



The Boeing Company

Disclosures Concerning Greenhouse Gas-Related Claims

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Table of Contents

Table of Contents	1
Disclosures Concerning Greenhouse Gas-Related Claims	2
Appendix A	5
Appendix B	5
Caution Concerning Forward-Looking Statements	6

In this document, Boeing discloses the basis for the company's current claims concerning carbon neutrality and significant reductions in greenhouse gas emissions. These claims are primarily presented in our latest Global Sustainability Report. Boeing's disclosures concerning greenhouse gas-related claims are located throughout the documents identified in the "Additional Disclosures" sections below.

NOTICE CONCERNING HISTORIC STATEMENTS: Boeing's website contains historic statements, including past versions of Boeing's Global Sustainability Report, which are retained for their historical value consistent with Boeing's culture of transparency and continuous improvement. Readers should refer to Boeing's latest Global Sustainability Report for the Company's current perspective.

Disclosures Concerning Greenhouse Gas-Related Claims

Achievement or Goal	Information Documenting Achievement or Interim Progress	Science-Based Target or Relevant Sector Methodology	Independent Third Party Verification	Additional Disclosures
Carbon Emission Offsets				
"We continue to voluntarily offset our Scope 3, Category 6 – Business Travel emissions with third-party verified offsets."	<p>In 2024, Boeing estimates that it emitted a total of:</p> <ul style="list-style-type: none"> Scope 3, Category 6 (business travel): 161,000 metric tons CO₂e <p>Boeing offset Scope 3, Category 6 (business travel) 2024 estimated emissions with 170,191 metric tons of CO₂e of purchased offsets.</p> <p>Annual emissions were calculated in accordance with the Greenhouse Gas Protocol (GHGP). (SOURCE: 2025 Global Sustainability Report, Page 34, Key Data Table).</p> <p>Offsets purchased are disclosed in Appendix A below.</p>	Information about our offsetting methodology can be found in the Offset Factsheet .	<p>Our Scope 1, Scope 2, Scope 3 emissions estimates and renewable energy certificate purchases are independently verified by DNV.</p> <p>Our offsets must be certified by Verra, American Carbon Registry, or Gold Standard, which ensures projects are verified by a third-party.</p>	<p>DNV GL Assurance Statement for GHG Emissions and Water Withdrawal 2024</p> <p>Offset Factsheet</p> <p>GHG Supplement</p> <p>2025 Global Sustainability Report</p>

Commercial Aircraft Fuel Efficiency				
<p>Boeing's newest airplanes are 20-30% more efficient than the in-service airplanes they replace.</p> <p>Claims regarding 737 MAX:</p> <ul style="list-style-type: none"> "The 737 MAX Advanced Technology winglets are the most efficient ever designed for a production airplane... These benefits allow the AT winglets to reduce fuel use and CO2 emissions by up to 2%." <p>Claims regarding 747-8:</p> <ul style="list-style-type: none"> "The 747-8 consumes less fuel per trip and less fuel per seat." "The 747-8 has better fuel economy than any large airplane in service today. Per seat, its fuel efficiency is 16 percent better than that of the 747-400." 	<p>Efficiency estimates are based on standardized aircraft configurations and operational assumptions. Airline configuration and operational choices may affect estimates and in-service results. See Appendix B below.</p> <p>Additional evidence supporting 747-8 efficiency claims can be found on the 747 website.</p>	N/A	N/A	Sustainable Aerospace 737MAX 737MAX By Design 737 Next Generation 747 777x 787 BBJ 737 MAX Family
Reductions in Scope 1 and 2 Emissions				
<p>"Achieved 0.2% reduction in Scope 1 and Scope 2 market-based GHG emissions from 2023 base year"</p>	<p>In 2024, Boeing estimates that it emitted a total of:</p> <ul style="list-style-type: none"> Scope 1: 517,000 metric tons CO₂e Scope 2 market-based: 464,000 metric tons CO₂e <p>In 2023, Boeing estimates that it emitted a total of:</p> <ul style="list-style-type: none"> Scope 1: 536,000 metric tons CO₂e Scope 2 market-based: 380,000 metric tons CO₂e <p>(Source: 2025 Global Sustainability Report)</p>	<p>These figures are calculated in accordance with the Greenhouse Gas Protocol (GHGP).</p> <p>Our Scope 1 and 2 emissions targets were developed in support of limiting to 1.5 °C.</p>	<p>Our Scope 1, Scope 2, Scope 3 emissions and renewable energy certificate purchases are independently verified by DNV.</p>	DNV GL Assurance Statement for GHG Emissions and Water Withdrawal 2024 GHG Supplement

