysis. The qualitative results of both assessments are detailed below.

Physical risk assessment

A global physical climate-related risks and exposures assessment was conducted in 2024 by a third-party specialist. The assessment used engineering data from site visits at selected locations and the latest climate insights to assess physical climate-related risks and exposures. We identified acute and chronic risks specified by weather and other events impacted by climate change according to different climate scenarios and timeframes, business interruptions, and outlooks for climate change impacts at specific locations. The assessment utilized the Representative Concentration Pathways (RCPs).

This physical climate-related scenario analysis covered two timeframes:

- ***Medium term (by 2030)***
- ***Long term (by 2050)***

Short-term scenarios were not included in the analysis, as the most significant physical impacts of climate change are anticipated to manifest over the medium and long terms.

Scenario descriptions (IPCC trajectory alignment)

RCP 2.6[6]	**Low:** Based on the RCP 2.6 scenario, the radiative forcing is limited to 2.6 W/m². Global mean surface temperature continues to rise but is projected to stay below 2°C above preindustrial levels by 2050. This scenario is considered the best case for limiting climate change impacts. It requires a major turnaround in climate policies and concerted worldwide actions to reduce GHG emissions drastically.
RCP 4.5[6]	**Intermediate:** The radiative forcing is limited to 4.5 W/m². Global mean surface temperature continues to rise and is projected to reach 2°C above preindustrial levels by 2050. This scenario assumes a stabilization of GHG emissions by 2050 and a decline afterward.
RCP 8.5[6]	**High:** The radiative forcing is assumed to increase up to 8.5 W/m². Global mean surface temperature continues to rise and is projected to exceed 2°C above preindustrial levels by 2050. This scenario represents the highest GHG emissions scenario.

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

5 Carbon-free electricity refers to electrical energy produced from resources that generate no carbon emissions while operating, including solar, wind, hydro, geothermal, and nuclear. Renewable electricity is energy from sources that are naturally replenished, excluding nuclear energy. Please see our 2026 Supplementary Materials for further information and definitions.

6 RCP refers to Representative Concentration Pathways, as described by the IPCC in the sixth assessment report, found here.

Transition risk assessment

A qualitative climate-related transition risks and opportunities assessment was completed in 2024. This assessment was led by the Sustainability team with the support of external third-party specialists. As part of the assessment, a series of workshops with representatives from different functions across the company were hosted with the objective to refine and validate a process to identify and assess climate-related risks and opportunities.

The overall exercise included a qualitative climate risk assessment, including resilience, that considered two potential climate pathways covering a broad spectrum of outcomes to help consider risks and opportunities that may arise. Scenarios were built using publicly available data sources, including assessments and reports by the IPCC and the International Energy Agency (IEA) on climate emission pathways.

This climate-related transition risks and opportunities assessment analysis covers the following three timeframes:

- ***Short term (2025–2026)***
  Aligned with TCFD recommendations for assessing impact of current state
- ***Medium term (2026–2030)***
  Aligned to company goal of net zero carbon for Scope 1 and 2 operational emissions by 2030
- ***Long term (2030–2050)***
  Aligned to the IEA climate scenarios timeframe

Scenario	Warming scenario (4°C to 5+°C warming by 2100)	Decarbonization scenario (1.5°C to 2°C warming by 2100)
Reference scenarios	IPCC SSP5-RCP 8.5, IEA Stated Policies Scenario (STEPS), NGFS Current policies	IPCC SSP1-RCP 2.6, IEA Net Zero Emissions by 2050 Scenario (NZE), NGFS Net Zero 2050
Overall trend	Climate change more pronounced Physical risks more prominent Adaptation required	Climate policy more pronounced Transition risks more prominent Mitigation required
GHG emissions rise	Emissions continue rising at current rates	Emissions are aggressively mitigated, reaching net zero by 2050
Temperature rise	2.4°C (4.3°F) by 2050 Warming up to ~4.4°C (7.9°F) expected by 2100, leading to an increase in chronic risks such as drought	~1.5°C (2.7°F) by 2050 vs. preindustrial levels Limiting warming to 1.5°C by 2100

Climate-related risks and opportunities

GE Aerospace has analyzed its climate-related risks and opportunities under a range of potential futures, from higher-warming scenarios with limited regulatory action to more stringent decarbonization pathways. Through technology advancement and collaboration, the company is well placed to navigate climate-related transition risks and take advantage of climate-related opportunities. To address physical risks, we regularly review and update our business continuity plans and capital investments, building resilience into our operations and adapting as conditions and forecasts evolve. The table below covers key identified risks and opportunities.

