

Heart for the Planet

At Southwest Airlines®, being the airline with Heart includes respecting our Planet. In 2023, we launched our updated sustainability strategy, Nonstop to Net Zero, which outlines our path to achieve net zero carbon emissions by 2050,¹ supporting a more sustainable future. Our holistic approach includes establishing carbon, circularity,² and collaboration as strategic pillars.

Check out the One Report



Visit our Citizenship page



Nonstop to NET ZERO

Our path toward net zero carbon emissions by 2050 and a more sustainable future.



Carbon

Addressing our carbon emissions through fuel and operational efficiency initiatives, sustainable aviation fuel (SAF), electrification of ground support equipment, and energy conservation.



Circularity

Working towards improving sustainability in our operations through sourcing, recycling, and upcycling.



Collaboration

Partnering with organizations whose work complements our efforts to achieve our goals and engaging with our suppliers on sustainability.

Our net zero by 2050 goal includes Scope 1, Scope 2, and Scope 3 Category 3 emissions only and excludes any emissions associated with non-fuel products and services, such as inflight service items.

2023 Highlights

- Launched Nonstop to Net Zero
- Established Southwest Airlines Renewable Ventures LLC (SARV), a subsidiary focused on making SAF investments to help us achieve our sustainability goals
- Launched a new, innovative option for eligible corporate Customers looking to purchase Customer SAF Claims and/or carbon offsets through Southwest Business Assist™

Planet Goals Progress

We developed a set of operational goals, adding to our existing carbon goals

Goal	Progress ⁵
Carbon	
 Achieve net zero carbon emissions by 2050 ¹	24,873,759 MT CO₂e Including Scope 1, 2, and 3, Category 3 emissions
 Reduce our carbon emissions intensity 50% by 2035, and 25% by 2030¹ Compared with a 2019 baseline	0.5% reduction in emissions intensity from our 2019 baseline
 Replace 10% of our total jet fuel consumption with SAF by 2030	Secured SAF gallons through offtake agreements projected to replace 2%⁶ of our fuel in 2030
Operational Initiatives	
 Save 50M incremental gallons of jet fuel by 2025, and 1.1B cumulative gallons by 2035³ 2025 goal is compared to a 2019 baseline	Saved 42M incremental gallons and 162M cumulative gallons of jet fuel
 Reduce single-use plastics from inflight service 50% by weight by 2025, and eliminate where feasible by 2030⁴ Applicable to inflight service only, 2025 goal is compared to a 2019 baseline	Established baseline, set target, and prioritized 2024 initiatives
 Electrify 50% of eligible GSE systemwide by 2030 Includes baggage tugs, belt-loaders, and pushbacks	37% electric GSE systemwide
 Reduce energy utilization index (EUI) in our Dallas Headquarters by 50% by 2035 Compared to a 2022 baseline	9% reduction in EUI

\$2.3B

spent on new MAX8 aircraft to modernize our fleet and improve fuel efficiency

880,000 lbs

retired aircraft materials recycled through our aircraft end-of-service program

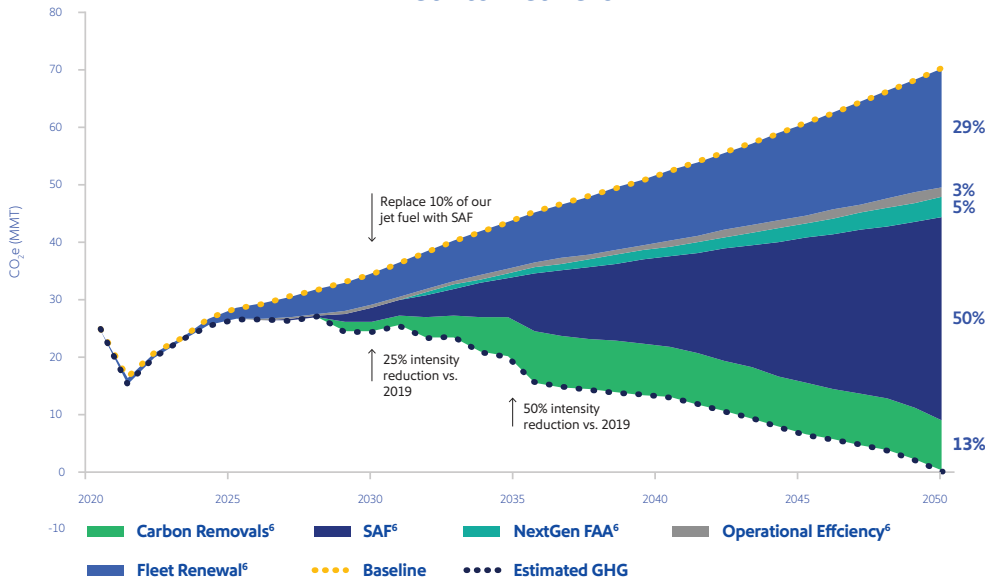
680M

Gallons of neat SAF secured in a 20-year agreement from USA BioEnergy, LLC

\$30M

invested in LanzaJet Inc., a SAF technology provider and producer

Path to Net Zero¹



Planning our Path to Net Zero

Achieving our goal of net zero carbon emissions by 2050¹ requires a strategic mix of advanced long-term planning and near-term action—particularly since we’re aiming to achieve interim carbon emissions intensity reductions by 2030 and 2035. We have set mid- (i.e., 2035 carbon emissions intensity goal) and long-term (i.e., net zero by 2050 goal) science-based targets in alignment with the goals of the Paris Agreement to limit warming to well below 2°C and pursue efforts to limit it to 1.5°C.

To learn more about Nonstop to Net Zero, please see the 2023 One Report

Sustainability at Southwest

We look for opportunities to incorporate sustainability in the air, on the ground, and at our facilities



Endnotes
 1 Our carbon emissions intensity reduction goals are compared against a 2019 baseline on a revenue ton kilometer (RTK) basis [including Scope 1, Scope 2, and Scope 3 Category 3 emissions (upstream emissions of jet fuel)] and includes the use of SAF and excludes the use of carbon offsets. Our net zero by 2050 goal includes Scope 1, Scope 2, and Scope 3 Category 3 emissions only and excludes any emissions associated with non-fuel products and services, such as inflight service items.
 2 Circularity at Southwest means working toward reducing waste through maximizing the value of resources by keeping products and materials in circulation as long as possible. This can be through reusing, recycling, and considering what happens to a product at the end of its lifecycle from the time that sourcing begins.
 3 Incremental is additional fuel saved in a year compared to prior year through fuel savings initiatives. Nominal is total fuel is saved within that year. Southwest's 2025 goal is the sum of incremental gallons saved from 2019 - 2025, and its 2035 cumulative goal is the sum of nominal gallons saved from 2019 to 2035.
 4 Weight compared to a 2022 baseline and includes plastics for inflight service. Elimination goal is dependent on the availability of operationally and commercially feasible alternatives.
 5 Representative of 2023 performance only, and prior performance does not guarantee that the Company will be able to meet its stated sustainability goals. Intensity reduction percentages represent reductions as of December 31, 2023. The SAF percentage is based on contracted gallons of SAF expected to be utilized in 2030 (as of December 31, 2023). Southwest is working to procure greater volumes of SAF, and to the extent applicable, those volumes will be captured in future reporting of this metric after the agreements for those volumes are executed by the parties.
 6 Detailed risk factors, including those specific to extreme weather events and climate change, are discussed under the heading "Risk Factors" in the Company's Annual Report on Form 10-K for the fiscal year ended December 31, 2023.