

Boeing Scopes-3 Greenhouse Gas Emissions Supplement to the 2024 Sustainability and Social Impact Report

Introduction

This supplement to Boeing's [2024 Sustainability & Social Impact Report](#) provides additional detail and context for understanding our disclosure of greenhouse gas (GHG) emissions. Boeing has been sharing our Scope 1, Scope 2 and Scope 3 – Category 6 (Business Travel) emissions for over a decade. We more recently calculated and disclosed Scope 3 – Category 11 (Use of Sold Products) GHG emissions, for both sold commercial (first shared in 2021) and defense aircraft (2022) and continue to do so in the 2024 Sustainability & Social Impact Report. Our commitment to enhancing fuel efficiency in our aircraft and conserving energy at our operational sites has been a longstanding priority. This supplement includes emissions calculations for previous years and provides additional information about our methodology. We provide this as part of our stakeholder-oriented reporting, as we continue support of the commercial aviation industry's ambition to be net zero by 2050 and our own Scope 1 and 2 reduction goals.

Approach to GHG Strategy

Boeing considers climate change to be an urgent issue and strives to reduce operational GHG emissions, both during times of growth and during challenging times. In 2018, we set a 2025 Scope 1 and 2 GHG reduction goal with a 2017 baseline. In addition, we established a 2030 Scope 1 and 2 GHG goal during the COVID-19 pandemic, when manufacturing rates were impacted by global conditions. As such, we selected a 2017 baseline as it represented more "normal" operating conditions within the global economy. Our strategy for our operational GHG goals (Scope 1 and Scope 2 emissions) align to a 1.5 degrees Celsius global warming potential scenario, in support of the global climate goals. We have achieved our 2025 Scope 1 and 2 GHG reduction target and continue to focus on driving progress to our 2030 target. We disclose our GHG data annually in our sustainability reporting and the CDP climate questionnaire.

In Boeing's factories and worksites, energy efficiency helps drive our competitiveness and our GHG emissions reduction. We are accelerating our procurement of renewable electricity and have set a target of 100% renewable electricity by 2030, which includes the purchase of renewable electricity and Renewable Energy Certificates. Boeing is a member of both the EPA Green Power Partnership program, and the Renewable Energy Buyers Alliance -- a community of large energy buyers accelerating a lower-carbon energy future. Learn more about our progress on Scope 1 and Scope 2 emissions and our 2030 GHG goal on pages 7-8 of the [2024 Sustainability and Social Impact Report](#).

We have continued working to increase the fuel efficiency of aircraft and have made substantial progress. Boeing and its suppliers have made long-term investments in technological innovation to reduce fuel burn and carbon emissions. In the past two decades, these investments are already decoupling the growth in carbon dioxide (CO₂)

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Governance and Risk Management

The Board of Directors has extensive oversight of strategy development, company culture, political and charitable contributions, corporate sustainability and key strategic, operational and compliance risks. Boeing has established processes to identify, assess, mitigate and manage risk. The Board has delegated to the Audit Committee primary responsibility for oversight of the company's policies, practices and guidelines with respect to risk assessment and risk management, including assessing key strategic, operational and compliance risks.

Please see Pages 9-11 of our [2024 Sustainability & Social Impact Report](#) for further details about sustainability governance and risk management.

Methodology

Boeing calculates emissions in accordance with the Greenhouse Gas Protocol (GHG Protocol) ², which was developed by the World Resources Institute (WRI) in partnership with the World Business Council for Sustainable Development (WBCSD). Each year, we calculate the previous calendar year's emissions (as well as any revised or restated emissions for other years) and receive third-

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Emissions Factors and Sources

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Recalculation & Restatement Procedure

We follow the GHG Protocol Corporate Standard⁴ or significant changes that may trigger a base-year recalculation including the following:

- Structural changes to ownership or control (e.g., mergers, acquisitions, divestitures, and outsourcing and in-sourcing of emitting activities)
- Changes in state of leased assets (ending leases or obtaining new leases)
- Changes in calculation methodology or improvement in the accuracy of emission factors or activity data
- Discovery of significant errors

If any of the changes listed above are relevant and impact the base year in excess of a 5% Scope 1 and Scope 2 significance threshold, the base year and all subsequent years are updated to reflect the latest changes in methodology and data accuracy.

Learn More

Boeing's [2024 Sustainability and Social Impact Report](#) further highlights our ambitions and progress.

⁴ WRI/WBCSD 2004