Physical risk	Risk	Potential impact on operations, strategy, and financial planning	Response/resiliency	Time horizon
Acute and chronic	Damage or disruption due to extreme weather events	Potential damage or disruption to GE Aerospace sites and operations due to increased frequency and severity of extreme weather events such as flooding and high winds. Increased temperatures could result in increased OpEx costs.	At GE Aerospace, we reduce potential risk at our global operations through property loss prevention plans, business continuity plans, energy-efficiency programs, and capital investments for maintenance and upgrades to our facilities to build resilience into our operational infrastructure.	Long term (2030–2050)

Transition risk	Risk	Potential impact on operations, strategy, and financial planning	Response/resiliency	Time horizon
Policy	Regulatory requirements and compliance landscape	Our business and financial performance may be adversely affected by climate and environmental factors, including changes in regulations, customer demand, technologies, and extreme weather. Environmental and climate-related laws or regulations, including regulations on greenhouse gas emissions caps, carbon pricing and taxes, energy taxes, product fuel efficiency standards, and mandatory disclosure obligations, as well as industry actions in response, continue to evolve and reflect a range of views among global regulators and other stakeholders; these may present risks to our business and financial results and increase our operational and compliance expenditures and those of our customers and suppliers.	While the Paris Agreement sets broader climate goals that encompass all sectors, the efforts of the International Civil Aviation Organization (ICAO) are more tailored to the unique challenges and requirements of the aviation industry, focusing specifically on mitigating the emissions from aircraft operations. We support ICAO's work, including fuel-efficiency standards for aircraft and its Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). We also promote research into technology and materials to improve fuel efficiency and reduce emissions, such as those in development through the CFM RISE program and with more efficient flight planning. See below for our response to specific policy, technology, and market risks that may be impacted by the overall regulatory landscape.	Mid to long term (2025–2050)

Transition risk	Risk	Potential impact on operations, strategy, and financial planning	Response/resiliency	Time horizon
Policy	Carbon pricing schemes	Changes in environmental and climate-related laws or regulations could increase our operational and compliance expenditures and those of our suppliers, including increased energy and raw material costs and costs associated with manufacturing impacted by carbon pricing schemes. Carbon emissions schemes could become increasingly stringent in the future, particularly in a decarbonization scenario.	While carbon pricing schemes primarily impact our Scope 1 emissions, we continue to make progress toward reducing carbon emissions in our facilities and operations through a strategy that focuses on three key levers: • Infrastructure investments, operational optimization, and FLIGHT DECK fundamentals to improve energy efficiency and engine acceptance testing fuel efficiency • Sourcing carbon-free electricity • Exploring the use of lower-carbon fuels such as SAF at our engine testing operations and SAF credits through book-and-claim	Mid to long term (2025–2050)
Technology	Increasing demand for transitioning to lower-emissions technologies, including shifts in consumer demand for air travel	Failure to respond to changing consumer preferences for lower-emissions technologies, alternative energy and fuel sources, and climate adaption products and services could result in reduced sales and loss of competitive advantage, potentially impacting revenue as well as our reputation in the market.	Over the last decade, we have introduced new engines in virtually every market segment that offer fuel-efficiency improvements compared to their predecessors. We benefit from partnerships with peer companies, aircraft manufacturers, and government entities, all of which demonstrate the strength of our team and technology portfolio. Building on four decades of investment that made our engines quieter and more efficient, GE Aerospace and Safran Aircraft Engines unveiled a bold technology development program in June 2021. The CFM RISE program will demonstrate and develop a range of disruptive technologies with several goals in mind. See Strategy—Product innovation. GE Aerospace and partner engines can operate on 100% drop-in SAF once approved for commercial use.	Mid to long term (2025–2050)
Technology	Limited availability of low-emission fuel	The aerospace sector's ambition to reduce carbon emissions over the coming decades is likely to depend in part on technologies that are not yet deployed or widely adopted today, and it will likely require a combination of changes such as continued technological innovation in the fuel efficiency of engines, expanded use of SAF, and the development of electric flight and hydrogen-based aviation technologies. The risk of insufficient availability of low-carbon fuels may compromise the pace and degree of emissions reduction.	Working closely with producers, regulators, policymakers, and operators, GE Aerospace continues to drive the assessment and qualification of SAF while advocating for incentives that will make SAF more available and affordable. As well as advocating for policies and initiatives that support availability and engaging with governments on policy and regulation development, we take a leadership role in many organizations, committees, and task forces that are working to approve new production pathways and standardize specifications. One of our fuel experts chairs the ASTM International committee that owns the industry's only synthetic aviation turbine fuel specification and oversees the qualification of SAF pathways. He also chairs the ASTM task force standardizing 100% drop-in SAF.	Mid to long term (2025–2050)