2030 Energy Goal

<p>"Achieve 30% GHG reduction in Scope 1 and Scope 2 market-based emissions from 2023 base year 2 [by 2030]"</p>	<p>Interim progress from 2023 to present day is provided in our Global Sustainability Report.</p> <p>In 2024, we achieved a 0.2% reduction in Scope 1 and Scope 2 market-based GHG emissions from 2023 base year.</p>	<p>These figures are calculated in accordance with the GHGP.</p> <p>Our Scope 1 and 2 emissions targets were developed in support of limiting to 1.5 °C.</p>	<p>Our Scope 1, Scope 2, Scope 3 emissions and renewable energy certificate purchases are independently verified by DNV.</p>	<p>DNV GL Assurance Statement for GHG Emissions and Water Withdrawal 2024</p> <p>GHG Supplement</p> <p>2025 Global Sustainability Report</p>
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Appendix A

The Boeing Company Carbon Offset Retirements 2024

Project Name	Standard	Project Type	Location	Region	Vintage	Volume (CO2)	CORSIA	Reg ID
Keo Seima Sactuary REDD+	VCS	REDD+	Cambodia	Asia	2021	46000	No	1650
EJIDO MEXICO IFM	CAR	IFM (Removals)	Mexico	South America	2021-2022	20000	No	1658
Hiawatha Sportsman's Club IFM	ACR	IFM (Reduction)	United States (Michigan)	North America	2021	20000	No	562
DANC Landfill Gas Destruction Project	CAR	Landfill Gas	United States (NY)	North America	2021	20000	CCP	398
Foam Blowing Agent Project 001	ACR	Industrial Process Emissions	United States (MS)	North America	2023	28000	Aligned	974
Spray Foam Omega 2023	ACR	Industrial Process Emissions	United States (TX)	North America	2023	29000	Aligned	976
A-Gas V12	ACR	Industrial Process Emissions	United States (TX)	North America	2021	15000	Aligned	869

Appendix B

Commercial Aircraft Fuel Efficiency

Model	Reduction in Fuel Consumption	Comparative Airplane	Evaluation Mission
737-8 (162 seats)	~20% lower fuel use and CO2 emissions per seat	737-800 (no winglet) (162 seats)	1,500 nmi
787-8 (248 seats)	~25% lower fuel use and CO2 emissions per seat	767-300ER (no winglet) (197 seats)	3,000 nmi
777-9 (426 seats)	~20% lower fuel use and CO2 emissions per seat	777-300ER (392 seats)	6,000 nmi
777-8F (max structural payload)	~30% lower fuel use and CO2 emissions per tonne	747-400F (max structural payload)	3,000 nmi
Efficiency estimates are based on standardized aircraft configurations and operational assumptions. Airline configuration and operational choices may affect estimates and in-service results.			

Caution Concerning Forward-Looking Statements

This report contains “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. Words such as “may,” “will,” “should,” “expects,” “intends,” “projects,” “plans,” “believes,” “estimates,” “targets,” “anticipates,” and other similar words or expressions, or the negative thereof, generally can be used to help identify these forward-looking statements. Examples of forward-looking statements include statements relating to our future financial condition and operating results, industry projections and outlooks, plans, objectives and goals, planned performance of technology, as well as any other statement that does not directly relate to any historical or current fact. Forward-looking statements are based on expectations and assumptions that we believe to be reasonable when made, but that may not prove to be accurate. These statements are not guarantees and are subject to risks, uncertainties, and changes in circumstances that are difficult to predict. Many factors could cause actual results to differ materially and adversely from these forward-looking statements. Among these factors are risks related to: (1) general conditions in the economy and our industry, including those due to regulatory changes; (2) our ability to achieve our sustainability goals and objectives; (3) our reliance on our commercial airline customers; (4) the overall health of our aircraft production system, production quality issues, commercial airplane production rates, our ability to successfully develop and certify new aircraft or new derivative aircraft, and the ability of our aircraft to meet stringent performance and reliability standards; (5) our dependence on our subcontractors and suppliers, as well as the availability of highly skilled labor and raw materials; (6) work stoppages or other labor disruptions; (7) competition within our markets; (8) our non-U.S. operations and sales to non-U.S. customers, including tariffs, trade restrictions and government actions; (9) realizing the anticipated benefits of mergers, acquisitions, joint ventures/strategic alliances or divestitures; (10) our dependence on U.S. government contracts; (11) management of a complex, global IT infrastructure; (12) compromised or unauthorized access to our, our customers’ and/or our suppliers’ information and systems; (13) potential business disruptions, including threats to physical security or our information technology systems, extreme weather (including effects of climate change) or other acts of nature, and pandemics or other public health crises; (14) potential adverse developments in new or pending litigation and/or government inquiries or investigations; (15) potential environmental liabilities; (16) effects of climate change and legal, regulatory or market responses to such change; (17) credit rating agency actions and our ability to effectively manage our liquidity; and (18) the adequacy of our insurance coverage.

Additional information concerning these and other factors can be found in our filings with the Securities and Exchange Commission, including our most recent Annual Report on Form 10-K, Quarterly Reports on Form 10-Q and Current Reports on Form 8-K. Any forward-looking statement speaks only as of the date on which it is made, and we assume no obligation to update or revise any forward-looking statement, whether as a result of new information, future events, or otherwise, except as required by law.