

Verification Opinion

Introduction

DNV Business Assurance USA, Inc. (hereafter "DNV") has been commissioned by The Boeing Company (hereafter "Boeing") to perform an independent verification of Boeing's greenhouse gases (GHG) emissions inventory on an operational control basis.

Objective

The objective of this verification is to verify Boeing's Greenhouse Gases (GHG) emissions to a limited level of assurance for the calendar year 2025. To fulfill the objective, DNV will perform the review based on:

- conformance with applicable verification criteria, including the principles and requirements of relevant standards or GHG programmes, within the scope of the verification;
- Boeing's GHG inventory of GHG emissions and/or removals;
- Boeing's GHG-related controls; and
- any significant changes in Boeing's GHG inventory since the last reporting period.

Scope and Boundary

- Boeing's GHG Emissions Inventory with operational control consolidation approach
- Scope 1
- Scope 2 (location-based and market based)
- Scope 3
 - Category 6: Business Travel
 - Category 11: Use of Sold products (BCA & BDS)
- Renewable Energy Certificates Purchased
- Reporting Year 2025 (January 1st - December 31st)
- Physical infrastructure, activities, technologies and processes of Boeing:
 - Commercial and military aircraft, satellites, weapons, electronic and defense systems and launch systems;
 - Natural gas from boiler and space heating;
 - Diesel from emergency generator and onsite vehicles;
 - Propane from forklifts and other onsite equipments;
 - Fugitives from chemical processes;
 - SF6 usage from lab research;
 - Refrigerants from HVAC; and
 - Chillers.
- Type of GHG Sources: Carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulphur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and nitrogen trifluoride (NF₃).
- Geographic Boundary:
 - Boeing Global Operations

Level of Assurance

Limited Level of Assurance.

Materiality Level

Errors/omissions which represent 5% of single or aggregated of total emissions are considered material. Additionally, any omissions or inconsistencies that could influence stakeholder decisions or affect the integrity of the GHG report are considered qualitatively material, regardless of size.

Criteria

The World Business Council for Sustainable Development’s (WBCSD)/World Resources Institute’s (WRI) “The Greenhouse Gas Protocol, A corporate accounting and reporting standard - Revised edition.” (2004);

WRI’s “GHG Protocol, Scope 2 guidance, An amendment to the GHG Protocol corporate standard” (2015); and,

WBCSD’s/WRI’s “GHG Protocol, Corporate value chain (Scope 3) accounting and reporting standard, Supplement to the GHG Protocol corporate accounting and reporting standard” (2013).

Protocol

ISO 14064-3: 2019 - Greenhouse gases - Part 3: Specification with guidance for the verification and validation of greenhouse gas statements.

Data Verified¹

Greenhouse Gas Emissions

Scope 1	525,000 metric tons CO ₂ e
Emissions from CFCs/HCFs	320 metric tons CO ₂ e
Biogenic CO ₂ emissions	5,000 metric tons CO ₂
Scope 2 (location-based)	732,000 metric tons CO ₂ e
Scope 2 (market-based)	253,000 metric tons CO ₂ e
Scope 3	
<i>Category 6: Business travel²</i>	163,000 metric tons CO ₂ e
Biogenic CO ₂ emissions	2,343 metric tons CO ₂
<i>Category 11: Use of Sold Products (BCA)³</i>	646 million metric tons CO ₂ e
<i>Category 11: Use of Sold Products (BDS)³</i>	26 million metric tons CO ₂ e
Biogenic CO ₂ Emissions	101 metric tons CO ₂
Renewable Energy Certificates Purchased	1,168,000 MWh

¹ Assured numbers (except Emission from biogenic or CFC/HCFs and Scope 3 category 11) were rounded to the nearest thousandth, and Scope 3 category 11 was rounded to the nearest millionth. The GHG emissions were calculated based on AR6.

² Scope 3: Category 6 includes air travel, train, rented vehicles, employee-owned vehicles, and other forms of public transportation. Fuel's full lifecycle (well-to-tank and tank-to-wake) was taken into the quantification of the category.

³ BCA: Boeing Commercial Airplanes. BDS: Boeing Defense, Space & Security. Fuel use data for BCA and BDS was provided directly by Boeing and was not independently verified due to confidentiality. These values were accepted for the purposes of the assurance.

Assurance Opinion

Based on the verification process conducted by DNV, we provided a limited level of assurance regarding the GHG Emissions Inventory for Boeing.

DNV found no evidence that the information as presented in the above section, Data Verified:

- is not materially correct;
- is not a fair representation of the GHG emissions information; and
- is not prepared in accordance with the listed criteria.

Independence

DNV was not involved in the preparation of any part of Boeing's data or report. We adopt a balanced approach towards all stakeholders when performing our evaluation.

Boeing has sole responsibility for preparation of the data and external report. DNV, in performing our assurance work, is responsible to the management of Boeing. Our verification opinion, however, represents our independent opinion and is intended to inform Boeing.

DNV Business Assurance USA, Inc.

May 28, 2026

Lead Verifier

Owen Chen

Technical Reviewer/Approver

Shruthi Bachamanda

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