Transition risk	Risk	Potential impact on operations, strategy, and financial planning	Response/resiliency	Time horizon
Technology	Unsuccessful investment in new engine technology	Under-investment in research and development and innovation, or investment in technologies that prove to be less competitive in the future (at the expense of alternative investment opportunities not pursued), could lead to loss of sales of our products or services in the future due to the long product development cycles in our business.	GE Aerospace is focusing on collaborating with other industry participants on bringing into service breakthrough technologies in the mid-2030s to help achieve absolute emission reductions for the aviation sector's path to net zero. Our collaborative work with Safran Aircraft Engines (the RISE program) and NASA (Electrified Powertrain Flight Demonstration project and Hybrid Thermally Efficient Core program) is aimed at helping us stay at the forefront of our customers' needs.	Mid to long term (2025–2050)
Market	Shifts in customer preference from GE Aerospace products toward competition as competitors make advancements in relation to implementation of low-carbon technologies	We also face risks as our competitors may develop these new technologies before we do, their new technologies may be deemed by our customers to be superior to technologies we may develop, and their technologies may otherwise gain industry acceptance in advance or instead of our products. In addition, as we and our competitors develop increasingly low-emissions technologies, demand for our older offerings may decrease or become nonexistent.	GE Aerospace remains focused on innovating cutting-edge technology and making operational improvements to help meet historic demand while decreasing emissions. We invested approximately $3 billion in research and development (R&D) in 2025, including the development of technologies for a more efficient future of flight. Our R&D spend has contributed to the development of new technologies, as described for the risk above, which helps maintain our competitive position in the market.[7]	Mid to long term (2025–2050)

Transition opportunity	Opportunities	Potential impact on operations, strategy, and financial planning	Response/resiliency	Time horizon
Market	Air travel market growth	The post-pandemic commercial aerospace recovery remains robust. The demand for new engines and aftermarket services continues increasing, powered both by the world returning to flight and airlines looking to expand and modernize their fleets. We continue to take actions to serve our customers as demand in the global airline industry increases. With a strong commitment to R&D, GE Aerospace is focused on inventing the future of flight, which can lead to improved sales and therefore increased revenue.	Breakthrough technologies (e.g., Open Fan, hydrogen, hybrid electric) could generate opportunity through accelerated fleet replacement if GE Aerospace products are significantly more efficient than competitors.	Long term (2030–2050)
Technology	Successful new low-emissions engine technology	Advanced propulsion technologies, aircraft operations, and other specific advancements that are instrumental in helping our customers improve the efficient use of energy (fuel) in their future aircraft. We endeavor to support our customers by continuing to deliver more efficient engines and new forms of propulsion.	Significant R&D investment, combined with our scale, provides opportunities to capitalize on low-emissions technologies.	Long term (2030–2050)

7 Amount represents research and development as reported and defined in our 2025 Form 10-K and includes customer and partner funding.

Enterprise risk management

GE Aerospace manages enterprise risk using a defined process, active leadership involvement, and robust governance practices.

Our enterprise risk management (ERM) framework includes a multi-tiered, holistic review with a quarterly cadence intended to inform our annual long-term strategy planning. Through this process, our senior management defines, identifies, and prioritizes top enterprise risks.

The foundational tier of our ERM framework is a working committee, comprising senior leader representatives from across the enterprise, co-chaired by the Chief Compliance Officer and Chief Risk Officer. This committee assigns business risk owners to key top risks, defines our company's risk profiles, and reviews risk tolerances and response strategies. Its output is brought to our Executive Risk Committee, comprising members of the SALT, co-chaired by the General Counsel, Chief Financial Officer, and Chief Compliance Officer. This committee provides additional oversight, approves risk tolerances, and escalates key risks to the Audit Committee and Board.

This structure drives accountability in our business, supporting effective risk management practices. Ultimately, the Audit Committee oversees GE Aerospace's ERM framework. Both the Audit Committee and Board receive enterprise risk reports from the Chief Compliance Officer. Our governance principles and committee charters define the risk areas for which each committee has ongoing oversight responsibility. The Board, as a whole, focuses on the most significant risks facing the company.

Climate-related risks are integrated in our ERM framework and are therefore subject to the ERM governance process and reviews.

Data tables

We build on the spirit of invention that has fueled us for over a century to help achieve net zero carbon for Scope 1 and 2 operational emissions by 2030 and our ambition to achieve net zero by 2050 for Scope 3 carbon emissions from the use of sold products.[8]

Description	Unit	2019[9]	2023	2024	2025
Global GHG emissions[10]					
Scope 1 and 2 emissions[11]					
Scope 1 emissions (location-based)	metric tons CO_2e	428,000	294,537	288,663	317,503
Scope 2 emissions (location-based)	metric tons CO_2e	513,078	441,385	418,013	433,680
Scope 2 emissions (market-based)	metric tons CO_2e	523,490	434,056	261,563	222,052
Market-based solutions as a Scope 1 decarbonization lever[12]	metric tons CO_2e	—	—	—	-5,563
Scope 3 emissions, category 11—use of sold products					
Scope 3 net carbon emissions from use of sold products for commercial engines[8,13]	million metric tons CO_2e	51.35	30.62	27.86	37.87
Scope 3 net carbon emissions from use of sold products for defense and marine engines	million metric tons CO_2e	—	—	—	1.13
Other Scope 3 emissions from use of sold products commercialized by other companies[14]	million metric tons CO_2e	—	—	—	133.94
Scope 3 carbon emissions intensity—use of sold products for commercial engines[13]	grams CO_2e/RPK	5.96	5.17	5.37	5.32
Global energy used					
Operational energy used	MWh	3,255,320	2,476,158	2,494,212	2,564,544
Total electricity[15]	MWh	1,400,434	1,276,090	1,277,961	1,342,537
Carbon-free electricity used[16,17]	MWh	—	77,198	451,388	619,000
Percentage carbon-free electricity	percentage	—	6	35	46
Renewable electricity used[18]	MWh	2,116	42,158	381,308	549,027

8 Statements about GE Aerospace's ambition to achieve net zero by 2050 for Scope 3 carbon emissions from the use of sold products relate to commercial engines, and do not include defense, marine, or aeroderivative gas turbines.

9 GE Aerospace uses 2019 as the baseline year for emissions tracking. This baseline reflects the company's current operations. Significant changes affecting emissions by more than 5% will prompt a recalculation of this baseline.

10 Carbon emissions for base year 2019 and reporting years 2023–2025 have undergone limited assurance by an external audit.

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

12 Includes SAF certificates (SAFc) in tons of CO_2 and offsets from carbon removal credits.

13 Figures do not include any SAF projection over the forecast product life.

14 Refers to aeroderivative gas turbines sold by Aero Alliance, a joint venture between GE Vernova and Baker Hughes, for power generation and oil and gas industry applications.

15 Total includes the electricity usage for facilities and fleet.

16 Carbon-free electricity refers to electrical energy produced from resources that generate no carbon emissions while operating. Please see our 2026 Supplementary Materials for further information and definitions.

17 Data includes Environmental Attribute Certificates (EACs) (bundled and unbundled) and on-site generation.

18 Please see our definitions 2026 Supplementary Materials for further information and definitions.

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.

Definitions

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

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.

GE Aerospace